TWENTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING JUNE 30, 1901.

STATE OF IOWA

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

DES MOINES.
B. MURPHY, STATE PRINTER.
1902.

RAILROAD COMMISSIONERS' REPORT.

STATE OF IOWA,
BOARD OF RAILROAD COMMISSIONERS.

To the Honorable Leslie M. Shaw, Governor of the State of Iowa:

In accordance with the laws of this state, we herewith submit to you our twenty-fourth annual report.

Several questions have arisen during the past year of considerable importance to the people of the state, along the lines indicated in our previous reports, but on the whole conditions are very satisfactory, and while the number of complaints filed has been quite large this is due perhaps to the fact that the mileage of the state has been increased by the construction of new lines within the past two years.

The past year has been a notable one in the amount of permanent improvements made on the railrways throughout the state. These improvements include the straightening of curves, reduction of grades, replacing wooden bridges and trestles with structures of stone and steel, better ballasting, and in some instances construction of double track.

REPORTS OF RAILWAY COMPANIES.

It will appear from examination of the statistical tables accompanying this report that the railway companies have done an increased business in Iowa as well as throughout the entire systems, and that said railway companies have expended considerable sums in the permanent improvements and the betterments above referred to.

HIGHWAY AND FARM CROSSINGS.

The board feels that upon this question it can do no better than to reprint the following from its report of 1899: There has been within the last year a number of complaints against the railways, occasioned in some cases by the change of grades thereon, where the same crosses a public highway. In some instances before the change of grade, the public crossing would

the appointment of its members to positions on important committees to report to the next annual convention.

RAILWAY CONSOLIDATION.

The Cedar Rapids, Garner & Northwestern railway has been absorbed by the Burlington, Cedar Rapids & Northern railway company, and the report of the Chicago, Burlington & Quincy railroad company now includes the operation of the Chicago, Burlington & Kansas City, the Kansas City, St. Joseph & Council Bluffs, the St. Louis, Keokuk & Northwestern, the Keokuk & Western, and the Chicago, Fort Madison & Des Moines railways.

The absorption of the smaller lines by the larger ones, will be, on account of the safeguards provided by the railway laws of this state, beneficial rather than otherwise, to the people of the state. It has had the effect not only of placing the weaker lines into a higher class, thereby reducing the maximum freight rates prescribed by this board, but also of making a continuous mileage rate in case of shipments that, previous to this absorption had to bear the burden of two or more short distance or local rates.

ELECTRIC RAILWAYS.

There are many projected interurban electric lines in this state, designed to carry both freight and passengers, which lines will come in direct competition with railways operated by steam. At the present time the railway laws of Iowa, in so far as they refer to the fixing of rates, prevention of discrimination, etc., do not specifically apply to such carriers.

It is respectfully suggested that the attention of the General Assembly should be called to this matter for such action as may be found proper and equitable to all.

SPEED OF TRAINS.

As is well known, there is great competition among the railway companies in the matter of fast passenger and freight service between important termini. As a consequence, the main or trunk lines through Iowa are daily operating a number of these fast or through trains, running at a high rate of speed and stopping only at the more important stations. While no accident of any consequence has occurred in Iowa by reason of the operation of these trains, yet it seems to the board that where such trains are operated it might be advisable to require the use of the block or some other safe system to prevent collisions. This is an important matter and should receive the attention of the General Assembly.

COMPARATIVE STATISTICS.

The board beg to submit comparative statistics for the years 1878 to 1901 inclusive, showing for each year, for the state of Iowa, number of miles of railways, the earnings, the operating expenses, the net earnings per mile of road, the number of railroad employes, and the amount paid for their services, the number of cars used, and the number of the same equipped with automatic couplers and train brakes, the number of employes killed and injured while coupling cars or falling from trains, and the total number of passengers, employes and others killed and injured.

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

YEAR.	Mileage, exclusive of trackage rights.	Earnings.	Expenses.	Net earnings.	Net earnings per mile of road.
1878	4,157.15	$20,714,496.07	$12,565,950 83	$ 8,148,545.84	$1,960.12
1879	4,396.04	21,340,709 44	12,904,420 92	8,436,288 52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,891.58	2,181.00
1881	5,485.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,887,450.50	11,985,904.27	1,654.45
1884	7,249.85	35,735,971.84	23,850,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,193,587.45	23,093,581.04	13,330,006.41	1,742.34
1886	7,564.07	36,003,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,589,730.02	24,152,990.71	13,376,739.31	1,672.59
1888	8,346.31	37,934,586.68	26,237,161.92	10,968,422.76	1,377.73
1889	8,340.00	37,138,399.75	25,286,309.10	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,309.35	28,639,288.77	14,463,100.58	1,718.15
1892	8,497 34	*37,465,473.22	*25,070,828.00	*12,388,645.22	1,466.41
1893	8,402.70	45,003,680.51	32,622,594.42	12,381,086.09	1,474.81
1894	8,489.88	40,699,079.92	28,020,531.03	12,679,145.89	1,493.56
1895	8,480.36	35,835,910.47	24,716,072.45	11,109,838.02	1,309.95
1896	8,498.07	41,841,892.55	28,735,652.59	13,106,239.96	1,542.85
1897	8,478.61	38,269,503.04	25,330,714.38	12,938,788.66	1,513.54
1898	8,484.16	45,944,598.00	29,813,031.67	16,131,564.33	1,901.84
1899	8,514.54	48,486,158.44	31,476,771.68	16,986,380.76	1,994.84
1900	9,171.49	52,074,571.77	35,409,424.92	16,665,146.79	1,815.04
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06

* Three C., B. & Q. lines not reporting.

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1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.59
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,309.50	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,467 34	*37,405,473.22	*25,076,828.00	*12,328,645.22	1,466.41
1893	8,401.76	45,003,680.51	32,622,594.42	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,513.54
1898	8,484.16	45,944,596.00	29,813,031.67	16,135,564.33	1,901.84
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1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06

*Three C., B. & Q. lines not reporting.

COMPENSATION OF RAILROAD EMPLOYES IN IOWA.

YEAR.	Number.	Yearly compensation.	Average daily compensation.
1878	13,518	*	
1879	15,341	*	
1880	18,985	*	
1881	21,974	*	
1882	17,273	$ 8,389,810.31	$ 1.78
1883	27,112	13,104,288.07	1.55
1884	26,731	13,970,661.65	1.66
1885	25,666	13,028,057 66	1.69
1886	26,761	13,677,780.53	1.69
1887	29,088	15,146,234.84	1.66
1888	26,794	10,235,348 31	1.68
1889	24,642	14,212,590 27	1.67
1890	31,351	16,218,183.69	2.12
1891	27,589	16,264,938.45	1.88
1892	30,192	17,870,915.89	1.89
1893	31,127	16,389,371.61	1.68
1894	29,308	16,378,780.81	1.78
1895	24,107	14,168,803.35	1 87
1896	28,165	16,052,796.79	1.82
1897	26,690	15,157,519.49	1.81
1898	30,099	17,280,215.01	1.83
1899	32,385	18,406,381.76	1.82
1900	37,616	21,363,319.55	1.80
1901	37,836	22,253,822.79	1.88

*No data.

AUTOMATIC COUPLERS AND TRAIN BRAKES.

Number of cars equipped and number of employes and accidents to employes from coupling cars and falling from trains.

YEAR.	Number of all cars.	Equipped with automatic couplers.	Equipped with power or train brake.	Number of employes.	Number killed coupling cars	Number injured coupling cars.	Number killed falling from trains.	Number injured falling from trains.
1878	89,057	.....	.....	13,518	.....	.....	.....	.....
1879	31,581	.....	.....	15,341	.....	.....	.....	.....
1880	54,451	.....	.....	18,985	.....	.....	.....	.....
1881	67,510	.....	.....	21,974	.....	.....	.....	.....
1882	85,206	.....	1,531	17,273	16	182	31	57
1883	98,106	.....	1,814	27,112	16	98	33	42
1884	103,337	.....	1,917	26,731	8	109	19	57
1885	102,835	.....	2,200	25,666	13	174	16	34
1886	106,178	.....	2,164	25,761	10	126	25	38
1887	91,097	.....	2,545	29,088	9	134	23	59
1888	113,975	.....	1,864	30,794	19	240	32	52
1889	120,757	4,210	3,636	24,642	8	149	5	44
1890	127,494	9,194	10,422	24,351	14	203	17	363
1891	130,193	18,178	14,395	27,589	13	245	23	82
1892	149,731	34,315	23,047	30,192	14	196	28	63
1893	142,730	49,871	39,206	31,127	10	196	22	68
1894	127,171	40,558	37,784	29,308	7	91	17	32
1895	158,721	58,862	53,098	24,107	5	80	20	37
1896	182,529	70,718	87,050	28,165	6	97	19	35
1897	171,909	101,851	90,684	26,690	7	80	14	65
1898	176,035	142,638	105,323	30,099	4	75	18	50
1899	190,730	180,595	127,907	32,385	12	78	12	64
1900	200,874	188,650	134,691	37,666	8	59	20	59
1901	211,883	210,404	158,712	37,836	6	52	21	100

ACCIDENTS TO PERSONS IN IOWA.

YEAR.	KILLED. Passengers.	KILLED. Employes.	KILLED. Others.	INJURED. Passengers.	INJURED. Employes.	INJURED. Others.
1878	20	29	31	51	127	35
1879	2	42	40	12	103	39
1880	5	37	38	9	140	34
1881	7	67	34	17	146	31
1882	7	89	69	61	502	72
1883	4	82	65	25	355	50
1884	6	72	51	47	343	59
1885	9	72	75	89	720	66
1886	8	61	62	35	336	74
1887	8	59	65	30	354	58
1888	10	101	69	77	504	86
1889	4	35	33	25	442	40
1890	9	73	69	67	579	101
1891	5	82	91	80	601	92
1892	23	80	76	64	458	77
1893	17	81	79	78	682	64
1893	7	48	90	62	367	62
1894	4	47	84	39	320	74
1895	6	38	94	62	411	84
1896	27	40	99	81	291	86
1897	5	44	114	30	301	79
1898	14	68	95	101	348	128
1899	9	70	143	82	449	136
1900	7	65	151	104	636	142
1901						

ORGANIZATION OF BOARD.

On January 9, 1901, David J. Palmer, of Washington county, having been re-elected railroad commissioner, qualified, and the Board organized, by the election of Commissioner Welcome Mowry as chairman, and Dwight N. Lewis as secretary for the ensuing year. C. F. Boylan was appointed clerk but resigned his position on July 1st, and Thomas H. Boylan was appointed to fill out the unexpired term.

Respectfully submitted,

WELCOME MOWRY,
EDWARD A. DAWSON,
DAVID J. PALMER.

Attest.

DWIGHT N. LEWIS, *Secretary*,

Des Moines, Iowa, December 2, 1900.

COMPILED RETURNS

OF THE

RAILWAY COMPANIES

TABLE No. 1—CAPITAL STOCK.

RAILROADS.	NO. OF SHARES AUTHORIZED.		PAR VALUE.		TOTAL PAR VALUE AUTHORIZED.		TOTAL AMOUNT ISSUED AND OUTSTANDING.		DIVIDENDS DECLARED DURING YEAR.			
									COMMON.		PREFERRED.	
	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Rate.	Amount.	Rate.	Amount.
Ames & College	800		100		$ 80,000							
Atchison, Topeka & Santa Fe	1,020,000	1,314,860	100	100	102,000,000	$ 131,486,000	$ 102,000,030 00	$ 131,486,000 00	1.5	$ 1,530,000 00	5	$ 6,574,300.00
§Burlington, Cedar Rapids & Nor.	300,000		100		30,000,000		7,121,740 00	† 1,735,030 00	3.5	433,609.00		
§Chicago, Burlington & Quincy	1,105,777		100		110,577,700		110,577,700 00		6 5	6,652,557.50		
Chicago, Iowa & Dakota	2 290	1,320	100	100	229,000	132,000	229,000.00	132,000.00				
Chicago Great Western	300,000	550,000	100	100	30,000,000	55,000,000	21,315,545.00	40,687,579 00			4.5	1,349,230 16
Chicago, Milwaukee & St. Paul			100	100			55,821,850 00	44,658,400.00	5 5	2,593,123 0.	7	2,851,058 00
Chicago, Rock Island and Pacific	500,000		100		50,000,000		49,995,100.00	*4,900.00	4	1,999,7 5.00		
Chicago & North-Western			100	100			43,828,365.97	22,398,954.56	6	2,346,744.00	7	1,567,650 00
Chicago, St Paul, Minn. & O.	300,000	200,000	100	100	30,000,000	20,000,000	2,403,293.33	12,645,833 29	5	927,750.00	7	787,976.00
Sioux City & Pacific	60,000		100		6,000,000		1,899,000.00	189,000.00			7	11,830.00
Crooked Creek	5,000		100		500,000		225,000.00					
Davenport, Rock Island & N -W		23,500		100		2,350,000			2 5	5,625 00		
Dubuque & Sioux City	110,000		100		11,000,000			2,350,000 00				
Stacyville R R	1,000		100		100,000	50,800	10,999,600.00			323,983 00		
Des Moines Union	20,000		100		2,000,000							
Iowa Central	110,000	74,000	100	100	11,000,000	7,400,000	8,507,288.48	5,672,4 8 22				
Albia & Centerville	4,000		100		400,000		400,000.00					
Iowa, C & Western	30,000		100		3,000,000		900,000 00					
Iowa Northern	2,000		100		200,000		90,000 00					
Marshalltown & Dakota	900		100		2,000,000		90,000.00					
Mason City & Ft. Dodge	50,000		100		5,000,000		920,000.00					
Minneapolis & St. Louis	60,000	40,000	100	100	6,000,000	4,000,000	6,000,000 00	4,000,000.00	4	240,000.00	5	200,000.00
Muscatine Nor. & South	4 500		100		450,000		450,000.00					
Omaha & St. Louis	25,920		100		2,592,000		2,592,000 00					
Wilmar & Sioux Fall	100,000		100		10,000,000		1,000,000.00					
Tabor & Northern	2,400		50		120,000		25,300.00		5	350,000.00		
Union Pacific												
Wabash	280,000	240,000	100	100	28,000,000	24,000,000	28,000,000.00	24,000,000 00				
Winona & Western	2,000		100		2,000,000		100,000.00					
NARROW GAUGE ROADS.												
Burlington & Northwestern	3,000		100		300,000		156,900.00					
Burlington & Western	30,000		100		3,000,000		856,801 82					
Total	5,429,587	2,443,685			$ 446,548,700	$ 244,418,800	$ 472,004,434.60	$ 289,941,085.07		$17,409,111 50		$ 13,342,044.16

*Fractional script. †Stock of leased lines.

§NOTE:—The report of the Chicago, Burlington & Quincy now includes the Chicago, Burlington & Kansas City, Kansas City, St Joseph & Council Bluffs, St. Louis, Keokuk & Northwestern, Chicago, Ft Madison & Des Moines, and Keokuk & Western railways. The report of the Burlington, Cedar Rapids & Northern railway company includes the Cedar Rapids, Garner & North-Western railway.

TABLE No. 2—CAPITAL STOCK.

RAILROADS.	AMOUNT OF STOCK PER MILE OF ROAD.		Stock representing road in Iowa.	Amount of stock held in Iowa.	NO. OF STOCK HOLDERS		NUMBER OF SHARES ISSUED.									Total cash realized.
							FOR CASH.		FOR CONSTRUCTION.		FOR REORGANIZATION		FOR OTHER PURPOSES.			
	Miles.	Amount.			Total.	In Iowa.	Com.	Pref'd.	Com.	Pref'd.	Com.	Pref'd.	Com.	Pref'd.	Total.	
Ames & College	1.98	$10,101 01	$ 20,000.00	$ 19,000	34	33										
Atch., Top. & S. Fe.	7,755.28	30,107.00		197,300	12,403	38	20				1,019,980	1,314,860			2,334,860	$ 2 000.00
§Burl., C R. & Nor.	1,264.03	7,030.99	7,017,701.42	110,400	325	14			16,882		55,000		16,992		88,874	1,621,740 00
§Chi. B. & Quincy.	7,614.45	14 522.03	18,134,742.80	205,900	10,236	38										
Chi. Iowa & Dakota	26 40	10,000 00	361,000.00	112,000	18				361,000							
Chi. Great Western	814 85	73,388.00	33,922,135 24				1,182	90,746			213,155	207,30	32,755	74,892	618,031	8,870,926.02
Chi. Mil. & St. Paul.	6,596.32	15,232 77	27,159,798.06	180,000	5,786	12	257,572	51,989	†11,220	†288270			28,426	06,325	1,004,802	28,070,867 85
Chi., R. I. & Pacific	3,127 79	15,986.00		91,500	3,065	15	80,400		419,600						500,000	50,000,000.00
Chicago & N-W	5,516.78	12,004.71	17,423,429.44	241,200	4,260	12		36,400	23,800		*395,276	110,899	14,207	76,691	652,273	2,911,466 14
C., St. P., Minn. & O.	1,487.68	22,883.07	1,706,305 62	10,000	1,090	1	53,461	20,466			69,330	29,333	91,222	76,669	340,50	4,314,717 73
Sioux City & Pacific	107.42	19,255 26	1,549,479.75	100	48	1			17,914				1,080	1,690	20,684	
Crooked Creek	17.61	12,777.45	225,000.00	66,900	14	4	117		598				1,100	435	2,250	
Dav., R. I. & N W.	49,57	47,200.00	2,350,000.00													
Dubuque & SiouxC	731.00	15,047.00	10,599,620 00	900	31	9					79,936		30,000		109,936	10,999,600.00
Stacyville R. R.	7.93	6,406.00	50,800 00	700	8	7			508						508	50,800.00
Des Moines Union	4.00	100,000.00	400,000.00	250,000	12	6	4,000								4,000	400,000 00
Iowa Central	500 06	28,356.01	11,681,242.38	8 00	798	3					85,037	56,69			141,732	
Albia & Centerville	24 44	16,366 61	400,000 00	13,200	6	1					4 000				4,000	
Ia. Cent. & Western	37,30	24,128.60	900,000.00	100	6	1			9,000						9 000	
Iowa Northern	5.73	15,177 06	90,000.00	90,000	6	5										
Mar. & Dakota	21 00	4,285.71	90,000.00	45,000	11	5	900								900	22,500.00
Mason City & Ft. D	92.00	10,000 00	920,000.00	100	8	1			9,200						9,200	
Minneapolis & St L.	644.82	15,508.00			484										100 000	
Muscatine N. & S.	28.67	1,569.85													4,500	
Omaha & St. Louis	164 41	15,765.00	1,188,813.60						25,920						25,920	
W. & Sioux Falls	433 41	16,159.98			6		55,010		14,990						70,000	7.000,000.00
Tabor & Northern.	8 79	2,878.00	25,300.00	24,000	60	50	253		119				150		522	20,150.00
Wabash	1,713.62	30,345.47	4,251,400.35								280,000	240 000			520,000	52,000,000.00
Winona & Western	120 75	828.15	19,461.53				1,000								1,000	100,000.00
NARROW G. ROADS.																
Burlington & N-W	38.73	4,051.12	156,900 00	60,900	229	228	1,569								1,569	156,900 00
Burlington & W.	70.70	12,118.84	856,801.82	500	6	5			8,568						8,568	
Total.	39,057.50	$119,508.36	$141,498,923.01	$1,727,800	38,989	492	455,484	199,601	919,319	288,270	2,201,774	1,952,088	476,932	376,702	6,585,690	$166,550,667.74

§ See note on Table 1. † In exchange for bonds. * For properties acquired.

TABLE No. 3 —FUNDED DEBT.

RAILROADS.	FUNDED DEBT.				INTEREST.		
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Av. rate.	Amount accrued during year.	Amount paid during year.
Ames & College							
Atchison, Topeka & Santa Fe	$ 188,340,500.00	$ 161,577,500.00	$ 147,057,710.00	$ 19,552,741.66	5	$ 5,765,165.00	$ 5,413,820.91
§Burlington, Cedar Rapids & Northern		15,761,000.00	15,761,000.00	7,623,847.50	5	791,150.00	791,150.00
§Chicago, Burlington & Quincy	146,148,300.00	146,148,300.00	128,267,200.00		6	6,454,639.04	6,449,879.90
Chicago, Iowa & Dakota	764,000.00		240,000.00				
Chicago Great Western							
Chicago, Milwaukee & St. Paul	126,941,500.00	126,941,500.00			6	6,381,035.42	6,513,554.73
Chicago, Rock Island & Pacific		66,716,000.00	66,716,000.00	65,826,145.00	5	2,877,380.00	2,877,380.00
Chicago & North-Western	288,889,000.00	101,212,000.00	91,063,000.00	49,049,650.01	6	4,828,747.08	4,825,256.25
Chicago, St. Paul, Minneapolis & Omaha	42,229,800.00	28,188,800.00	27,255,800.00	9,908,000.08	6	1,447,936.00	1,439,875.26
Sioux City & Pacific	3,256,320.00	3,256,320.00	3,256,320.00		6	198,393.95	97,680.00
Crooked Creek							
Davenport, Rock Island & Northwestern							
Dubuque & Sioux City	6,930,000.00	6,730,000.00	6,730,000.00	6,730,000.00	5	392,500.00	392,500.00
Stacyville Railroad	60,000.00	60,000.00	60,000.00	60,000.00	5	3,000.00	3,000.00
Des Moines Union	800,000.00	671,000.00	671,000.00	671,000.00	5	33,550.00	33,550.00
Iowa Central	7,650,000.00	7,649,544.91	7,649,544.91	1,808,206.70	5	373,748.78	378,675.00
Albia & Centerville							
Iowa Central & Western	555,000.00	555,000.00	555,000.00		5	27,750.00	27,750.00
Iowa Northern	600,000.00	600,000.00	560,000.00	600,000.00	6	3,003.00	3,000.00
Marshalltown & Dakota							
Mason City & Ft. Dodge	1,380,000.00	1,380,000.00	1,380,000.00		6	82,800.00	
Minneapolis & St Louis	44,571,000.00	18,301,000.00	18,151,000.00		6	897,220.00	897,220.00
Muscatine North & South	450,000.00	450,000.00	450,000.00		5	22,500.00	
Omaha & St. Louis	2,376,000.00	2,376,000.00	2,376,000.00		4	95,040.00	
Willmar & Sioux Falls	3,646,080.00	3,646,000.00	3,646,000.00	3,646,000.00	5	182,300.00	182,125.00
Tabor & Northern	50,000.00	50,000.00	50,000.00	40,000.00	5	2,500.00	2,500.00
Union Pacific							
Wabash	88,470,000.00	85,100,000.00	85,081,000.00		6	2,680,271.24	2,890,271.24
Winona & Western							
NARROW GAUGE ROADS.							
Burlington & Northwestern	229,981.53	229,981.53	229,981.53	229,981.53	7	16,098.88	598.88
Burlington & Western	639,458.91	610,660.12	610,660.12		7	42,351.52	2,367.52
Total	$ 954,976,910.44	$ 775,212,606.56	$ 607,765,206.56	$ 166,745,582.49		$ 33,598,976.91	$ 33,222,131.68

§ See note on Table 1.

TABLE No. 4—FUNDED DEBT.

RAILROADS	MISCELLANEOUS OBLIGATIONS.				INTEREST.		
	Amount authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	Amount accrued during year.	Amount paid during year.
Ames & College							
Atchison, Topeka & Santa Fe							
§Burlington, Cedar Rapids & Northern						$ 993,334.62	$ 1,010,098.75
§Chicago, Burlington & Quincy	$ 33,650,700.00	$ 33,650,700.00	$ 18,937,100.00				
Chicago, Iowa & Dakota							
Chicago Great Western							
Chicago, Milwaukee & St. Paul		1,365,000.00	1,365,000.00	$ 1,368,412.50	4	54,600.00	54,600.00
Chicago, Rock Island & Pacific	35,000,000.00	33,632,000.00	31,630,000.00	32,060,026.98	5	1,448,902.49	1,449,765.00
Chicago & North-Western							
Chicago, St. Paul, Minneapolis & Omaha							
Sioux City & Pacific							
Crooked Creek							
Davenport, Rock Island & Northwestern	15,000,000.00	10,425,000.00	10,425,000.00	10,425,000.00	4	347,000.00	
Dubuque & Sioux City							
Stacyville R. R.							
Des Moines Union							
Iowa Central							
Albia & Centerville							
Iowa Central & Western							
Iowa Northern							
Marshalltown & Dakota							
Mason City & Ft. Dodge							
Minneapolis & St. Louis							
Muscatine North & South							
Omaha & St. Louis							
Willmar & Sioux Falls							
Tabor & Northern							
Union Pacific							
Wabash							
Winona & Western							
NARROW GAUGE ROADS.							
Burlington & Northwestern							
Burlington & Western							
Total	$ 83,650,700.00	$ 79,072,700.00	$ 62,357,100.00	$ 43,853,439.48		$ 2,843,837.11	$ 2,515,463.75

§ See note on Table 1,

TABLE No. 5.—

RAILROADS.	INCOME BONDS.			
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
Ames & College				
Atchison, Topeka & Santa Fe	$ 71,728,000 00	$ 51,728,000 00	$ 51,728,000.00	
§ Burlington, Cedar Rapids & Northern				
§ Chicago, Burlington & Quincy				
Chicago, Iowa & Dakota				
Chicago Great Western				
Chicago, Milwaukee & St Paul				
Chicago, Rock Island & Pacific				
Chicago & North-Western	* 500,000.00	500,000.00	500,000.00	
Chicago, St. Paul, Minneapolis & Omaha				
Sioux City & Pacific				
Crooked Creek				
Davenport Rock Island & Northwestern				
Dubuque & Sioux City				
Stacyville R. R				
Des Moines Union				
Iowa Central				
Albia & Centerville				
Iowa Central & Western				
Iowa Northern				
Marshalltown & Dakota				
Mason City & Ft. Dodge				
Minneapolis & St. Louis				
Muscatine North & South				
Omaha & St. Louis				
Willmar & Sioux Falls				
Tabor & Northern				
Union Pacific				
Wabash				
Winona & Western				
NARROW GAUGE ROADS.				
Burlington & Northwestern				
Burlington & Western				
Total	$ 72,228,000.00	$ 52,228,000.00	$ 52,228,000.00	

§ See note on Table No. 1.
* Debenture bonds.

FUNDED DEBT—CONTINUED.

INCOME BOND.			EQUIPMENT TRUST OBLIGATIONS.						
INTEREST.							INTEREST.		
Rate.	Accrued during year.	Paid during year	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	Accrued during year.	Paid during year.
4	$2,053,840.00	$323,455.00	$ 2,500,000.00	$ 2,500,000.00	$ 250,000.00			$ 11,805.83	$ 11,830.83
					366,471.81			55,788.20	55,788.20
6	30,000.00	32,040.00	28,000,000.00	28,000,0000	26,136,000.00	$25,006,013.33	5	1,306,300.00	1,313,600.00

TABLE No. 6—FUNDED DEBT—CONTINUED.

RAILROADS.	GRAND TOTALS. Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest accrued during year.	Interest paid during year.
Ames & College						
Atchison, Topeka & Santa Fe	$ 262,568,500 00	$ 215,805,500.00	$ 199,035,710.00	$ 19,552,741.66	$ 7,830,810 83	$ 5,749,086.74
§Burlington, Cedar Rapids & Northern		15,763,000.00	15,763,000.00	7,623,847.50	791,150.00	791,150.00
§Chicago, Burlington & Quincy	179,799,000.00	179,793,000.00	147,204,300.00		7,447,973.66	7,459,978.65
Chicago, Iowa & Dakota	264,000.00		246,000.00			
Chicago Great Western			366,475.81		55,788.20	55,788 20
Chicago, Milwaukee & St. Paul		126,941,500 00	126,941,500 00		6,383,035.42	6,513,554.73
Chicago, Rock Island & Pacific		68,081,000.00	68,081,000.00	68,194,557.50	2 931,980 00	2,931,980.00
Chicago & North-Western	352,389,000.00	263,344,000 00	149,329,000.00	106,115,700.33	7,054,598.95	7,091,261.25
Chicago, St. Paul, Minneapolis & Omaha	42,229,800.00	28,188,800.00	27,225,800 00	9,908,000 08	1,447,936.00	1,439,875.25
Sioux City & Pacific	3,256,320.00	3,256,320.00	3,256,320 00		192,393 95	97,680 00
Crooked Creek						
Davenport, Rock Island & Northwestern						
Dubuque & Sioux City	21,930,000.00	17,155,000 00	17,155,000.00	17,155,000.00	739,500.00	392,500 00
Stacyville Railroad	60,000.00	60,000.00	60,000.00	60 000 00	3,000.00	3,000.00
Des Moines Union	800,000.00	671,000.00	671,000.00	671,000 00	33,550 00	33,550.00
Iowa Central	7,650,000.00	7,649,544.91	7,649,544 91	1,808,206 70	373,748.78	378,675.00
Albia & Centerville						
Iowa Central & Western	555,000.00	555,000.00			27,750.00	27,750.00
Iowa Northern	60,000.00	60,000.00	50,000.00	50,000.00	3,000.00	3,000.00
Marshalltown & Dakota						
Mason City & Ft. Dodge	1,380,000 00	1,380,000 00	1,380,000.00		82,800.00	
Minneapolis & St. Louis	44,571,000 00	18,301,000 00	18,151,000.00		897,220.00	897,220.00
Muscatine North & South	450,000.00	450,000.00			22,500.00	
Omaha & St. Louis	2,376,000.00	2,376,000.00	2,376,000 00		95,040 00	
Willmar & Sioux Falls	3,646,080.00	3,646,000 00	3,646,000.00	3,646,000.00	182,300.00	182,125.00
Tabor & Northern	50,000.00	50,000.00	50,000 00	40,000.00	2,500.00	2,500.00
Union Pacific						
Wabash	88,470,000.00	85,100,000 00	85,081,000.00		2,680,271.24	2,890,271.24
Winona & Western						
NARROW GUAGE ROADS.						
Burlington & Northwestern	229,981.53	229,981.53	229,981.53	229,981,53	16,998.88	598.88
Burlington & Western	639,458.91	610,660.12	610,660.12		42,351.52	2,367.52
Total	$ 1,013,374,140.44	$ 1,039,473,306 56	$ 874,559,292.37	$ 235,035,035.30	$ 39,338,197.43	$ 36,943.912.46

§ See note on Table No. 1.

TABLE No. 7— FUNDED DEBT.—CONTINUED.

RAILROADS.	AMOUNT OF DEBT PER MILE OF ROAD. Miles.	Amount.	Amount of debt representing road in Iowa.	Interest paid during year representing road in Iowa.	Amount of stock and debt.	STOCK AND DEBT PER MILE. Entire line.	Iowa.
Ames & College							
Atchison, Topeka & Santa Fe	7,755.28	$ 25,684.00			$ 426,521 710.00	$ 55,791 00	
§Burlington Cedar Rapids & Northern	1,058.61	14,890.00	$ 12,236,304 20	$ 616,285.00	25,063,968.77	19,633.37	$ 19,633.37
§Chicago, Burlington & Quincy	7,614 45	19,332 00	24,697,875.00	652,085.00	257,782 000 00	33,854.00	34,272.40
Chicago, Iowa & Dakota	26 40	10,000.00	264,000.00	9,840.00	625,000.00	23,674 00	23,674.24
Chicago Great Western	844.85	434 00	201,562 70	30,683.51	62,369,599.81	73,832 00	73,824.00
Chicago, Milwaukee & St. Paul	6,556 32	19,244.29	34,312,287.45	1,725,334.48	227,421,700.00	34,477.06	34,477.06
Chicago, Rock Island & Pacific	3,127.79	21,330 00			116,716,000.00	37,316.00	
Chicago & North-Western	5,516 78	28,459.07	41,302,652.98	1,865,498.98	213,229,766 50	40,463.78	40,463.78
Chicago, St. Paul, Minneapolis & Omaha	1,487.68	18,321.01	1,365,831.30	72,137.75	61,305,916.62	41,209,08	41,209.08
Sioux City & Pacific	107.42	61,556 23	4,953,429 79	73,173.61	8,680,770.18	80,811.49	80,811.49
Crooked Creek							
Davenport, Rock Island & Northwestern							
Dubuque & Sioux City	731.00	23,468.00	16,787,657.71	713,150 00	28,314,257.71	38,733.59	38,866.50
Stacyville Railroad	7.93	9,733.00	69,250.76	3,000.00	120,050.76	15,138.81	15,138.81
Des Moines Union	4.00	167,750.00	671,000 00	33,550.00	1,071,000.00	267,750.00	267,750.00
Iowa Central	500 06	15,297.25	6,301,695.10	311,952.47	21,829,251.61	43,653.26	43,653 26
Albia & Centerville					400,000.00	16,366.61	16,366 61
Iowa Central & Western	37 30	15,000.00	555,000.00	27,750 00	1,455,000.00	39,008.04	39 008.04
Iowa Northern	5.93	8,431.70	50,000.00	3,000.00	140,000 00	23 628.76	23,628.76
Marshalltown & Dakota	21.00	13,333.33	280,000.00		370,000.00	17,619.05	17,619.05
Mason City & Ft. Dodge	92 00	15,000.00	1,380,000 00		2,300,000.00	25,000.00	25,000.00
Minneapolis & St. Louis	644 82	28,149.00			28,151,000.00	43,657.00	
Muscatine North & South	28.67	1,569.85	450,000.00		900,000.00	3,139 70	3,139 70
Omaha & St. Louis	164 41	14,509 00			4,968,000.00	30,274.00	
Willmar & Sioux Falls	304.25	11,984.00			10,646,000.00	24,563 00	
Tabor & Northern	8.79	9,187.38	80,759.07	2,500.00	106,059.70	12,065.86	12,065 86
Union Pacific							
Wabash	1,814.80	46,881.75	3,343,318.52	114,695.94	137,081,000.00	77,227.22	54,229.27
Winona & Western							
NARROW GAUGE ROADS.							
Burlington & Northwestern	38.73	5,938 00		598 88	386,881.53	9,989.00	9,989.00
Burlington & Western	70.70	8,637.34	610,660.12	2,367.52	1,467,461.94	20,756.18	20,756.18
Total	$ 38,609 97	$ 22,651.13	$ 149,913,284.70	$ 6,257,603.14	$ 1,649,422,405.13	$ 42,720.12	$ 40,306.42

§ See note on table No. 1.

TABLE No. 8—STOCKS AND BONDS OWNED.

RAILROADS.	STOCKS OWNED.				BONDS OWNED.						
	RAILWAY STOCKS.			OTHER	STOCKS.		RAILWAY BONDS.			OTHER BONDS.		
	Total par value.	Income or dividend received.	Valuation.	Total par value.	Income or dividend received.	Valuation.	Total par value.	Income or interest received.	Valuation.	Total par value.	Income or interest received.	Valuation.
Ames & College			$ 63,660.00	$4,368,054.90			$72,843,309.28	$ 71,618.96	$2,871,662.77	$1,444,600.00	$ 36,567.28	$ 298,600.00
Atchison, Topeka & Santa Fe	$44,169,300.00		1,699,140.00		$ 13,400.00							
§Burlington, Cedar Rapids & Northern	1,699,140.00		1,403,816.97	291,850.00	3,225.00	288,965.78	1,085,658.87	14,591.40	1,051,520.87	424,500.00	900.00	424,500.00
§Chicago, Burlington & Quincy	3,068,801.82	$ 82,431.25										
Chicago, Iowa & Dakoka							10,000.00	390.00	10,000.00			
Chicago Great Western		5,884.16	333,472.94			$ 467,266.30	4,958,000.00	15,969.22	4,943,000.00	38,500.00	2,155.00	19,350.00
Chicago, Milwaukee & St. Paul	13,240,950.00	200.00	1,883,681.25	490,600.00	2,625.00	212,172.00	5,752,500.00	143,695.00	5,570,499.35	150,000.00	6,000.00	168,561.30
Chicago, Rock Island & Pacific	7,969,530.00	297,589.50	3,910,025.40	124,600.00		142,462.58	1,320.00					
Chicago & North-Western	52,969,622.61	847,485.00		2,402,900.00	77,080.00	5,324,000.00	3,547,000.00	5,990.00	3,535,000.00			
Chicago, St. Paul, Minnepolis & Omaha	5,020,544.98	97,205.00	4,349,644.98									
Sioux City & Pacific												
Crooked Creek												
Davenport, Rock Island & Northwestern							678,000.00	40,293.75	678,000.00			
Dubuque & Sioux City	5.80		5.80									
Stacyville R. R												
Des Moines Union							555,000.00	27,750.00				
Iowa Central	900,000.00											
Albia & Centerville												
Iowa Central & Western												
Iowa Northern												
Marshalltown & Dakota												
Mason City & Ft. Dodge							940,000.00	27,340.00	920,000.00			
Minneapolis & St. Louis	221,100.00	11,583.50										
Muscatine North & South												
Omaha & St. Louis												
Willmar & Sioux Falls	2,500,000.00		2,500,000.00									
Tabor & Northern												
Union Pacific												
Wabash	2,673,551.68	79,200.00	62,559.68	2,723,338.76	161,821.00	493,343.76	123,000.00		123,000.00	1,000.00		1,000.00
Winona & Western												
NARROW GUAGE ROADS.												
Burlington & Northwestern				100.00								
Burlington & Western												
Total	$134,432,546.89	$1,421,578.41	$16,206,007.02	$10,401,443.66	$ 758,151.00	$ 6,928,210.42	$90,493,788.15	$347,638.33	$19,702,682.99	$2,058,600.00	$ 45,622.28	$ 912,011.30

§ See note on Table No. 1.

TABLE NO. 9—RENTALS RECEIVED, RENTALS PAID AND MISCELLANEOUS INCOME.

RAILROADS.	Rentals receiv'd from lease of track, yards and terminals.	MISCELLANEOUS INCOME.			RENTALS PAID.				
					FOR LEASE OF ROAD.				For lease of track, y'ds and terminals.
		Gross income.	Expense.	Net miscellaneous income.	Interest on bonds guaranteed.	Divid'ds on stock guaranteed.	Cash.	Total.	
Ames & College					$ 300.00			$ 300.00	
Atchison, Topeka & Santa Fe	$ 50,033 93			$6,066,416.93					$ 363,113 97
§ Burlington, Cedar Rapids & Northern	7,113.68			43,734 82					19,363 33
§ Chicago, Burlington & Quincy				356,560.56			327,892 82	327,892.82	384,802 05
Chicago, Iowa & Dakota									
Chicago Great Western	574 99								397,114 02
Chicago, Milwaukee & St. Paul	155,748 24			153,733.45					387,647 95
Chicago, Rock Island & Pacific	68,558.99			233,857.25	242,380.00		231,581 92	473,961.92	417,920 30
Chicago & North-Western	50,375.07	109,816.86	119,950.91	*10,134.05			30,090.07	30,090 07	95,529 82
Chicago, St. Paul, Minn. & Omaha	56,177 67			122,656.33					112,622.13
Sioux City & Pacific	14,660.50	6,857.64		6,857 64					
Crooked Creek									
Davenport, Rock Island & N.-Western	45,417.78								10,268 60
Dubuque & Sioux City	24,504 93								69,573 64
Stacyville Railroad									
Des Moines Union	170,283.31								
Iowa Central	14,000.00	9,493 68		9,493.68	35,460.00			35,460.00	22,500.00
Albia & Centerville									
Iowa Central & Western									
Iowa Northern									
Marshalltown & Dakota									
Mason City & Ft. Dodge									
Minneapolis & St. Louis	110 323.19	39,441 97		39,441 97					56,710.81
Muscatine North & South		75 00		75.00					
Omaha & St Louis									17,709.91
Willmar & Sioux Falls				4,261.56					46,268 71
Tabor & Northern									5.00
Union Pacific									
Wabash	81,655 53			21,159.94			694,329 88	694,329.88	182,066.39
Winona & Western									
NARROW GUAGE ROADS.									
Burlington & Northwestern									6,872.62
Burlington & Western				37.93					1,042.63
Totals	$849,427.21	$165,685.15	$119,950.91	$7,048,153.01	$278,140.00		$1,283,894.69	*$1,562,034.69	$2,591,131.91

§ See note on Table No. 1. * Debit.

TABLE No. 10—COST OF ROAD AND EQUIPMENT AND ACTUAL CASH VALUE.

RAILROADS.	COST OF CONSTRUCTION.			COST OF EQUIPMENT.			GRAND TOTAL COST OF ROAD AND EQUIPMENT.			TOTAL COST OF ROAD AND EQUIPMENT FOR IOWA.			Actual present cash value of road and equipment.	Actual present cash value of other property.
	Total cost to June 30, 1900.	Total cost to June 30, 1901.	Per mile.	Total cost to June 30, 1900.	Total cost to June 30, 1901	Per mile.	Total cost to June 30, 1900	Total cost to June 30, 1901.	Per mile.	Total cost to June 30, 1900.	Total cost to June 30, 1901.	Per mile.		
Ames & College														
Atchison, T'p'ka & Sante Fe	$398,013,875.13	$408,901,229.18		$1,749,284.13	$2,749,335.47		$400,663,159.26	$411,650,564.65						
§Burl., Ced. Rap. & Nor.	22,167,188.75	22,212,118.55	$ 17,399.43	4,201,924.84	4,201,924.84	$3,291.50	26,369,113.59	26,414,043.39	$20,690.93					
§Chicago, Burl. & Quincy							233,602,754.81	288,289,112.17	37,860.70	$32,283,939.79	$ 20,641,824.11	$20,690.91		
Chicago, Iowa & Dakota	391,834.20	391,834.20	14,842.20	31,476.16	31,476.16	1,192.28	423,310.36	423,310.36	16,034.48	423,310.36	423,310.36	16,034.48		
Chicago Great Western	56,467,015.30	58,200,531.20	68,888.58	2,799,019.49	5,702,483.80	6,749.70	59,266,034.79	63,903,015.00	75,638.29	29,633,017.40	45,140,688.28	76,035.00		
Chicago, Milwaukee & St. P							218,302,680.50	224,288,832.69	34,068.33	60,578,993.84	60,625,271.48	34,068.33		
Chicago, Rock Island & P	93,018,371.34	95,586,268.32	30,560.30	15,782,833.73	16,329,327.01	5,220.70	108,800,601.07	111,915,595.33	35,781.00					
Chicago & North-Western							182,907,724.52	186,580,613.04	33,820.56	48,117,557.81	49,083,785.65	33,820.56		
Chicago, St. Paul, M. & O							56,101,206.54	56,568,346.92	38,074.54	2,811,263.35	2,834,739.46	38,024.54		
Sioux City & Pacific							5,768,439.51	5,783,460.91	53,839.70	4,321,228.15	4,332,480.91	53,839.70		
Crooked Creek	195,877.82	195,877.82	11,123.10	18,074.01	18,074.01	1,026.35	213,951.83	213,951.83	12,149.45	213,951.83	213,951.83	12,149.45	$ 213,951.83	$155,832.19
Dav., Rock Island & N. W.														
Dubuque and Sioux City														
Stacyville Railroad														
Des Moines Union	1,079,000.00	1,079,000.00	269,750.00	12,000.00	12,000.00	3,000.00	26,831,495.80	27,552,383.84	37,691.28	26,352,826.26	26,559,160.43	37,691.28		
Iowa Central	19,887,110.56	19,948,495.74	39,892.20	611,975.82	1,535,114.84	3,069.86	110,961.50	110,961.51	13,992.62	110,961.51	110,961.50	13,991.62		
Albia & Centerville	400,000.00	400,000.00	16,366.61				1,091,000.00	1,091,000.00	272,750.00	1,091,000.00	1,091,000.00	272,750.00		
Iowa Central & Western	1,455,000.00	1,455,000.00	39,008.00				20,499,092.38	21,483,610.58	42,962.06	16,895,351.94	17,698,198.40	42,962.06		
Iowa Northern							400,000.00	400,000.00	16,366.61	400,000.00	400,000.00	16,366.61		
Marshalltown & Dakota							1,455,000.00	1,455,000.00	39,008.00	1,455,000.00	1,455,000.00	39,008.00		
Mason City & Ft. Dodge	2,407,508.96	2,411,997.79	26,651.91	64,870.90	70,802.93	782.85							35,000.00	
Minneapolis & St. Louis							206,746.01	218,691.29	10,413.87	206,746.01	218,691.29	10,413.87		
Muscatine North & South							2,472,379.86	2,482,800.72	27,434.26	2,472,379.86	2,482,800.72	27,434.26		
Omaha & St. Louis	5,221,285.17	5,222,209.88	36,419.62	19,816.32	38,514.24	268.68								
Willmar & Sioux Falls	8,320,525.83	8,629,384.74	28,362.81	178,952.45	387,450.87	1,273.46	888,202.86	888,202.86	39,980.00	888,202.86	888,202.86	39,980.00		
Tabor & Northern							5,241,101.49	5,360,724.12	36,688.22		2,410,245.71	36,688.22		
Union Pacific							8,320,525.83	8,629,384.74	28,362.81				9,016,835.61	100.00
Wabash														
Winona & Western														
NARROW GAUGE ROADS.													1,391,488.26	
Burlington & Northwestern	344,092.49	345,099.60	8,910.39	85,391.64	85,391.64	2,204.79	429,484.13	430,491.24	11,115.18	429,484.13	430,491.24	11,115.18		
Burlington & Western	1,372,308.77	1,375,624.03	19,457.19	120,910.52	120,910.52	1,710.19	1,493,219.29	1,496,534.55	21,167.38	1,493,219.29	1,496,534.55	21,167.38		
Total	$611,641,000.32	$626,354,671.05		$25,675,930.01	$31,282,806.33		$1,361,858,189.93	$1,447,530,571.74	$44,387.41	$230,178,434.39	$273,814,215.60	$35,693.05		

§ See note on Table No. 1.

§ See note on Table No. 1.

TABLE No. 11.—INCOME ACCOUNT—IOWA.

RAILROADS.	INCOME FROM OPERATION.			INCOME FROM OTHER SOURCES.					
	Gross income.	Operating expenses.	Income from operation.	Dividends on stocks owned.	Interest on bonds owned.	Miscellaneous income less expenses.	Total income from other sources.	Total net income.	Deficit.
Ames & College	$ 8,195.30	$ 5,517.71	$ 2,677.59					$ 2,677.59	
Atchison, Topeka & Santa Fe	148,224 83	80,727.04	67,497.79					67,497.79	
§ Burlington, Cedar Rapids & Northern	4,564,493.71	3,155,498.07	1,408,995 64			$ 43,734.82	$ 43,734.82	1,452,730.46	
§ Chicago, Burlington & Quincy	7,124,113.17	5,264,895 54	1,859,217 63					1,859 217.63	
Chicago, Iowa & Dakota	44,001.25	27,946.14	16,055.11			724 29	724.29	16,779 40	
Chicago Great Western	3,547,691 72	2,463,146 66	1,084,545.06					1,084,545.06	
Chicago, Milwaukee & St Paul	11,134,831 26	7,919,010.22	3,215,821 04	$ 763.60	$ 4,898.98	$ 41,554.16	$ 47.216 74	3,263,037.78	
Chicago, Rock Island & Pacific	7,509,354.33	4,666,020.60	2,843,333.73	73,637.80	37,041.50	63,512.20	174, 191.50	3,017,525 23	
Chicago & North-Western	11,231,576.08	6,796,607.14	4,434,968.94	365,192.02		* 2,597 90	362,594.12	4,797,563 06	
Chicago, St Paul, Minneapolis & Omaha	709,721 24	438,668.85	361,052.39	47,290 00			47,290 00	408,342.39	
Sioux City & Pacific	448,662 39	270,075.52	178,586 87			5,137.17	5,137 17	183,724.04	
Crooked Creek	25,137.81	16,298 80	8,839 01					8,839.01	
Davenport, Rock Island & Northwestern	151,356.02	98,788 37	52 567.65					52,567.65	
Dubuque & Sioux City	3,592,324.49	2,633,177.77	959,146.72		40,293 75		40,293.75	999,440.47	
Stacyville R. R	8,462 94	7,797 60	665.34					665 34	
Des Moines Union	170,283 31	121,614.19	48,669.12					48,669.12	
Iowa Central	1,715,794 75	1,410,835.45	304,959.30		22,860 45	7,764 82	30,625.27	335,584.57	
Albia & Centerville	31,002.56	28,195.12	3,807.44			600 00	600.00	4,407.44	
Iowa Central & Western	53,480.69	38,160.60	15,320.09					15,320.09	
Iowa Northern	9,241.14	8,788 45	452 69					452.69	
Marshalltown & Dakota	36,852 16	11,010.05	25,842.11					25,842.11	
Mason City & Ft. Dodge	263,003 33	117,097.47	145,905 86					145,905.86	
Minneapolis & St. Louis	649,040.94	500,120.15	148,920 79					148,920.79	
Muscatine North & South	44,001.84	36,517.05	7,484.79					7,484 79	
Omaha & St. Louis	236,628.59	223,698.84	12,929 75					12,929.75	
Willmar & Sioux Falls	† 269,665.50	217,921.67	51,743 83					51,743.83	
Tabor & Northern	18,214 77	11,430.83	6,783.94					6,783 94	
Union Pacific	358,370.47	194,672.92	163,697.55					163,697.55	
Wabash	312,750.79	413,899.89	‡ 101, 149 10	4,820.42		423.20	5,243.62		$ 95,905.48
Winona & Western	16,631.08	32,533 41	‡ 15,902.33						15,902.33
NARROW GAUGE ROADS.									
Burlington & Northwestern	111,422.91	65,157.05	46,265.86					46,265.86	
Burlington & Western	129,104.58	174,141 93	‡ 45,037 35			37.93	37.93		44,999 42
Total	$ 54,764,635.95	$ 37,449,971.10	$ 17,314,664 85	$ 491,703.84	$ 105,094.68	$ 160,890 69	$ 757,688 21	$18,229,161,29	$ 156,807.23

* Debit. † Road mileage basis. ‡ Deficit. § See note on Table No. I.

TABLE No. 12—INCOME ACCOUNT—IOWA—CONTINUED.

RAILROADS.	DEDUCTIONS FROM INCOME.							Net income.	Deficit.
	Interest on fund'd debt accrued.	Interest on interest bearing current liabilities.	Rents.	Taxes.	Permanent improvements.	Other deductions	Total deductions from income.		
Ames & College								$ 2,677.59	
Atchison, Topeka & Santa Fe				$ 4,890.55			$ 4,890 55	62,607 24	
§ Burlington, Cedar Rapids & Northern	$ 616,285.00			141,070.12			757,355 16	695,375.34	
§ Chicago, Burlington & Quincy	1,221,457.68		$ 62,743 66	220,390.20		$ 251,208.09	1,755 809 63	103,408 00	
Chicago, Iowa & Dakota	9,840.00			2,135,38			11,975,38	4,804.02	
Chicago Great Western				79,533.96			79,533 96	1,005,011 10	
Chicago, Milwaukee & St. Paul	1,725,331.48			275,777.06			2,001, 111.54	1,261,926 24	
Chicago, Rock Island & Pacific			348,961.92	243,413.37			592,375 29	2,425,149 94	
Chicago & Northwestern	1,808,470.16		7,713.69	354,735.96	$ 1,068,872.02	83,217.31	3,324,009 14	1,474,553.92	
Chicago, St. Paul, Minn. & Omaha	72,541.59			22,885.93			95,427.52	313,914 87	
Sioux City & Pacific	144,125.31	$ 1,499.73		17,088.70			162,713.74	21,010.30	
Crooked Creek		18.69		1,390.75			1,409.44	7,429.57	
Davenport, Rock Island & Northwestern				3,921.42	18,662.15		22,583.57	29,984.08	
Dubuque & Sioux City	713,150.00			121,673 94		52,080.60	886,904.54	112,536 93	
Stacyville Railroad	3,000 00			525 50			3,525.50		$ 2,860.16
Des Moines Union	33,550.02	2,958.84		12,160.28			48,669.12		
Iowa Central	308,893 24		20,283.12	60,501.28			389.677.64		54,093.07
Albia & Centerville				2,138.77			2,138.77	2,268.67	
Iowa Central & Western	27,730.00			4,711 35			32,461.35		17,141.26
Iowa Northern	3,000.00			303.39			3,303.39		2,850.70
Marshalltown & Dakota								25,842.11	
Mason City & Ft. Dodge	82,800 00			10,800.00			93,600.00	52,305 86	
Minneapolis & St. Louis								148,920.79	
Muscatine North & South	22,500.00			1,381.24			23,881 24		16,396.45
Omaha & St Louis								12,929.75	
Willmar & Sioux Falls				11,145.39			11,145 39	40,598.44	
Tabor & Northern	2,529 53		5.00	318 81			2,853.34	3,930 60	
Union Pacific				21,035.29			21,015 29	142,662.26	
Wabash	114,695.94			15,700 00		4,760.04	135,155.98		231,061 46
Winona & Western									15,902.33
NARROW GUAGE ROADS.									
Burlington & Northwestern	16,998.88			2,720.83			19.719.71	26,546.15	
Burlington & Western	42,351.52			3,529 85			45,881.37		90,882.79
Total	$ 6,969,283.33	$ 4,477.26	$ 439,707.39	$ 1,635,879.32	$ 1,087,534.17	$ 391,266 04	$ 10,528,147 51	$ 7,975,393.77	$ 431,186.22

§ See note on Table No. I.

TABLE No. 13—INCOME

RAILROADS.	PAYMENTS FROM NET INCOME.					
	DIVIDENDS ON STOCK.				Other payments.	Total.
	COMMON.		PREFERRED.			
	Rate.	Amount	Rate.	Amount.		
Ames & College						
Atchison, Topeka & Santa Fe						
§Burlington, Cedar Rapids & Nor.						
§Chicago, Burlington & Quincy						
Chicago, Iowa & Dakota						
Chicago Great Western						
Chicago, Milwaukee & St. Paul	5½	$ 700,921.15	7	$ 770,640 98		$ 1,471,562.13
Chicago, Rock Island & Pacific						
Chicago & North-Western	6	601,595.71	7	401,872.35		1,003,468.36
Chicago, St. Paul, Minn. & O.	5	46,480.27	7	39,477.60		85,957.87
Sioux City & Pacific			7	8,862.04		8,862.04
Crooked Creek	2½	5,625.00				5,625.00
Davenport, Rock Island & N. W.						
Dubuque & Sioux City						
Stacyville R. R						
Des Moines Union				86.09		86.09
Iowa Central						
Albia & Centerville						
Iowa Central & Western						
Iowa Northern						
Marshalltown & Dakota						
Mason City & Ft. Dodge						
Minneapolis & St. Louis						
Muscatine North & South						
Omaha & St Louis						
Willmar & Sioux Falls						
Tabor & Northern						
Union Pacific						
Wabash						
Winona & Western						
NARROW GAUGE ROADS.						
Burlington & Northwestern						
Burlington & Western						
Total		$ 1,354,622 13		$ 1,220,939.06		$ 2,575,561.19

ACCOUNT—IOWA—CONTINUED.

FROM OPERATIONS YEAR ENDING JUNE 30, 1901.		FROM OPERATIONS YEAR ENDING JUNE 30, 1900.		FOR YEAR.		ON JUNE 30, 1901.	
Surplus.	Deficit.	Surplus.	Deficit.	Additions.	Deductions.	Surplus.	Deficit.
2,677.59							
62,607.24							
695,375.34							
103,498.00							
4,804.02						$ 4,804.02	
1,005,011.10							
	$209,635.89						
425,149 94							
471,085.86		$1,772,709.33				2,243,795 19	
226,957.00					$25,050.00	201,907.00	
12,148,26			$1,465,644.88				$ 1,453,496.62
1,804.57			36,397.14			1,804.57	
29,984.08		12,735.89				42,719.97	
112,536.93							
	2,860.16		6,229.10				9,089.26
	54,179.16	157,472.86				103,293.70	
2,268.67			6,112.11				3,843.44
	17,141.26	17,951.25				899.99	
	2,850.70		2,850.65				5,390.31
25,842.11							
52,305.86			668,360.24				616,054.38
148,920.79							
	16,396.45		37,387.96		998.96		52,785.45
12,929.75							
40,598.44							
3,930.60			1,103.04			2,827.56	
142,662.26							
	231,061.46						
	15,902.33						
26,546.15			131,911.99				105,365.84
	90,880.79		681,635.82				772,516.61
$ 5,609,554.56	$640,908.20	$ 1,960,869.33	$2,037,632.93		$26,048.96	$ 2,602,052.00	$ 3,018,541.91

§ See note on Table No. 1.

TABLE No. 14—INCOME ACCOUNT—ENTIRE LINE.

RAILROADS.	INCOME FROM OPERATIONS.			INCOME FROM OTHER SOURCES.				
	Gross amount.	Operating expenses.	Income from operation.	Dividends on stock owned.	Interest on bonds owned.	Miscellaneous income less expenses.	Total income from other sources.	Total income.
Ames & College	$ 8,195 30	$ 5,517.71	$ 2.677 59					$ 2,677.59
Atchison, Topeka & Santa Fe	35,349,804.66	19,922,730.71	15,427,073.95	$ 13,400.00	$ 108,186.24	$ 6,066,416.93	$ 6,188,003.17	21,615,077.12
§Burlington, Cedar Rapids & Northern	4,966,518 01	3,480,207.58	1,486,310.43			43.734 82	43,734.82	1,530,045.25
§Chicago, Burlington & Quincy	49,655,066.63	32,072,237.33	17,582,829.30	85,656.25	15,491.40	356,560.56	457.708.21	18,040,537.51
Chicago, Iowa and Dakota	44,001.25	27,946 14	16,055.11			774.29	724 29	16,779.40
Chicago Great Western	6,985,784 14	5,228,629.50	* 1,757,154 64	5,884.16	390.00		6,274.16	1,763,428.80
Chicago, Milwaukee & St. Paul	42,369,012.65	26,573,859 80	15,795,152 85	2,825.00	18,124.22	153,733.45	174,682 67	15,969,835.52
Chicago, Rock Island & Pacific	26,075,574.31	17 096,066 33	§ 8,979,507.98	297,589.50	149,695.00	233,857,25	681,141.75	9,660,649.73
Chicago & North-Western	43,812,868.30	26,512,650.71	17,300,217 59	1,424,565 00		*10,134.05	1,414,430.95	18,714,648.54
Chicago, St. Paul, Minn. and Omaha	10,674,564.45	6,464,552.14	4,210,012 31	97,205 00	5,990.00	122,656.33	225,851.33	4,435,863.64
Sioux City & Pacific	598,922.76	360,525.82	238,396.94			6,857.64	6,857.64	245,254.58
Crooked Creek	25,137 81	16,298.80	8,839 01					8,839.01
Davenport, Rock Island & Northwestern	216,222.88	141,126.20	75,096.68					75,096.68
Dubuque & Sioux City	3,619,412.38	2,676,772 59	942,639.79		40,293.75		40,293.75	982,933.54
Stacyville Railroad	8,462.94	7,797.60	665.34					665.34
Des Moines Union	170,283 31	121,614.19	48,669.12					48,669.12
Iowa Central	2,298,123.47	1,843,225.83	454,897.64		27,750 00	9,493.68	37,243.68	492,141.32
Albia & Centerville	32,002.56	28,195.12	3,807.44			600.00	600.00	4,407.44
Iowa Central & Western	53,480.69	38,160.60	15,320.09					15,320.09
Iowa Northern	9 241.14	8,788.45	452.69					452 69
Marshalltown & Dakota	36,852.16	11,010.05	25,842 11					25,842.11
Mason City & Ft. Dodge	263,003.33	117,097.47	145,905.86					145,905.86
Minneapolis & St. Louis	3,402,239.08	1,921,808 56	1,480,431.42			78,365 47	78,365.47	1,558,796.89
Muscatine North & South	44,001.84	36,517.05	7,484.79					7,484.79
Omaha & St. Louis	516,656.33	488,425 44	28,230.89					28,230 89
Willmar & Sio x Falls	1,485,815.71	938,542.39	547,273.32			4,261.56	4,261.56	551,534.88
Tabor & Northern	18,214.77	11,430.83	6,783.94					6,783.94
Union Pacific								
Wabash	17,636,120.68	12,915,095.56	4,721,025.12	241,021.00		21,159.94	262,180 94	4,983,206.06
Winona & Western	205,105.14	162,667.04	42,438.10					42,438.10
NARROW GAUGE ROADS.								
Burlington & Northwestern	111,422.91	65,157.05	46,265.86					46,265.86
Burlington & Western	129,104.58	174,141.93	†45,037.35			37.93	37.93	†44,999.42
Total	$ 250,821,217.07	$ 159,468,796.52	$ 91,352,420 55	$ 2,168,745.91	$ 365,920.61	$ 7,088,325.80	$ 9,622,392.32	$ 100,974,812.87

§See note on Table No. 1. *Debit, †Deficit.

TABLE No. 15—INCOME ACCOUNT—ENTIRE LINE—Continued.

RAILROADS.	DEDUCTIONS FROM INCOME.							Net income.	Deficit.
	Interest on funded debt accrued.	Interest on interest—bearing current liabilities.	Rents.	Taxes.	Permanent improvements.	Other deductions.	Total deductions from income.		
Ames and College								2,677.59	
Atchison, Topeka & Santa Fe	$ 7,830,810 83			$1,279,433.83		$ 30,303 38	$9,140,548.04	12,474,529.08	
§ Burlington, Cedar Rapids & Nor	791,150.00			155,589.08			946.739 08	583,306.17	
§ Chicago, Burlington & Quincy	7,447,973.66		$327,892.82	1,543,476.24		561,674.51	9,881,017.23	8,159,520.28	
Chicago, Iowa & Dakota	9,840.00			2,135.38			11,975.38	4,804.02	
Chicago Great Western	55,788.20	$154,872.27		212,645.89			423,306 36	1,340,122 44	
Chicago, Milwaukee & St. Paul	6,383,035.42			1,403,643.52			7,786,678 94	8,183,156.58	
Chicago, Rock Island & Pacific	2,931,980.00		473,961.92	948,188.87			4,354,130.79	5,306 518 94	
Chicago & North-Western	7,054,598 95		30,090.07	1,383,777.28	$4,169,526.06	324,619.56	12,962,611.92	5,752,036.62	
Chicago, St. Paul, Minn. & O.	1,447,936.00			402,785.91			1,850,721.91	2,585,141.73	
Sioux City & Pacific	192,393.95	2,032.00		22,811 83			217,207.78	28,046 80	
Crooked Creek		18.69		1,390.75			1,409 44	7,429.57	
Davenport, Rock Island & N. W.				6,015.46	26,660.22		32,675.68	42,421 00	
Dubuque & Sioux City	739,500.00			124,216.79		520,080.60	915,807.39	67,126.15	
Stacyville Railroad	3,000.00			525.50			3,525.50		2,860 16
Des Moines Union	33,550.00	2,958.84		12,160.28			48,669.12		
Iowa Central	373,748.78		35,460.00	75,884.45			485,093.23	7,048.09	
Albia & Centerville				2,138.77			2,138.77	2,268 67	
Iowa Central & Western	27,750.00			4,711.35			32,461.35		17,141.26
Iowa Northern	3,000.00			303.39			3,303.39		2,850.70
Marshalltown & Dakota								25,842.11	
Mason City & Ft. Dodge	82,800.00			10,800 00			93,600.00	52,305.86	
Minneapolis & St. Louis							1,005.216 78	553,580.11	
Muscatine North & South	22,500.00			1,381.24			23,881.24		16,396.45
Omaha & St. Louis	95,040.00			18,638.51	115,106.18	5,119.70	233,904.39		205,673.50
Willmar & Sioux Falls	182,300.00			62,132.82			244,432.82	307,102,06	
Tabor & Northern	2,529.53		5.00	318.81			2,853 34	3,930.60	
Union Pacific									
Wabash	2,890.271.24		694,329.88	605,215.14		700,253.82	4,890,070,08	93 135.98	
Winona & Western				9,557.64	600.00		10,157.64	32,280.46	
NARROW GAUGE ROADS.									
Burlington & Northwestern	16,998.88			2,720.83			19,719 71	26,546.15	
Burlington & Western	42,351 52			3,529.85			45,881.37		90,880.79
Total	$ 38,660,846.96	$ 159,851.80	$ 1,561,739.69	$ 8,296,139.41	$ 4,311,892 46	$ 1,674,051.57	$ 55,669,738.67	$ 45,640,877.06	$ 335,802 86

§ See note on Table No. I.

TABLE No. 16—INCOME—

RAILROADS.	PAYMENTS FROM NET INCOME.					
	DIVIDENDS ON STOCK.				Other Payments.	Total.
	COMMON.		PREFERRED.			
	Rate.	Amount.	Rate.	Amount.		
Ames & College	....	.....	....	$ 5,708,650.00	.....	$ 7,238,022.50
Atchison, Topeka & Santa Fe	1.5	$ 1,529,332.50	5		.....	433,609.00
§Burlington, Cedar Rapids & Northern	7	433,609.00	....	.....	.....	6,652,557.50
§Chicago, Burlington & Quincy	6 5	6,652,557.50	....	.....	.....	.....
Chicago, Iowa & Dakota	....	.....	....	.....	.....	1,349,230.16
Chicago Great Western	4	780,610.16	5	568,620.00	.....	5,444,181.00
Chicago, Milwaukee & St. Paul	5 5	2,593,123.00	7	2,851,058.00	.....	1,999,715.00
Chicago, Rock Island & Pacific	4	1,999,715.00	....	.....	.....	3,914,394.00
Chicago & North-Western	6	2,346,744.00	7	1,567,650.00	.....	1,715,720.00
Chicago, St. Paul, Minneapolis & O.	5	927,750.00	7	787,976.00	.....	11,830.00
Sioux City & Pacific	....	.....	7	11,830.00	.....	5,625.00
Crooked Creek	2.5	5,625.00	....	.....	.....	.....
Davenport, Rock Island & Northwestern	....	.....	....	.....	.....	329,988.00
Dubuque and Sioux City	3	329,988.00	....	.....	.....	.....
Stacyville Railroad	....	.....	....	.....	.....	.....
Des Moines Union	....	.....	....	104.50	.....	104.50
Iowa Central	....	.....	....	.....	.....	.....
Albia & Centerville	....	.....	....	.....	.....	.....
Iowa Central & Western	....	.....	....	.....	.....	.....
Iowa Northern	....	.....	....	.....	.....	.....
Marshalltown & Dakota	....	.....	....	.....	.....	440,000.00
Mason City & Ft. Dodge	....	.....	....	.....	.....	.....
Minneapolis & St. Louis	..	.....	....	.....	.....	.....
Muscatine North & South	..	.....	....	.....	.....	350,000.00
Omaha & St. Louis	..	.....	....	.....	.....	.....
Willmar & Sioux Falls	5	350,000.00	..	.....	.....	.....
Tabor & Northern	....	.....	....	.....	.....	.....
Union Pacific	....	.....	....	.....	.....	.....
Wabash	....	.....	..	.....	.....	.....
Winona & Western	....	.....	....	.....	.....	.....
NARROW GAUGE ROADS.						
Burlington & Northwestern	....	.....	....	.....	.....	.....
Burlington & Western	....	.....	....	.....	.....	.....
Total	....	$ 17,949,054.16		$ 11,495,928.50	.....	$ 29,884,982.66

ENTIRE LINE—CONTINUED.

FROM OPERATIONS END-ING JUNE 30, 1901.		FROM OPERATIONS ENDING JUNE 30, 1900.		FOR YEAR.		ON JUNE 30, 1901.	
Surplus.	Deficit.	Surplus.	Deficit.	Additions.	Deductions.	Surplus.	Deficit.
$ 2,677.59	.....	.....	.....	.....	.....	$ 2,677.59	.....
5,236,506.58	.....	$ 9,994,619.58	.....	.....	$ 2,148,385.75	13,082,740.41	.....
149,697.17	.....	3,374,596.57	.....	$ 219,722.85	.....	3,744,016.59	.....
1,506,962.78	.....	15,722,391.55	.....	.....	.....	17,219,354.33	.....
4,804.02	.....	.....	.....	.....	.....	4,804.02	.....
.....	9,107.72	.....	.....	.....	.....	.....	9,107.72
2,738,975.58	.....	14,887,253.66	.....	.....	.....	17,626,229.24	.....
3,306,803.94	.....	4,858,492.86	.....	.....	.....	8,165,296.80	.....
1,847,642.62	.....	6,915,100.78	.....	.....	.....	8,752,743.40	.....
869,415.73	.....	2,902,735.39	.....	.....	500,000.00	3,272,151.12	.....
16,216.80	.....	.....	$ 1,956,500.23	.....	.....	.....	1,940,283.43
1,804.57	.....	.....	36,397.14	.....	.....	.....	34,592.57
42,421.00	.....	18,194.13	.....	.....	.....	60,615.13	.....
.....	262,861.85	363,145.77	.....	709.00	.....	100,992.92	.....
.....	2,860.16	.....	6,229.10	.....	.....	.....	9,089.26
.....	.....	.....	.....	.....	.....	.....	.....
6,943.59	.....	1,437.90	.....	.....	.....	8,381.49	.....
2,269.67	.....	.....	6,112.11	.....	.....	.....	3,843.44
.....	17,141.26	17,951.25	.....	.....	.....	809.99	.....
.....	2,850.70	.....	2,539.66	.....	.....	.....	5,390.36
25,842.11	.....	.....	.....	.....	.....	25,842.11	.....
52,305.86	.....	.....	668,360.24	.....	.....	.....	616,054.38
113,580.11	.....	595,191.50	.....	100,182.24	29,877.86	779,075.99	.....
.....	16,396.45	.....	37,387.96	998.96	.....	.....	52,785.45
.....	205,673.50	.....	374,443.54	.....	12,173.10	.....	592,290.14
.....	42,897.94	376,014.63	.....	.....	.....	333,116.69	.....
3,930.60	.....	.....	1,103.04	.....	.....	2,827.56	.....
.....	.....	.....	.....	.....	.....	.....	.....
93,135.98	.....	377,842.24	.....	.....	67,977.36	403,000.86	.....
32,280.46	.....	133,861.06	.....	.....	.....	166,141.52	.....
26,546.15	.....	.....	131,911.99	.....	.....	.....	105,365.84
.....	90,880.79	.....	681,635.82	.....	.....	.....	772,516.61
$16,070,761.91	$ 650,670.37	$60,538,828.87	$ 3,902,620.83	$ 321,613.05	$ 2,758,414.07	$73,760,817.76	$4,141,319.20

§See note on Table No. 1.

TABLE No. 17—

RAILROADS.	PASSENGER.				
	Originating and terminating in Iowa.	Originating but not terminating in Iowa.	Terminating but not originating in Iowa.	Crossing the state.	Total passenger revenue.
Ames & College					$ 5,300.78
Atchison, Topeka & Santa Fe					30,082.45
§Burlington, Cedar Rapids & Nor.	$ 692,118.35	$ 104,572.38	$ 172,490.53	$ 108,884.66	1,078,065.92
§Chicago, Burlington & Quincy					
Chicago, Iowa & Dakota					8,065.37
Chicago Great Western					673,536.19
Chicago, Milwaukee & St. Paul					1,828,116.83
Chicago, Rock Island & Pacific					1,991,868.85
Chicago & North-Western	1,264,061.22	305,887.00	249,791.73	577,493.55	2,397,233.50
Chicago, St. Paul, Minn. & O.					195,701.79
Sioux City & Pacific	113,874.63	40,176.04	27,749.99	50,028.80	231,829.46
Crooked Creek					974.90
Davenport, Rock Island & N. W.					27,494.57
Dubuque & Sioux City					971,737.59
Stacyville Railroad					644.65
Des Moines Union					
Iowa Central					337,753.03
Albia & Centerville					7,801.86
Iowa Central and Western					6,614.78
Iowa Northern					
Marshalltown & Dakota	176.30				176.30
Mason City and Ft. Dodge					39,617.99
Minneapolis and St. Louis					103,928.14
Muscatine North & South					5,907.54
Omaha & St. Louis					60,486.30
Willmar & Sioux Falls					12,354.65
Tabor & Northern					3,448.86
Union Pacific					
Wabash	28,256.10	30,139.84	35,791.06		94,187.00
Winona & Western					4,612.28
NARROW GAUGE ROADS.					
Burlington & Northwestern					22,936.76
Burlington & Western					25,964.60
Total	$ 2,098,486.60	$ 480,775.26	$ 485,823.31	$ 736,407.01	$ 10,226,441.24

§See note on Table No. 1.

EARNINGS—IOWA.

EXPRESS.								
Originating and terminating in Iowa.	Originating but not terminating in Iowa.	Terminating but not originating in Iowa.	Crossing the state.	Total express.	Mails.	Extra baggage and storage.	Other items.	Total passenger earnings.
								$ 5,300.78
				$ 5,492.02	$ 7,282.39		$ 195.56	43,052.42
				65,549.20	149,829.66			1,293,444.78
				462.86	1,262.96			9,791.19
				55,955.09	57,900.30		247.55	787,639.13
				191,941.35	270,439.65	$ 39,653.60	58,522.02	2,388,673.45
				143,576.19	190,576.87	33,430.87		2,359,450.78
				136,110.79	363,431.29	53,569.03	2,915.13	2,953,259.74
				11,480.44	27,384.26	5,000.17		239,566.66
				8,896.25	29,996.12	5,613.35	191.98	276,527.16
				10.97	682.48			1,668.35
				2,205.00	756.57	441.83		30,897.97
				70,080.70	101,187.00	24,582.71	9,931.45	1,177,519.45
				267.12	342.40	13.99	3.00	1,271.16
				13,704.75	51,014.07	5,021.68	1,619.54	409,113.07
				455.13	1,148.84	303.38		9,709.21
				1,000.00	1,633.86	276.02		9,524.66
								527.49
				321.96	613.81			1,112.07
				1,228.56	4,103.23	1,288.65		46,238.43
				18,174.54	26,577.37	3,828.94	421.69	212,930.68
				826.67		80.65		6,814.86
				3,940.82	15,236.87	778.16		80,442.15
						10.19		12,365.14
				455.31	481.26	156.54		4,541.97
				3,002.57	13,233.42		1,446.34	111,869.33
				331.24	1,630.65			6,574.17
				918.00	3,833.88	168.80		27,857.44
				1,782.00	4,747.64	273.10		32,767.34
				$ 738,169.53	$ 1,325,326.85	$ 174,491.66	$ 75,494.26	$ 12,540,451.03

TABLE No. 18—EARNINGS—IOWA—CONTINUED.

RAILROADS.	FREIGHT. Originating and terminating in Iowa.	Originating but not terminat'g in Iowa.	Terminating but not originating in Iowa.	Crossing the state.	Total freight revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.	Total passenger and freight earnings.
Ames & College	.....	.....	.....	.....	$ 2,4.2.05	.....	.....	$ 451 47	$ 2,863 52	$ 8,104 30
Atchison, Topeka & Santa Fe	.....	.....	.....	.....	102,783.09	.....	.....	$18 83	103,241 92	146,894 34
§ Burlington, Cedar Rapids & Nor	$ 708,274.13	$ 1,099,468.10	$ 864,859.62	$ 597,333 40	3,263,935.25	.....	.....	.....	3,263,935 25	4,557,380 03
§ Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	34,210 06	.....	.....	724 29	74,934.35	44,725.54
Chicago Great Western	.....	.....	.....	.....	2,760,052 59	.....	.....	.....	2,760,052 59	3 547,091.72
Chicago, Milwaukee & St. Paul	.....	.....	.....	.....	8,724,605.31	.....	.....	.....	8,724,605.31	11,113,278 76
Chicago, Rock Island & Pacific	.....	.....	.....	.....	5,130,930.30	.....	.....	.....	5,130,930.30	7,490,381.08
Chicago & North-Western	1,898,147.36	2,500,779.68	1,641,222.50	2,619,672.17	8,659,821.80	.....	.....	788.50	8,660,610 30	11,013,870.04
Chicago, St. Paul, Minn. & O	.....	.....	.....	.....	552,546 56	.....	.....	7.20	552,553.76	798,120 42
Sioux City & Pacific	70,743.13	68,570.92	43,446.35	43,550.88	226,311.28	.....	.....	401.00	226,712.28	503,239 44
Crooked Creek	.....	.....	.....	.....	23,469.46	.....	.....	.....	23,469.46	25,137.81
Davenport, Rock Island & N W	.....	.....	.....	.....	82,873 44	.....	.....	.....	82,873.44	113,771.41
Dubuque & Sioux City	.....	.....	.....	.....	2,332,365.21	.....	.....	1,154 00	2,333,459 21	3,510,978 66
Stacyville Railroad	.....	.....	.....	.....	7,185.83	.....	.....	.....	7,185.83	8,456 99
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	.....	.....	.....	.....	1,290,862.28	.....	.....	.....	1,290,862 28	1,699,975.35
Albia & Centerville	.....	.....	.....	.....	22,223.20	.....	.....	.....	22,223.20	31,932.41
Iowa Central & Western	.....	.....	.....	.....	43,865.92	.....	.....	.....	43,865.92	53,390.58
Iowa Northern	.....	.....	.....	.....	8,713 70	.....	.....	.....	8,713.70	9,241.19
Marshalltown & Dakota	32,417.72	5,322.37	.....	.....	35,740 09	.....	.....	.....	35,740 09	36,852.16
Mason City & Ft Dodge	.....	.....	.....	.....	216,606.40	.....	.....	.....	216,606.40	262,844.83
Minneapolis & St. Louis	.....	.....	.....	.....	429,137 37	.....	.....	.....	429,137.37	642,068.05
Muscatine North & South	.....	.....	.....	.....	37,111.98	.....	.....	.....	37,111.98	43,926.84
Omaha & St Louis	.....	.....	.....	.....	154,905.88	.....	.....	.....	154,905.88	235,348 03
Willmar & Sioux Falls	.....	.....	.....	.....	98,160.61	.....	.....	143 99	98,304.60	110,699 74
Tabor & Northern	.....	.....	.....	.....	13,604.26	.....	.....	.....	13,604.26	18,209.23
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	40,165.79	70,290.14	90,373.03	.....	200,828.96	.....	.....	52 50	200,881 46	312,750.79
Winona & Western	.....	.....	.....	.....	9,827.30	.....	.....	.....	9,827.30	16,401.47
NARROW GUAGE ROADS.										
Burlington & Northwestern	.....	.....	.....	.....	83,565.47	.....	.....	.....	83,565 47	111,422 91
Burlington & Western	.....	.....	.....	.....	96,337.24	.....	.....	.....	96,337.24	129,104.58
Total	$ 2,141,748.13	$ 3,744,431.21	$ 2,639,001.50	$ 3,260 556.45	$ 34,044,932 80	.....	.....	$ 4,241.78	$ 34,049,174.67	$ 46,589,625.70

§ See note on Table No. 1.

TABLE No. 19—EARNINGS—IOWA—CONTINUED.

RAILROADS.	OTHER EARNINGS FROM OPERATION. Switching charges—balance.	Car mileage—credit balance.	Hire of equipment—balance.	Telegraph.	Rents from tracks, yards and terminals.	Rents not otherwise provided for.	All other sources.	Total other earnings.	Total gross earnings from operation—Iowa.
Ames & College	.....	.....	.....	.....	.....	$ 416 29	$ 31 00	$ 31 00	$ 8,195.30
Atchison, Topeka & Santa Fe	$ 189.82	.....	$ 951 40	$ 188 12	$ 7,113 68	.....	184.86	1,930.49	148,224.83
§ Burlington, Cedar Rapids & Northern	.....	.....	.....	.....	.....	.....	.....	7,113 68	4,564,493 71
§ Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	7,124,113 17
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	44,725.54
Chicago Great Western	.....	.....	.....	.....	.....	2,039 20	4,333 65	6,961 25	3,554,964 97
Chicago, Milwaukee & St. Paul	.....	.....	.....	9,764.83	.....	11,787 67	.....	2 ,553 50	11,134,831.26
Chicago, Rock Island & Pacific	.....	.....	.....	3,385.10	4,548 76	11,039 39	.....	18,973 25	7,509 354 33
Chicago & North-Western	.....	.....	.....	.....	6,813.28	12,848.79	320 90	19,982 97	11,033 853 01
Chicago, St. Paul, Minneapolis & Omaha	3.532 84	$3.115 11	.....	.....	.....	952.17	.....	7,600 82	799,721.24
Sioux City & Pacific	.....	.....	.....	.....	4,934 50	2,843.18	394.80	8,171 88	511,411.32
Crooked Creek	.....	.....	.....	.....	.....	.....	.....	.....	25,137.81
Davenport, Rock Island & Northwestern	.....	.....	.....	.....	31,792.45	.....	712 78	37,584 61	151,356 02
Dubuque & Sioux City	5,079 38	.....	.....	.....	24,504 93	6,631.06	50,209 84	81,345 83	3,592,324 49
Stacyville Railroad	.....	.....	.....	.....	.....	5.95	.....	5.95	8,462 94
Des Moines Union	.....	.....	.....	.....	.....	170,283 31	.....	170,283.31	170,283.31
Iowa Central	.....	.....	.....	1,052.12	14,000 00	.....	767 28	15,819.40	1,715,794.75
Albia & Centerville	..... 35.31	.....	.....	.....	.....	.....	34.84	70.15	32,002 56
Iowa Central & Western	.....	.....	.....	.....	.....	52 00	38.11	90.11	53,480 69
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	9,241.19
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	36 852.16
Mason City & Ft. Dodge	.....	.....	.....	.....	.....	135.00	23.50	158.50	263,003.33
Minneapolis & St. Louis	885.09	.....	2,382.72	.....	3,120.00	.....	585.08	6,972 89	649 040 94
Muscatine North & South	.....	.....	.....	.....	.....	75.00	.....	75.00	44,061 84
Omaha & St. Louis	.....	.....	.....	.....	.....	.....	1,280.56	1,280 56	236,628 59
Willmar & Sioux Falls	.....	745.32	.....	.....	.....	1,449 88	.....	2,195.20	112,804 94
Tabor & Northern	.....	.....	.....	230 37	.....	.....	.....	230.37	18,442 60
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	358,370.47
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	312,750.79
Winona & Western	.....	50.77	.....	178.84	.....	.....	.....	229.61	16,631.08
NARROW GAUGE ROADS.									
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	111,422.91
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	129,104.58
Total	$9,722 41	$3,911.20	$3,334 12	$ 14,805.38	$267,110 91	$ 50,867 28	$ 58.916 00	$408,667.31	$34,480,776 67

§ See note on Table No. 1.

TABLE No. 20. EARNINGS—ENTIRE LINE.

RAILROADS.	PASSENGER EARNINGS.							
	PASSENGER REVENUE.							
	Total.	Deductions, accounts of repayments tickets redeemed, etc.	Net revenue.	Mails.	Express.	Extra baggage and storage.	Other items.	Total passenger earnings.
Ames & College	$ 5,300.78		$ 5,300.78					$ 5,300 78
Atchison, Topeka & Santa Fe	7,492,657.96	$ 155,472.51	7,337,185.45	$ 923,568.41	$1,236,439 53	$ 105,808 11	$ 44.959 50	9,647,961.00
§Burlington, Cedar Rapids & Northern	1,144,635.62		1,144 635.62	168,591.93	71,756.25	26,395.33		1,409,383.13
§Chicago, Burlington & Quincy	11,533,207.71		11,533,207.71	1,897,644 75	910,821.82	230,373.70	102,291 33	14,674,339.31
Chicago, Iowa & Dakota	8,065.37		8,065.37	1,262.96	462 86			9,791.19
Chicago Great Western	1,332,980.39		1,332,980.39	111,501.52	92,182.97	20,658.61	98,499.86	1,653,823.25
Chicago, Milwaukee & St. Paul	7,939,215.76		7,939,215 76	1,417,167.36	758,417.68	178,048.84	486,757.14	10,779,606.78
Chicago, Rock Island & Pacific	6,407,014.97		6,407,014.97	657,088.09	441,359.50	144,494.80		7,644,957.36
Chicago & North-Western	10,369,723 95	618,050.85	9,751,673.10	1,051,397.60	588,057.44	192,983.79	22,387.84	11,606,499.77
Chicago, St. Paul, Minneapolis & Omaha	2,526,526 20	31,407,85	2,495,118.35	231,986.88	168,470.84	61,258.35		2,958,834.42
Sioux City & Pacific	265,244.20	15,320.15	249,924 05	37,204.56	11,440 77	6,214.06	225.00	305,128.44
Crooked Creek	979.85	4 95	974 90	682.48	10.97			1,668.35
Davenport, Rock Island & Northwestern	43,469.72	4,191.76	39,277 96	1,080.82	3,150.00	631 19		44,139.97
Dubuque & Sioux City	981,517.57		981,517.57	103,512.00	71,555,50	24,802.57	9,954.73	1,191,342 37
Stacyville R. R	645.58	.93	644 65	342 40	267.12	13.99	3.00	1,271 16
Des Moines Union								
Iowa Central	433,579 14	27,092.48	406,496.66	60,640.43	16,815.97	6,051.99	1,924.67	491,929.72
Albia & Centerville	7,801.86		7,801.86	1,148.84	455.13	303.38		9,709 21
Iowa Central & Western	6,614.78		6,614.78	1,633.86	1,000.00	276.02		9,524 66
Iowa Northern	527.49		527 49					527.49
Marshalltown & Dakota	176.30		176.30	613 81	321 96			1,112.07
Mason City & Ft. Dodge	39,617.99		39,617.99	4,103.23	1,228.56	1,288.65		46,238.43
Minneapolis & St. Louis	712,849.44	9,023 18	703,826.26	76,733.31	61,745.44	16,422 54	1,571.28	860,298 88
Muscatine North & South	6,100.87	193.33	5,907.54		826.67	80.65		6,814.86
Omaha & St. Louis	134,159.74	2,093.58	132,066.16	33,268.26	8,604.42	1,693.06		175,637.90
Willmar & Sioux Falls	220,080.55	2,675 51	217,405.04	37,100.91	9,637.36	4,658 06	480.00	269,281.37
Tabor & Northern	3,457 40	8.55	3,448,85	481.26	455.31	156.54		4,541.96
Union Pacific								
Wabash	5,320,363 00	337,668 75	4,982,694.25	639,175.32	389,774.43	83,844.69	46,388 71	6,161,877.40
Winona & Western	37,496.31	157.42	37,338.89	8,153.25	1,656.20			47,148.34
NARROW GAUGE ROADS.								
Burlington & Northwestern	22,936.76		22,936.76	3,833 88	918.00	168.80		27,857 44
Burlington & Western	25,964.60		25,964.60	4,747.64	1,782.00	273.10		32,767 34
Total	$57,022,921.86	$1,203,361.80	$55,819,560.06	$7,487,755.76	$4,847,614.70	$1,108,910.77	$815,443.06	$70,079,314.35

§ See note on Table No. 1.

TABLE No. 21—

FREIGHT

RAILROADS.	FREIGHT REVENUE.			
		LESS REPAYMENTS.		
	Total freight revenue.	Over-charges to shippers.	Other repayments.	Total deductions.
Ames & College	$ 2,412.05			
Atchison, Topeka & Sante Fe	26,128,756 80	$ 1,074,341.83		$ 1,074,341.83
§Burlington, Cedar Rapids & Northern	3,559,021 20			
§Chicago, Burlington & Quincy	33,376,309.40			
Chicago, Iowa & Dakota	34,210.66			
Chicago Great Western	5,312,771.33			
Chicago, Milwaukee & St. Paul	31,357,992.49			
Chicago, Rock Island & Pacific	18,269,471 57			
Chicago & North-Western	34,627,711,25	1 714,352.81	$ 871,715.57	2,586,068.38
Chicago, St. Paul, Minn. & Omaha	7,848,363 46	191,460 38	67,810.81	259,271 19
Sioux City & Pacific	206,840 81	12,004 76	9,641.86	21,706 62
Crooked Creek	23,510.87	41.41		41 41
Davenport, Rock Island & Northwestern	123,862,36	5,471 74		5,471 74
Dubuque & Sioux City	2,441,277 69	96,134.45		96,134 45
Stacyville Railroad	7,384 18	198 35		198.35
Des Moines Union				
Iowa Central	1,892,790.14	102,811.48		102,811.48
Albia & Centerville	22,223.20			
Iowa Central & Western	43,865.92			
Iowa Northern	8,713.70			
Marshalltown & Dakota	35,740.09			
Mason City & Ft. Dodge	216,666 40			
Minneapolis & St Louis	2,493,791.84		80,658.29	80,658 29
Muscatine North & South	37,522.78	410.80		410.80
Omaha & St Louis	749,693.36	9,553.49	1,917 44	11,470 93
Willmar & Sioux Falls	1,235,544.72		25,346.18	25,346.18
Tabor & Northern	13,664 26	38.81		38.81
Union Pacific				
Wabash	12,112,355 12	407,294.01	546 094.87	953,388.88
Winona & Western	158,270.54	1,613 94	99.90	1,713.84
NARROW GAUGE ROADS.				
Burlington & Northwestern	83,565 47			
Burlington & Western	96,337.24			
Total	$ 182,201,580.30	$ 3,615,788.26	$ 1,603,284.92	$ 5,219,073 18

§See note on Table No. 1.

EARNINGS ENTIRE LINE—CONTINUED.

EARNINGS.					
Net revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.	Total passenger and freight earnings.
$ 2,412 05			$ 451 47	$ 2,863.52	$ 8,164.30
25,054,414 97	$ 25,148 20		101,396 84	25,180,960.01	34 828,921.01
3,550,021 20				3,550 021.20	4 959,404 33
33,376,309.40	24,846 55			33,401,155 95	48,075,495 28
34,210.66			724.29	34 934.35	44,725.54
5,312 771 33				5,312.771.33	6,966,594 58
31,357,992.49	40,947 99	$ 45,338.64		31,444,279 12	42,223,885.90
18,269,471.57				18,269,741 57	25,914,428.93
32,041,642 85			36,654.72	32,078,297 59	43,684,797.36
7,589,042 27			715.35	7,589,807.62	10,548,642.04
275,134.16			442 00	275,576.19	580,704.63
23,469 46				23,469 46	25,137.81
118,390.62				118,390.62	162,530.59
2,345,143.24			1,154 00	2,346,297.24	3,537,639.61
7,185.83				7,185.83	8,456 99
1,789,978.66				1,789,978 66	2,281,908.38
22,223.20				22,223.20	31,932 41
43,865.92				43,865.92	53,390.58
8,713.70				8 713.70	9 241.19
35,740 09				35,740.09	36,852.16
216,666.40				2 6,666 40	262,844.83
2,413,133.55				2,413,133.55	3,273,432.43
37,111.98				37,111.98	43,926.84
338,222.43				338,922.43	512,869.33
1,210,198 54			406.86	1,210,605.40	1,479,886.77
13,625 45				13,625.45	18,167.41
11,158,966 24			233,621.51	11,392,587.75	17,554,465.15
156,556 70				156,556.70	203,705.04
83,565.47				83,565.47	111,422.91
96,337.24				96,337.24	129,104.58
$ 176,982,507 12	$ 90.912.74	$ 45,338.64	$ 375,567.04	$ 177 404 355.54	$ 247,573,669.89

TABLE No. 22—EARNINGS FROM OPERATION—ENTIRE LINE—CONTINUED.

RAILROADS.	OTHER EARNINGS FROM OPERATION.								Total gross earnings from operation—entire line.	Proportion of gross earnings from operation—Iowa.
	Switching charges—balance.	Car mileage—balance.	Hire of equipment—balance.	Telegraph Companies.	Rents from tracks, yards and terminals.	Rents not otherwise provided for.	Other sources.	Total other earnings.		
Ames & College							$ 31.00	$ 31.00	$ 8,195.30	$ 8,195.30
Atchison, Topeka & Santa Fe	$ 46,297.06		$ 232,048 85	$ 45,881.77	$ 50,032.93	$ 101,534.23	45,087.80	520,883.65	35,349,804.66	148,824.81
Burlington, C. R. & Nor.					7,113.68			7,113.68	4,960,518.01	4,504,493.71
§ Chicago, Burl. & Quincy	386,556 36			160,265.76	629,758.64		402,989.61	1,579,571.37	49,655,066 63	7,124,113.17
Chicago, Iowa & Dakota									44,735.54	44,735.54
Chicago Great Western					574.99	5,642.01	12,972.56	19,189.56	6,985,784.14	3,554,654.97
Chicago, Milwaukee & St. P.				33,892 80		111,233.95		145,126 75	42,369,012 65	12,025,965.77
Chicago, Rock Island & Pac.				6,770 20	68,558 99	85,816 19		161,145.38	26,075,574.31	7,500,354.33
Chicago & North-Western			1,523.57		50,375 07	68,255.57	7,916 73	128,070 94	43,818,868.30	12,060,789.36
Chicago, St. P., Minn. & O	1,089.02	48,994 43			56,177.07	19,661.89		125,922.41	10,674,504.45	710,925.99
Sioux City & Pacific					14,660.50	3,095 84	461 79	18,218 13	598,922,76	554,181.33
Crooked Creek									25,137 81	25,137 81
Davenport, R. I. & N.-W.	7,256 25				45,417.78		1,018 86	53,692.89	216,222 88	151,356 02
Dubuque & Sioux City					24,504.93	7,058.00	50,209.84	81,772.77	3,919,412.38	3,592 324.49
Stacyville Railroad						5 95		5.95	8,462.94	8,462.94
Des Moines Union					170,283.31			170,283 31	170,283.31	170,283.31
Iowa Central				1,214.47	14,000.00		1,000.61	16,215.09	2,308,123.47	1,812,759.79
Albia & Centerville	35.31						34 84	70.15	32,002.56	32,002.56
Iowa Central & Western						52.00	38.11	90.11	53,480.69	53,480.69
Iowa Northern									9,241.19	9,241.19
Marshalltown & Dakota									36,852.16	36,852.16
Mason City & Ft. Dodge						135.00	23.50	158.50	203,003.33	203,003.33
Minneapolis & St. Louis	7,730 89		8,682 22		110,323.19		2,071.25	128,807.55	3,402,239.98	649,040.94
Muscatine North & South						75 00		75.00	44,001.84	44,001.84
Omaha & St. Louis							2,796 00	2,796.00	516,636.33	236,628.54
Willmar & Sioux Falls	1,696.50					4,228.74	3.70	5,928.94	1,485,815.71	269,665.50
Tabor & Northern				236.37				236 37	18,403.78	18,412.60
Union Pacific										
Wabash					81,655.53			81,655.53	17,636,120 68	312,750.79
Winona & Western		253.82		894.20			252.08	1,400 10	205,105.14	16,031.08
NARROW GAUGE ROADS.										
Burlington & Northwestern									111,422.91	111,422 91
Burlington & Western									129,104.58	129,104.58
Total	$ 450,661.39	$ 49,248.25	$ 242,254.65	$ 249,156.57	$ 1,323,437.61	$ 405,796.35	$ 526,903 99	$ 2,248,460.53	$ 250,822,130 42	$ 57,304,157.42

§ See note on Table No. 1. * Revenue train mileage basis.

TABLE No. 23—OPERATING EXPENSES—IOWA.

RAILROADS.	MAINTENANCE OF WAY AND STRUCTURES.							
	Repairs of roadways.	Renewals of rails.	Renewals of ties.	Repairs and renewals of bridges and culverts.	Repairs and renewals of fences, road-crossings signs and cattle guards.	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves.	Repairs and renewals of telegraphs.
Ames & College	$ 449.58	$ 318.16	$ 108.00	$ 210.65	$ 41.85	$ 82.15	.....	.....
Atchison, Topeka & Santa Fe	8,190.24	1,884.68	2,656.74	1,168.87	174.03	1,457.69	.....	$ 108.99
§Burlington Cedar Rapids & Northern	.....	.....	.....	.....	.....	.....	.....	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	3,729.52	.....	2,740.88	2,506.76	507.23	1,090.78	.....	5.00
Chicago, Milwaukee & St. Paul	299,997.12	26,490.31	52,470.95	27,084.56	9,198.77	31,482.55	.....	13,303.44
Chicago, Rock Island & Pacific	929,421.05	170,945.26	257,274.54	324,775.14	49,482.60	184,574.50	$ 7,024.51	14,579.36
Chicago & North-Western	558,778.96	12,518.66	224,288.36	279,928.17	41,543.57	195,689.50	.....	7,988.62
Chicago, St. Paul, Minneapolis & Omaha	715,328.28	54,597.00	198,154.78	216,742.67	50,440.44	137,040.94	36,217.60	5,829.20
Sioux City & Pacific	.....	.....	.....	.....	.....	.....	.....	.....
Crooked Creek	17,169.08	787.12	8,297.33	4,355.79	780.05	4,062.82	.....	686.16
Davenport, Rock Island & Northwestern	4,183.31	.....	643.47	861.94	271.30	28.01	.....	159.22
Dubuque & Sioux City	5,449.65	166.91	32.70	1,215.97	54.87	714.64	.....	.....
Stacyville Railroad	375,458.37	55,837.07	64,169.80	119,242.73	15,510.92	62,005.74	.....	37.55
Des Moines Union	1,308.80	.....	.....	2.50	85.34	64.98	.....	3,973.08
Iowa Central	9,249.50	6,021.00	5,492.00	172.70	1,025.50	1,476.15	.....	4.71
Albia & Centerville	6,835.76	11.98	1,477.50	93,314.61	7,997.40	29,012.93	.....	9,681.45
Iowa Central & Western	9,665.86	77.50	137.50	1,323.33	104.31	174.22	.....	.....
Iowa Northern	2,640.00	.....	.....	217.96	726.95	1,857.27	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	25,599.38	435.44	9,702.12	.....	.....	.....	.....	.....
Minneapolis & St. Louis	90,021.75	20,188.34	16,555.11	4,358.54	660.39	2,185.34	.....	.....
Muscatine North & South	6,360.97	.....	211.79	20,594.52	3,879.72	15,521.30	.....	554.95
Omaha & St. Louis	20,763.82	158.64	7,325.76	377.14	184.70	209.75	.....	4.50
Willmar & Sioux Falls	28,357.79	56.24	5,712.47	9,304.48	2,044.87	3,528.24	.....	2,033.96
Tabor & Northern	1,210.84	.....	.....	35,285.92	1,176.99	3,211.02	.....	385.50
Union Pacific	.....	.....	.....	908.94	9.53	12.25	70	.....
Wabash	154,513.01	*423.39	29,590.68	.....	.....	.....	.....	.....
Winona & Western	5,721.15	.....	3,237.50	7,582.06	6,642.97	7,230.29	.....	919.98
NARROW GAUGE ROADS.				4,542.95	82.51	571.23	.....	144.00
Burlington & Northwestern	11,482.02	*159.86	4,141.15	870.27	918.03	4,050.61	.....	23.63
Burlington & Western	29,579.48	37,149.73	5,194.62	15,746.06	1,013.59	7,000.83	.....	72.52
Total	$ 3,512,315.95	$ 482,632.75	$ 1,005,851.00	$1,173,649.23	$ 195,188.03	$693,677.76	$ 43,242.81	$ 60,191.89

RAILROADS.	MAINTENANCE OF WAY AND STRUCTURES.			MAINTENANCE OF EQUIPMENT.	TRANSPORTATION EXPENSES.			
	Stationery and printing.	Other expenses.	Total.	Repairs and renewals.	Stationery and printing.	Other expenses.	Total.	Total operating expenses.
Ames & College	$ 28.00	$ 48.37	$ 1,286.76	$ 1,015.00	$ 1,015.00	$ 1,015.00	$ 3,045.00	$ 4,331.76
Atchison, Topeka & Santa Fe	12.46	.....	15,053.70	15,053.70	15,053.70	15,053.70	45,161.10	60,214.80
§Burlington Cedar Rapids & Northern	.....	.....	.....	.....	.....	.....	.....	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	.....	.....	1,112,795.40	1,112,795.40	1,112,795.40	1,112,795.40	3,338,386.20	4,451,181.60
Chicago, Milwaukee & St. Paul	.....	.....	10,580.17	10,580.17	10,580.17	10,580.17	31,740.51	42,320.68
Chicago, Rock Island & Pacific	4,250.70	3,604.65	468,032.65	468,032.65	468,032.65	468,032.65	1,404,097.95	1,872,130.60
Chicago & North-Western	670.83	353,130.00	2,29,,877.59	2,29,,877.59	2,29,,877.59	2,29,,877.59	6,89,633.77	9,19,511.36
Chicago, St. Paul, Minneapolis & Omaha	5,802.21	* 26.79	1,322,687.40	1,322,687.40	1,322,687.40	1,322,687.40	3,968,062.20	5,290,749.60
Sioux City & Pacific	.....	.....	1,419,923.12	1,419,923.12	1,419,923.12	1,419,923.12	4,259,769.36	5,679,692.48
Crooked Creek	.....	.....	123,434.20	123,434.20	123,434.20	123,434.20	370,302.60	493,736.80
Davenport, Rock Island & Northwestern	.....	.....	30,297.57	30,297.57	30,297.57	30,297.57	90,892.71	121,190.28
Dubuque & Sioux City	.....	.....	5,990.06	5,990.06	5,990.06	5,990.06	17,970.18	23,960.24
Stacyville Railroad	.....	.....	7,072.29	7,072.29	7,072.29	7,072.29	21,216.87	28,289.16
Des Moines Union	1,723.53	2,706.59	700,727.83	700,727.83	700,727.83	700,727.83	2,102,183.49	2,802,911.32
Iowa Central	4.71	.....	1,404.42	1,404.42	1,404.42	1,404.42	4,213.26	5,617.68
Albia & Centerville	.....	925.15	24,302.00	24,302.00	24,302.00	24,302.00	72,906.00	97,208.00
Iowa Central & Western	634.83	.....	536,086.03	536,086.03	536,086.03	536,086.03	1,608,258.09	2,144,344.12
Iowa Northern	.....	.....	9,986.90	9,986.90	9,986.90	9,986.90	29,960.70	39,947.60
Marshalltown & Dakota	.....	.....	9,072.84	9,072.84	9,072.84	9,072.84	27,218.52	36,291.36
Mason City & Ft. Dodge	.....	.....	2,640.00	2,640.00	2,640.00	2,640.00	7,920.00	10,560.00
Minneapolis & St. Louis	.....	.....	.....	.....	.....	.....	.....	.....
Muscatine North & South	244.31	267.90	42,775.21	42,775.21	42,775.21	42,775.21	128,325.63	171,100.84
Omaha & St. Louis	4.50	.....	107,829.90	107,829.90	107,829.90	107,829.90	323,489.70	431,319.60
Willmar & Sioux Falls	59.55	18.32	7,338.05	7,338.05	7,338.05	7,338.05	22,014.15	29,352.20
Tabor & Northern	61.91	.....	45,297.62	45,297.62	45,297.62	45,297.62	135,892.86	181,190.48
Union Pacific	.....	90.85	74,247.94	74,247.94	74,247.94	74,247.94	222,743.82	296,991.76
Wabash	.....	.....	2,266.51	2,266.51	2,266.51	2,266.51	6,799.53	9,066.04
Winona & Western	73.78	5,399.25	211,528.61	211,528.61	211,528.61	211,528.61	634,585.83	846,114.44
NARROW GAUGE ROADS.	2.48	.....	14,301.82	14,301.82	14,301.82	14,301.82	42,905.46	57,207.28
Burlington & Northwestern	5.84	.....	21,331.69	21,331.69	21,331.69	21,331.69	63,995.07	85,326.76
Burlington & Western	9.19	.....	96,365.72	96,365.72	96,365.72	96,365.72	289,097.16	385,462.88
	$15,467.73	$ 366,307.27	$8,784,754.20	$8,784,754.20	$8,784,754.20	$8,784,754.20	$26,354,262.60	$35,139,016.80

§See note on Table No. 1. *Credit.

TABLE No. 24—OPERATING EXPENSES—IOWA—Continued.

RAILROADS.	MAINTENANCE OF EQUIPMENT. Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of miscellaneous equipment.	Repairs and renewals of shops, machinery and tools.	Stationery and printing.	Other expenses.	Total.
Ames & College	.....	$ 700.84	$ 77.85	.....	.....	.....	.....	.....	.....	$ 778.69
Atchison, Topeka & Santa Fe	$ 175.01	7,668.47	1,355.82	$ 5,815.08	$ 320.42	.....	$ 345.02	$ 30.33	.....	15,716.15
§Burlington, Cedar Rapids & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	590,333.76
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	741.77	80.46	1.30	.....	.....	10.60	.....	.....	834.13
Chicago Great Western	3,959.51	157,634.14	35,143.96	109,849.20	.....	.....	7,988.46	2,350.18	16,665.86	332,801.31
Chicago, Milwaukee & St. Paul	28,128.40	257,669.88	159,487.36	710,260.32	22,261.80	.....	33,350.21	2,107.59	19,850.59	1,235,522.29
Chicago, Rock Island & Pacific	14,886.69	326,053.44	107,384.35	358,521.42	9,069.49	.....	26,916.37	1,677.77	33,502.97	878,013.50
Chicago & North-Western	79,480.20	375,653.37	163,003.26	288,146.07	10,807.18	84.12	31,733.24	7,491.04	48,653.02	1,005,051.50
Chicago, St. Paul, Minn. & O	.....	.....	.....	.....	.....	.....	.....	.....	.....	66,811.51
Sioux City & Pacific	4,676.64	9,057.49	3,757.89	4,691.19	630.33	.....	5,241.92	312.49	873.92	23,241.87
Crooked Creek	.....	628.80	.....	604.98	.....	.....	.....	.....	.....	1,233.78
Davenport, Rock Island & N. W.	.....	1,623.18	782.65	1,948.95	.....	.....	.....	18.20	.....	4,372.98
Dubuque & Sioux City	8,764.96	159,216.28	44,894.60	165,153.69	6,552.46	.....	9,875.45	1,194.89	623.7.85	401,890.27
Stacyville Railroad	58.98	582.20	.....	20.18	70.98	.....	103.71	9.81	67 97	919.92
Des Moines Union	2,000.00	5,274.12	.....	325.00	.....	.....	5,541.10	.....	2,805.50	16,035.72
Iowa Central	7,982.76	93,892.97	23,846.32	68,415.88	6,789.77	.....	14,132.91	400 63	5,943.28	221,374.52
Albia & Centerville	.....	1,287.86	350.72	1,426.80	.....	.....	.....	.....	.....	3,065.38
Iowa Central & Western	.....	.....	.....	277.31	.....	.....	.....	.....	.....	277.31
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	7,733.24	1,029.05	6,010.81	.....	.....	.....	670.56	.....	.....	15,443.66
Minneapolis & St. Louis	2 939.26	41,675.84	8,789.08	25,451.19	* 236.97	.....	3,970.25	264.21	1,587 01	84,440.47
Muscatine North & South	40.00	1,292.66	117 34	171.29	17.24	.....	.....	.....	24.65	1,663 18
Omaha & St. Louis	1,158.53	16,932.91	1,833.56	8,844.14	414.59	.....	1,705.94	96.77	2,070.28	33,956 72
Willmar & Sioux Falls	567.01	11,041 05	1,891.55	6,513.48	9,070.49	.....	20.44	67 80	24.55	29,190.37
Tabor & Northern	.....	214.66	.75	.....	.....	.....	1.25	.....	.....	216.66
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	3,144.12	25,271.70	9,301.53	12,078.06	731.34	.....	4,001.08	168.48	1,835.43	56,621.74
Winona & Western	360.00	1,383 06	333.93	1,304.67	.....	.....	50.89	7.02	.....	3,506.17
NARROW GAUGE ROADS.										
Burlington & Northwestern	337.00	4,317.96	2,207.88	1,522.46	198 33	.....	158.26	3.83	228.33	8.974.05
Burlington & Western	898.90	6,291.42	2,548 68	2,961.58	170.11	.....	299 37	3.83	435.43	13,609.32
Total	$166,390 21	$1,506,505,21	$573,201.04	$1 774,378.22	$ 66,873.65	$ 84.12	$146,183.05	$ 16,405.47	$141,796.64	$5,048,962 88

* Credit, § See note on Table No. 1.

TABLE No. 25—OPERATING EXPENSES—IOWA—Continued.

RAILROADS.	CONDUCTING TRANSPORTATION. Superintendence.	Engine and roundhouse men.	Fuel for locomotives.	Water supply for locomotives.	Oil, tallow and water for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses	Switchmen, watchmen and flagmen.	Telegraph expense.
Ames & College	$ 240.00	$ 606 80	$ 882.50	$ 72.00	$ 119.11	.....	$ 622.80	.....	$ 450.00	.....
Atchison, Topeka & Santa Fe	1,226.19	8,337.00	8,496.66	550 62	293.99	$ 230.92	5,356 13	$ 1,697.82	2,209 11	$ 1,791.09
§Burlington, Cedar Rapids & Nor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	2,572 91	2,813.17	120.03	299 20	134 75	1,736.18	12 25	.....	.....
Chicago Great Western	12,238.03	235,569.12	353,613 84	14 021 39	.....	13,775 74	158,097.96	25,202 04	66,692 76	46,934.59
Chicago, Milwaukee & St. Paul	143,026.42	770,506 47	915,690.19	33,926.71	20,450 21	12,692.09	556,364 35	102,540.72	292,256.99	82,428 31
Chicago, Rock Island & Pacific	78,138.42	435,245.04	491,279.93	28,840 47	10,782.72	7,330.36	334,537 96	82,430 32	109,430.44	84,367 83
Chicago & North-Western	44,480.64	866,016.54	894,325 07	38,111.17	29,311.92	15,118 53	575,278.54	100,377.47	275,673 87	148,852.86
Chicago, St. Paul, Minn. & O	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City & Pacific	1,383.18	31,976.15	46,434 68	1,862.50	1,089.90	187.89	23,280 68	5,942 58	10,852 42	4,668 08
Crooked Creek	.....	1,990 30	2,155 61	133 72	.....	.....	600.00	.....	.....	.....
Davenport, Rock Island & N. W.	3,136 13	13,953 80	9,679.34	1,130.08	476.08	57 30	7,522 11	1,691.99	5,522 22	5,363.19
Dubuque & Sioux City	59,814.32	277,745.23	224,622.76	14,211.81	12,146.30	5,258.17	189,013.32	53,299 60	61,795 44	44,530.44
Stacyville Railroad	121.47	1,514.80	1,208.12	44.72	65.04	24.10	1,021 39	133.11	.....	266.68
Des Moines Union	2,075 00	15,271.15	5,652 00	1,071.25	185 10	2,520 18	6,872.12	492 00	16,225 18	.....
Iowa Central	25,572 43	140,230 60	124,887.93	8,381 23	5,985.71	3,644 97	81,227 51	10,189.67	22,936 57	23,938.59
Albia & Centerville	.....	2,680. 89	2,454.00	266.59	202 86	23 92	2, 207.34	189, 36	.....	757 03
Iowa Central & Western	.....	.....	.....	343 25	.....	.....	19 810.00	75	42.03	1,143 27
Iowa Northern	.....	135, 80	1,180.00	.....	34.71	.....	2,721.08	.....	.....	.....
Marshalltown & Dakota	1,100,00	.....	2 587.76	.....	242.65	89.76	5,787 66	.....	.....	.....
Mason City & Ft. Dodge	.....	9,159 87	13,060.73	639.62	866.38	.....	6,121 89	363.21	.....	2,620.66
Minneapolis & St. Louis	9,808.64	46,362.90	66,507.40	2,324.88	1,555 30	798.84	29,055.18	7,919 97	8,837 42	10,713.26
Muscatine Nor. & South	1,843.45	5,392 64	3,670.03	330.27	430 30	21.96	1,874.23	61.30	1,280 64	1,314 13
Omaha & St. Louis	5,660.64	24,897 06	33,858.01	2,057.79	988.22	743.92	14,003 96	3,288.45	3 835 45	3,951.01
Willmar & Sioux Falls	4,655.06	12,022.17	29,248 27	1,173.18	588.45	324.20	10 094.88	1,348.95	2,814.84	2,704 00
Tabor & Northern	.....	1,292.54	2,065 86	21.39	43 09	47.35	530.15	30.25	.....	50.56
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	5,686.89	30,058 30	22,759.60	2,204.10	1,063.92	603 86	21,640 69	1,628 43	4,164 35	6,741.63
Winona & Western	780.00	2,593.00	3,304.29	18 80	121.15	15.24	1,775.18	235 49	192.00	231.91
NARROW GAUGE ROADS.										
Burlington & Northwestern	2,039.48	4, 110.31	3,799.70	280 73	123.53	31.00	2,280,41	658.36	705.23	963.98
Burlington & Western	2,186.57	12,198.21	15,376.87	998 40	497.19	235 96	8,861.44	2,102.16	1,366.02	1,685.38
Total	$ 405,178.96	$ 2,892 439.40	$ 3,280,432 12	$ 154 029.70	$88, 309 13	$53,891 08	$ 2,062,035, 11	$ 401,740 34	$ 887, 371 98	$ 475, 308 45

§ See note on Table No. 1.

TABLE 26—OPERATING

RAILROADS.	CONDUCTING			
	Station service	Station supplies	Switching charges—balance.	Car mileage—balance.
Ames & College		$ 210 64		
Atchison, Topeka & Santa Fe	$ 4,055 48	422 78	....	$ 2,608.31
§Burlington, Cedar Rapids & Northern				
§Chicago, Burlington & Quincy				
Chicago, Iowa & Dakota	2,799.88	323.87	$ 158.10	
Chicago Great Western	188,502 57	13,636.32	86,704.54	68,535.50
Chicago, Milwaukee & St. Paul	586,113 58	48,328.39	53,248.39	62,726.08
Chicago, Rock Island & Pacific	197,454.14	24,664 89		79,703.39
Chicago & North-Western	486,811.21	46,822.74	111,768.24	31,844.66
Chicago, St Paul, Minneapolis & Omaha				
Sioux City & Pacific	26,228.29	3,123.82	5,841.73	6,123.40
Crooked Creek	672 38			1.33
Davenport, Rock Island & Northwestern	15,424 70	901.80		821.84
Dubuque & Sioux City	146,358.87	17,342 07	17,908.95	89,912.50
Stacyville Railroad	705.98	30.59		
Des Moines Union	19,510.14		875.10	
Iowa Central	50,975.95	5,532 16	4,330 80	29,185.80
Albia & Centerville	1,872.21	82.33		1,876.61
Iowa Central & Western	2,346.41	99 18	2.95	3,735.72
Iowa Northern				
Marshalltown & Dakota	1,085 00			117.52
Mason City & Ft. Dodge	5,518 67	572.19		2,521.35
Minneapolis & St. Louis	18,416.92	1,708.74		2,073.18
Muscatine North & South	3,490.37	273.88	1,330 85	1,088.45
Omaha & St. Louis	9,282.73	847.31	1,518.43	9,978.15
Willmar & Sioux Falls	9,366 90	2,904.13	4,099.12	5,266 78
Tabor & Northern	578.80	70.50		66.84
Union Pacific				
Wabash	35,153.76	1,744.32		2,783.61
Winona & Western	2,615.42	330.77	226 80	
NARROW GAUGE ROADS.				
Burlington & Northwestern	5,693.57	459.12	126 00	137.18
Burlington & Western	8,372.92	596.14	67.50	387 26
Total	$ 1,800,390.85	$ 170,988.65	$ 268,207.59	$ 481,494.43

§ See Note on Table No. 1.

EXPENSES—IOWA—CONTINUED.

TRANSPORTATION.					
Hire of equipment.	Loss and damages.	Injuries to persons	Clearing wrecks	Operating marine equipment.	Advertising.
....	880.50	563 89	120.19	....	417.54
....	....	....	....	....	....
$ 13 55	1,459.29	20.65	....	....	....
....	13,390 20	32,632 03	4,559.32	....	19,333.22
1,098.23	59,473.82	66,488 83	9,945.08	....	30,893.28
....	27,984 65	51,789 16	....	....	34,481.16
....	53,182.73	113,891.55	9,167.56	739.80	43,040.08
....	....	....	....	....	....
7,604 02	2,678.35	1,627.23	29 59	....	828.57
5.00	30 03	4.50	....	....	....
779 24	206.35	329.45	41.42	....	664.21
....	21,880.21	34,441.86	3,191.85	....	14,459.89
....	29.30	.49	....	....	....
....	....	872 co	....	....	....
3,437.54	15,867.29	2,250.45	2,149.98	....	6,070 28
....	1,287.97	....	6.50	....	1.75
....	380 89	142.00	21.20	....	....
1,100.73	....	....	....	....	....
....	....	....	....	....	....
75 00	578.77	849.89	....	....	47.75
....	2,172 85	1,409.17	921.83	....	916.15
5.00	212.43	....	....	....	57.50
1,121.50	1,948.82	587.64	1,880.81	....	238.28
1,946.86	342.31	988.49	968.25	....	59.37
115.56	61.66	....	....	....	10.75
....	....	....	....	....	....
248 29	5,266.20	1,779.21	....	....	1,365.97
9 82	76.74	250.68	1.04	....	6.30
....	330.62	108.50	18.82	....	257.34
....	572.69	175 90	150.81	....	454.10
$ 17,620.33	$ 204,397 11	$ 311,171.61	$ 32,865.25	$ 739.80	$ 154,108.49

§ See note on Table No. 1.

TABLE No. 27—OPERATING EXPENSES—IOWA—CONTINUED.

RAILROADS.	CONDUCTING TRANSPORTATION.							
	Outside agencies.	Commissions.	Stock yards and elevators.	Rents for tracks, yards, and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses.	Total.
Ames & College							$ 160.89	$ 3,364.74
Atchison, Topeka & Santa Fe	$ 1,528.31	$ 19.71		$ 532.61	$ 75.15	$ 376.01	518.86	42,428.94
§Burlington, Cedar Rapids & Northern								1,334,204.52
§Chicago, Burlington & Quincy								
Chicago, Iowa & Dakota			$ 147.12				955.59	13,566.54
Chicago Great Western	81,460.05		8,203.67	37,388.78		11,475.81	27,506.75	1,473,473.43
Chicago, Milwaukee & St. Paul	129,844 85		13,675.47	69,106.12	12,845.94	47,887 15	37,815.54	4,151,755.20
Chicago, Rock Island & Pacific	110,943 65			23,706.15	12,927.52	28,283.84	29,561.05	2,283,874.00
Chicago & North-Western	118,275.37	125,291.28		24,489.39	4,771.05	35,649.72		4,153,941.99
Chicago, St. Paul, Minneapolis & Omaha								231,350.32
Sioux City & Pacific	4,992.59	2,513 64			511.90	2,011.70		191,723.89
Crooked Creek						47 23	478 24	6,118 34
Davenport, Rock Island & Northwestern	264.17			7,188.02	1,674.26	1,717 60	160 31	79,217.66
Dubuque & Sioux City	43,003 91	297.45		69,573.64		28,668.06	13,174 15	1,442,580.80
Stacyville Railroad						76 63	1.50	5,333.92
Des Moines Union								71,831 22
Iowa Central	9,370.68	483,31			1,380.79	9,445.54	802.99	588,218.77
Albia & Centerville					60.00			13 972 36
Iowa Central & Western								28,070.65
Iowa Northern								5,232.12
Marshalltown & Dakota								11,010.05
Mason City & Fort Dodge							33.73	42,974.64
Minneapolis & St. Louis	6,235.28	168.28			.23	4,117 73	2,193 07	224,308.32
Muscatine North & South	180.00		9 61		18.84	395.90	171.44	23,468.91
Omaha & St. Louis	4,210.40			8,111.15	520.95	1,468 49	130 95	135,126.10
Willmar & Sioux Falls	3,036.67	1.59		14,450.50	54.00	804.88	23.39	109,765.63
Tabor & Northern	8.75		1,212.43	5.10		46.86	46.65	6,298.49
Union Pacific								
Wabash	4,677.70				362.92	1,880.97	*10,460.94	141,253.78
Winona & Western	52 01			564.52		170.96		13,572.12
NARROW GAUGE ROADS.								
Burlington & Northwestern	882.78			6,872.62		531.46	39.55	30,250.29
Burlington & Western	884.50			1,042.63		852 27	64 85	58,468.77
Total	$ 519,851 67	$ 128,775.26	$ 23,248.30	$ 263,031 23	$ 35,203.55	$ 175,908.81	$ 103,378.56	$ 16,916,756 51

*Credit. §See note on Table No. 1.

TABLE No. 28—OPERATING EXPENSES—IOWA—CONTINUED.

RAILROADS.	GENERAL EXPENSES.							
	Salaries of general officers.	Salaries of clerks and attendants.	General office expenses and supplies	Insurance.	Law expense.	Stationery and printing (general office.)	Other Expenses.	Total.
Ames & College				$ 87.52				$ 87.52
Atchison, Topeka & Santa Fe	$ 630 70	$ 972.89	$ 673.73	214.17	$ 527.22	$ 134.18	$ 85.36	3,238.25
§ Burlington, Cedar Rapids & Northern								118,164 39
§Chicago, Burlington & Quincy								
Chicago, Iowa & Dakota	1,485.00	525.00	422 45	155 85		304.41	72 59	2,965 30
Chicago Great Western	41,397.34	66,574.54	18,700.96	5,400.00	20,617.87	2,975.35	32,213 21	187,879.27
Chicago, Milwaukee & St. Paul	71,751 69	72,584 20	7,782.50	42,410 41	16,503.19	9,822.77	22,000 51	242,855.27
Chicago, Rock Island & Pacific	99,112.43		5,199.99	38.60	26,169 05	10,507.17	40,418.46	181,445 70
Chicago & North-Western	42,979 79	93,675.41	24,623 68	1,691.35	39,011.00	4,149 24	11,560.06	217,699 53
Chicago, St. Paul, Minneapolis & Omaha								17,072 82
Sioux City & Pacific	3,440 00	6,314.03	604 70	2.14	2,282.20	139 81	29 22	12,812.19
Crooked Creek	2 709.48			225.00		22.16		2,956.64
Davenport, Rock Island & Northwestern	2,467.50	2.058.00	1,693.31	339.50	126 20	752.93	88.00	7,525.44
Dubuque & Sioux City	17,703.22	23,743 37	9,833.44	13,940.14	11,137.92	2,991.39	8,629 39	87,978.87
Stacyville Railroad			7.34	72.00				79.34
Des Moines Union	3,200.00	1,798.00	2,172.25		2,000.00		215 00	9,385 25
Iowa Central	34,413.06	18,479 48	2,979.18	1,800.00	1,590.78	2,438 11	3,455 52	65,156 13
Albia & Centerville		600.00		35.75	468.68	66 05		1,170.48
Iowa Central & Western	600,00			53 10		86 70		739 80
Iowa Northern	548.00			368 33				916 33
Marshalltown & Dakota								
Mason City & Fort Dodge	6,217.50	2,124.42	5,569 72	597.05	265.40	1,129 87		15,903.96
Minneapolis & St. Louis	8,869.35	5,763.92	556 80	1,534 78	3,875.76	731.79	2,209 06	23,541.46
Muscatine North & South	3,440.00	405.00	30.85	30.65	5.25	66 45	68 71	4,046 91
Omaha & St. Louis	2,865.92	3,908.36	1,007.43	580.33	512.89	351.73	91 72	9,318 38
Willmar & Sioux Falls	697.23	2,336.00	343.39	412 36	566.52	348.98	7.25	4,711.73
Tabor & Northern	2,165.87		95.75	21 00	10.00	9.55	347.00	2,649.17
Union Pacific								
Wabash	831.39	706 69	3.23	530.41	1,508 64	354.19	561 21	4,495.76
Winona & Western	240 00	267.00	257.16	96 00	102.51	85.70	104,93	1,153.30
NARROW GAUGE ROADS.								
Burlington & Northwestern	2,368 52	1,168.53	386.92	461.08	25.00	188.67	2.30	4,601.02
Burlington & Western	2,745 48	1,702.52	394.70	443 80	225.00	186.32	.30	5,698.12
Totals	$ 352,879.56	$ 305,707.36	$ 83,339.48	$ 71,541 32	$ 127,531.08	$ 37,843.52	$ 122,159.80	$ 1,236,239.33

§ See Note on Table No. 1.

TABLE No. 29.—OPERATING EXPENSES—IOWA—CONTINUED.

RAILROADS.	RECAPITULATION OF EXPENSES.					Percentage of expenses to earnings—Iowa.
	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Grand total.	
Ames & College	$ 1,286.76	$ 778.69	$ 3,364.74	$ 87.52	$ 5,517.71	.....
Atchison, Topeka & Santa Fe	15,653.70	15,710.15	42,428.94	6,928.25	80,721.04	54.46
§Burlington, Cedar Rapids & Northern	1,113,795.40	590,333.76	1,334,204.52	118,104.39	3,155,468.07	60.10
§Chicago, Burlington & Quincy	.....	.....	.....	.....	5,264,805.54	73.90
Chicago, Iowa & Dakota	10,580.17	864.13	13,566.54	2,965.30	27,946.14	.....
Chicago Great Western	468,932.65	332,861.31	1,473,473.43	187,879.27	2,463,146.66	.....
Chicago, Milwaukee & St. Paul	2,291,877.49	1,232,522.26	4,151,755.20	242,855.27	7,910,010.22	71.12
Chicago, Rock Island & Pacific	1,322,687.40	878,013.50	2,283,874.00	181,445.70	4,666,020.60	62.14
Chicago & North-Western	1,419,923.12	1,005,051.50	4,153,941.99	217,090.53	6,796,007.14	61.60
Chicago, St. Paul, Minneapolis & Omaha	121,434.20	66,811.51	231,350.32	17,072.82	438,668.85	54.85
Sioux City & Pacific	36,297.57	29,241.87	191,723.89	12,812.19	270,075.52	52.81
Crooked Creek	5,990.06	1,233.78	6,118.34	2,956.64	16,298.80	.....
Davenport, Rock Island & Northwestern	7,672.29	4,372.98	79,217.65	7,525.44	98,788.37	.....
Dubuque & Sioux City	700,727.83	401,890.27	1,442,580.80	87,928.87	2,633,177.77	73.30
Stacyville Railroad	1,464.42	919.92	5,333.92	79.34	7,797.60	92.14
Des Moines Union	24,762.00	16,035.72	71,851.22	9,385.25	121,614.19	.....
Iowa Central	536,086.03	221,374.52	588,218.77	65,156.13	1,410,835.45	82.23
Albia & Centerville	9,586.90	3,065.38	13,972.76	1,170.48	28,105.12	88.10
Iowa Central & Western	9,072.84	277.31	28,070.65	739.80	38,160.60	71.35
Iowa Northern	2,640.00	.....	5,232.12	916.33	8,788.45	.....
Marshalltown & Dakota	.....	.....	11,010.05	.....	11,010.05	.....
Mason City & Fort Dodge	42,775.21	15,443.66	47,974.64	15,903.96	117,097.47	44.52
Minneapolis & St. Louis	167,849.00	84,440.47	224,368.32	23,541.40	500,120.15	77.05
Muscatine North & South	7,338.05	1,663.18	23,468.91	4,046.91	36,517.05	.....
Omaha & St. Louis	45,297.64	33,956.72	135,126.10	9,318.38	223,698.84	94.54
Willmar & Sioux Falls	74,247.94	29,190.27	109,765.63	4,711.73	217,921.67	.....
Tabor & Northern	2,266.51	216.66	6,298.49	2,649.17	11,430.83	.....
Union Pacific	.....	.....	.....	.....	.....	.....
Wabash	211,528.61	56,621.74	141,253.78	4,405.76	413,809.89	132.34
Winona & Western	14,301.82	3,566.17	13,572.12	1,153.30	32,533.41	.....
NARROW GAUGE ROADS.						
Burlington & Northwestern	21,311.69	8,974.05	30,250.29	4,621.02	65,157.05	58.47
Burlington & Western	56,365.72	13,609.32	58,468.77	5,698.12	174,141.93	134.88
Total	$ 8,784,754.02	$ 5,048,962.78	$ 16,916,756.51	$ 1,239,929.33	$ 37,255,298.18	.....

§See note on Table No. 1.

TABLE No. 30—OPERATING

RAILROADS.	MAINTENANCE OF WAY			
	Repairs of roadway.	Renewals of rails.	Renewals of ties.	Repairs and renewals of bridges and culverts.
Ames & College	$ 449.58	$ 318 16	$ 108 00	$ 210 65
Atchison, Topeka & Santa Fe	1,997,618.44	459,677.62	647,988.21	285,091.09
§Burlington, Cedar Rapids & Northern	575,432.02	102,073.69	130,604.03	241,779.10
§Chicago, Burlington & Quincy	3,819,110 63	419,034.05	1,665,754.55	1,215,175.34
Chicago, Iowa & Dakota	3,729.52	....	2,740.88	2,506.76
Chicago Great Western	599,994.25	52,980.63	104,941.90	55,969.01
Chicago, Milwaukee & St. Paul	3,118,862.57	573,641.66	863,337.33	1,089,849.40
Chicago, Rock Island & Pacific	2,040,517.15	465,143 90	674,123.63	747,849.58
Chicago & North-Western	2,790,399.46	212,858.55	772,975.17	845,484.00
Chicago, St. Paul, Minneapolis & Omaha	906,058 70	184,167.10	278,694.24	268,616.31
Sioux City & Pacific	22,919 14	1,050.73	11,076.17	5,814.58
Crooked Creek	4,183.31	....	643.47	863.94
Davenport, Rock Island & Northwestern	7,785 22	238.44	46.72	1,737.10
Dubuque & Sioux City	382,894.40	55,934.10	67,118.99	125,002.77
Stacyville Railroad	1,306.89	.....	.....	2.50
Des Moines Union	9,249.50	6,021 00	5,492 00	172.70
Iowa Central	235,080.20	101,636.47	130,704.92	108,880.89
Albia & Centerville	6,835 76	11.98	1,477.30	1,323.33
Iowa Central & Western	6,665.86	77.50	127 30	217.96
Iowa Northern	2,640 00	....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....
Mason City & Ft. Dodge	25,599.38	435.44	9,702.12	4,252.54
Minneapolis & St. Louis	280,943.51	61,817.61	86,237 23	51,146.12
Muscatine North & South	6 350.97	.....	211.39	377.14
Omaha & St. Louis	45,335 86	346 37	15,995.12	20,446.47
Willmar & Sioux Falls	163,033.88	265 42	40,139.75	111,118.04
Tabor & Northern	1,246 84	....	906.94	9.53
Union Pacific	.....	.....	.....	.....
Wabash	1,179,032.32	81,662.68	571,452.69	236,316.14
Winona & Western	28,605 73	.....	16,187.49	22,714.75
NARROW GAUGE ROADS.				
Burlington & Northwestern	11,482.02	*159 86	4,141.15	870 27
Burlington & Western	29,579.18	37,149.73	5,194.62	15,746.06
Total	$ 18,302,942 29	$ 2,816,383.97	$ 6,108,143.31	$ 5,459,544.07

EXPENSES—ENTIRE LINE.—CONTINUED.

AND STRUCTURES.

Repairs and renewals of fences and road crossings and cattle guards.	Repairs and renewals of buildings and fixtures.	Repairs and renewals of docks and wharves.	Repairs and renewals of of telegraph.	Stationery and printing.	Other expenses.	Total.
$ 41.85	$ 82.15	.....	.....	$ 28.00	$ 48.37	$ 1,286.76
42,445 06	355,410.54	$ 113 00	$ 26,584.58	3,038.80	.....	3,817,977.34
24,056 95	142,103.34	.....	10,130 08	817.71	.....	1,226,996.92
264,219.33	1,046,287.86	19,192.13	69,707 65	2,194.42	119.41	8,520,815.31
507.23	1,090.78	.....	5.00	....	.....	10,580.17
18,397.34	62,965.11	.....	26,726 88	8,500.60	7,389.30	937,865.02
166,049.01	619,377.53	23,572.19	48,924 04	2,250.34	1,185,000.00	7,090,864.07
118,242.30	730,706 65	....	27,317.62	5,747 75	900 91	4,810,539.49
196,761.37	534,578.25	141,280.00	21,958.77	22,633.59	.....	5,538,929.20
32,322.72	168,401.30	2,430.01	11,934 49	681.46	.....	1,853,366 33
1,041.29	5,423 49	.....	915 96	212.54	....	48,453.90
271.30	28.04	.....	.....	.....	.....	5,990.06
78.35	1,020.92	.....	53.65	.....	.....	10,960.43
16,093.92	62,727.16	....	4,048 05	1,768.41	2,794.88	718,382.68
85.34	64.98	.....	.....	4.71	.....	1,464.42
1,025.50	1,470 15	....	.....	.....	925.15	24,362 00
11,064.75	35,090.05	.....	10,563.45	800.88	.....	633,821.61
164.31	174 22	....	.....	.....	.....	9,986.90
720 95	1,257.27	.....	.....	.....	....	9,072.84
.....	.....	.....	.....	.....	.....	2,640.00
.....	.....	.....	.....	.....	.....	.....
660.39	2,125.34	.....	.....	.....	.....	42,775.21
16,138.09	94,174.96	.....	3,338.86	811.46	145 80	594,753.64
184.30	209.75	.....	4.50	....	....	7,338 05
4,464.80	7,703.56	.....	4,440.94	130 03	40.00	98,903.15
4,713.48	9,445.71	.....	1,607.16	294.82	.....	330,619 26
12.25	.70	.....	.....	....	90.25	2,266.51
.....	.....	.....	.....	.....	.....	.....
100,040.22	267,004.87	6,886.31	29,688.88	1,821.79	124,932.97	2,598,838.87
412 53	2,856.18	.....	720 00	12.40	.....	71,509.08
918 03	4,050.61	.....	23 63	5.84	.....	21,331.69
1,613.59	7,000.83	....	72.52	9 19	.....	96,365.72
$ 1,022,752.58	$ 4,162,908.28	$ 193,473.64	$ 298,766.71	$ 51,754 74	$ 1,322,387.04	$ 39,739,056.63

§See note on Table No. 1. *Credit.

TABLE No. 31—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

RAILROADS.	MAINTENANCE OF EQUIPMENT.									
	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equipment.	Repairs and renewals of machinery and tools.	Stationery and printing.	Other expenses.	Total.
Ames & College		$ 700.84	$ 77.85							$ 778.69
Atchison, Topeka & Santa Fe	$ 42,685.02	1,870,358 13	330,689.33	$1,418,312.24	$ 79,613 48		$ 84,15.220	$7,398.21		3,833,208 61
§Burlington, C. R. & Nor	29,683 70	112,940 35	46,517.70	104,077.93	9,525,85	$316,500.44	8,126 20	1 141 82	$ 22,637.31	651,151.30
§Chicago, Burlington & Quincy	224,393.17	2,173,958.33	642,493,54	2,471,487.51	64,245.42		246,969.23	10,396.77	217,259.16	6,051,203.13
Chicago, Iowa & Dakota		741.77	80.46	1.30			10 60			834,13
Chicago Great Western	6,119 02	315,268.28	70,287.92	219,698.40			15,916.91	5,100.36	33,331.72	665,722 61
Chicago, Milwaukee & St. Paul	94,390.60	862,650.60	535,192.49	2,383,443.68	74,704 34		111,913.87	7,072.46	69,6 2.70	4,135,980.74
Chicago, Rock Island & Pacific	51,734 97	1,109,821.40	389,179.32	1,250,840.86	23,235.39		93,805.94	5,819 11	115,928 28	3,041,365.27
Chicago & North-Western	310,941.57	1,465,373.31	635,853.79	1,124,019.09	42,157.35	328.15	123,787.09	29,221.55	189,788.91	3,920,570.81
Chicago, St. Paul, Minn & O	69,840.91	408,736.01	129,235 24	301,511.37	24,679.66		33,287.72	688 25	35,196.72	1,003,175 88
Sioux City & Pacific	6,242 88	12,090.90	5,016 44	6,262.30	841.44		6,997.48	417.15	1,165 60	39,035.19
Crooked Creek		628 80		604.56						1,233.76
Davenport, Rock Island & N.W		2,318.83	1,118.07	2,754.21				26.00		6,247.11
Dubuque & Sioux City	9,036.51	161,890 34	45,327.66	166,923.34	6,785.65		10,222.11	1,234.49	6,464.00	407,884.10
Stacyville Railroad	58.98	582.29		26.18	70.98		103.71	9.81	67.97	919.92
Des Moines Union	2,000 00	5,274.12		325.00			5,541.10		2,895.50	16,035.72
Iowa Central	10,09 .78	118,651.56	29,864 68	90,694.96	7,000.65		18,209.73	506.99	7,544.89	282,565 24
Albia & Centerville		1,287.86	350.72	1,426 80						3,065.38
Iowa Central & Western				277.31						277.31
Iowa Northern										
Marshalltown & Dakota										
Mason City & Ft. Dodge	7,733.24	1,029.05	6,010.81				670 56			15,443.66
Minneapolis & St. Louis	9.834.52	142,258 63	30,518.07	104,452.18	833.61		13,886.16	918.49	4,344.74	307,046.40
Muscatine North & South	40 00	1,292.66	117.34	171.29	17.24				21.65	1,663.18
Omaha & St. Louis	2,589.54	36,971.41	4,023.41	19,310 34	905.05		3,724.76	211.29	6,485.52	74,141.32
Willmar & Sioux Falls	2,676.04	48,548.12	8 968.91	23,387.82	27,366.77		137,32	322.53	281.10	111,688.61
Tabor & Northern		2 4.66	.75				1.25			216.66
Union Pacific										
Wabash	136,401.78	932,073.59	450,413.53	1,053,667.95	25,752.14		164,429 44	6,217.34	105,147.66	2,884,103 43
Winona & Western	1,800.00	6,915 32	1,669.66	6,823 37			284.44	38.08		17,530.87
NARROW GAUGE ROADS.										
Burlington & Northwestern	337.00	4,317.96	2,207.88	1,522.46	198.33		158.26	3.83	228.33	8,974 05
Burlington & Western	898.90	6,291.42	2,548.68	2,961.58	170.11		299.37	3.83	435.43	13,609.32
Total	$1,018.570.13	$9,803.186.54	$3,367,744.25	$10,765,014 43	$388,103 46	$316.828.59	$942,635.45	$876,748.36	$816,811.19	$27 495,672.40

§ See note on Table No. 1.

TABLE No. 32—OPERATING EXPENSES—ENTIRE LINE—Continued.

RAILROADS	CONDUCTING TRANSPORTATION. Superintendence.	Engine and round house men.	Fuel for locomotives.
Ames & College	$ 240 00	$ 606 80	$ 882 50
Atchison, Topeka & Santa Fe	293,062 87	2,033,414 30	2,272,357 39
§Burlington, Cedar Rapids & Northern	60,108 01	285,001 58	337,795 02
§Chicago, Burlington & Quincy	637,133 12	2,952,613 46	3,656,873 05
Chicago, Iowa & Dakota		2,572 91	2,813 17
Chicago Great Western	24,476 66	471,138 24	707,226 08
Chicago, Milwaukee & St. Paul	479,914 44	2,585,593 21	3,079,772 46
Chicago, Rock Island & Pacific	251,798 38	1,475,901 45	1,718,726 52
Chicago & North-Western	173,513 00	3,744,162 14	3,488,641 85
Chicago, St. Paul, Minn. & O	111,427 48	582,883 02	608,395 25
Sioux City & Pacific	1,760 32	42,685 20	61,986 00
Crooked Creek		1,990 30	2,755 61
Davenport, Rock Island & Northwestern	4,489 19	19,934 00	13,827 63
Dubuque & Sioux City	61,180 10	281,075 44	227,188 74
Stacyville Railroad	121 47	1,514 80	1,868 12
Des Moines Union	2,075 00	15,271 15	5,052 00
Iowa Central	32,412 88	178,171 49	160,255 49
Albia & Centerville		2,680 89	2,454 00
Iowa Central & Western			
Iowa Northern		135 60	1,180 00
Marshalltown & Dakota	1 100 00		2,587 76
Mason City & Ft. Dodge		9,159 87	13,669 73
Minneapolis & St. Louis	32,795 64	160,108 04	233,942 21
Muscatine North & South	1,843 45	5,392 64	3,679 63
Omaha & St. Louis	12,360 75	54,360 39	73,926 00
Willmar & Sioux Falls	22,167 21	57,544 90	127,146 60
Tabor & Northern		1,292 54	2,065 86
Union Pacific			
Wabash	163,759 42	1,202,859 31	1,135,380 41
Winona & Western	3,900 00	12,965 00	16,521 46
NARROW GAUGE ROADS.			
Burlington & Northwestern	2,039 48	4,110 31	3,709 70
Burlington & Western	2,186 57	12,198 81	15,376 87
Totol	$ 2,381,897 90	$ 15,597,936 19	$ 17,887,288 01

§ See Note on Table No. 1.

RAILROADS	CONDUCTING TRANSPORTATION. Water Supplies for locomotives	Oil, Tallow and Waste for locomotives.	Other Supplies for locomotives	Train Service.	Train Supplies and Expenses	Switchmen, Watchmen and Flagmen	Telegraph Expenses.
Ames & College	$ 72 00	$ 119 11	$	$ 622 80	$	$ 450 00	$
Atchison, Topeka & Santa Fe	134,297 41	71,705 73	56,349 21	1,313,691 72	414,103 00	560,758 09	436,851 66
§Burlington, Cedar Rapids & Northern	17,466 30	10,970 40	3,468 45	198,180 91	49,774 43	64,925 85	88,963 62
§Chicago, Burlington & Quincy	191,824 31	104,910 38	39,338 09	2,113,488 12	624,222 38	1,133,223 76	616,147 14
Chicago, Iowa & Dakota	120 03	299 20	134 75	1,736 18	12 25		
Chicago Great Western	28,042 78	27,551 48		304,115 93	50,584 08	133,385 52	93,869 11
Chicago, Milwaukee & St. Paul	113,848 02	98,622 95	42,590 92	1,866,994 46	344,096 39	980,728 15	276,605 07
Chicago, Rock Island & Pacific	107,588 11	36,628 73	24,907 89	1,100,355 31	299,574 48	541,965 14	271,063 65
Chicago & North-Western	148,666 57	114,341 87	58,975 34	2,244,984 24	391,559 01	1,075,366 72	580,655 01
Chicago, St. Paul, Minn. & O	32,935 97	15,351 33	9,526 69	428,841 08	83,911 94	161,358 17	122,634 76
Sioux City & Pacific	2,480 27	1,454 91	250 82	31,077 55	7,932 80	14,486 98	6,231 45
Crooked Creek	133 72			600 00			
Davenport, Rock Island & Northwestern	1,614 40	689 11	81 86	10,745 87	2,892 84	7,888 88	7,661 70
Dubuque & Sioux City	14,410 50	12,321 55	5,304 78	192,258 07	53,039 88	61,978 03	45,382 08
Stacyville Railroad	44 72	66 94	24 10	1,021 39	133 11		266 68
Des Moines Union	1,671 85	185 10	2,580 18	6,872 12	402 00	16,225 18	
Iowa Central	10,955 13	7,490 27	4,611 11	103,236 34	13,064 51	31,225 54	31,951 11
Albia & Centerville	266 59	202 86	23 92	2,207 34	189 36		757 03
Iowa Central & Western	343 85			19,810 00	75	42 03	1,143 27
Iowa Northern		34 71		2,721 08			
Marshalltown & Dakota		242 65	89 76	5,787 66			
Mason City & Ft. Dodge	632 62	866 38		6,121 86	363 21		2,600 66
Minneapolis & St. Louis	7,736 28	6,709 84	2,734 69	100,420 53	26,720 78	51,475 50	33,805 32
Muscatine North & South	330 27	436 30	21 96	1,874 93	81 39	1,280 64	1,314 13
Omaha & St. Louis	4,493 00	2,157 64	1,624 28	30,576 34	7,180 02	8,174 34	8,626 65
Willmar & Sioux Falls	5,509 64	2,518 26	1,225 26	44,024 98	6,068 61	10,195 05	17,680 78
Tabor & Northern	21 39	43 09	47 35	530 15	30 25		50 56
Union Pacific							
Wabash	75,185 11	48,180 63	19,396 85	873,086 48	82,419 26	359,795 42	232,094 16
Winona & Western	94 00	605 75	76 20	8,875 88	1,177 45	960 00	1,159 57
NARROW GAUGE ROADS.							
Burlington & Northwestern	280 73	123 53	31 00	2,080 41	658 36	705 23	983 98
Burlington & Western	998 40	497 19	235 96	8,861 44	2,102 16	1,365 02	1,085 38
Totol	$ 902,374 77	$ 534,419 49	$ 273,583 23	$ 11,024,774 47	$ 2,462,264 70	$ 5,218,059 24	$ 2,879,554 53

TABLE No. 33—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

RAILROADS.	CONDUCTING TRANSPORTATION.								
	Station service.	Station supplies.	Switching charges—balance.	Car mileage—balance.	Hire of equipment—balance.	Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.
Ames & College		$ 210.64							
Atchison, Topeka & Santa Fe	$ 989,141 69	103,118.87		$ 636,173 49		$ 214,756 11	$ 137,534 67	$ 29,315 08	
§Burl., Ced. Rap. & Nor	202,942.49	20,768 37				17,024.97	19,539 58	2,965.31	$ 24,094 73
§Chicago, Burl & Quincy	1,846,786 57	169,218 64	$ 82,055.05	366,155.91	$*30,302.92	216,893 07	180,809 58	36,904.92	
Chicago, Iowa & Dakota	2,799.88	323.87	158.10		13.55	1,459.29	20.85		
Chicago Great Western	337,005 14	27,272.64	133,409.08	137,071.00		26,780.40	65,264 11	9,118 64	
Chicago, Milwaukee & St. Paul	1,966,824.11	162,175.68	178,685.85	210,490.21	3,685.27	176,096.72	223,049.75	33,372 75	
Chicago, Rock Island & Pacific	867,048.75	118,327.47		278,392 91		1 4,309 28	176,184 20		
Chicago & North-Wetsern	1,898,985.10	182,649 22	435,992.89	202,434.08		207,458 68	444,275.62	35,761 40	2,835.85
Chicago, St. Paul, Minn. & O.	416,284 03	46,553 04				37,575.26	37,488.05	7,878 95	
Sioux City & Pacific	35,012.34	4,170.01	7,798.17	8,174.17	10,150 66	3,575.35	2,172 20	27.49	
Crooked Creek	672.38			1.33	5.00	30 03	4.50		
Dav., Rock Island & N. W	22,035.29	1,288 28		1,176.91	1,113 20	1,151 98	466 37	59.17	
Dubuque & Sioux City	148,732.39	17,632.02	18,773.39	92,173 70		22,141.24	34,529 64	3,210.77	
Stacyville Railroad	795.98	30.59				29.30	.49		
Des Moines Union	19,510 14		875.10				872.00		
Iowa Central	80,976.14	6,973.68	50,003.78	37,918 35	4,575.40	21,321.63	2,688.54	3,408.60	
Albia & Centerville	1,872.21	82.33		1,879.01		1,287.97		6.50	
Iowa Central & Western	2,346.41	99.18	2.95	3,738.72		380.89	142.00	21.20	
Iowa Northern					1,160 73				
Marshalltown & Dakota	1,085.00			117.22					
Mason City & Ft Dodge	5,518 67	532.19		2,524.31	75.00	578.77	849 89		
Minneapolis & St Louis	73,420.18	8,731.43		2,859.42		8,874.93	10,803.73	1,558.61	
Muscatine North & South	3,490.37	273.88	1,330.85	1,088.45	5.00	212 43			
Omaha & St. Louis	20,268.40	1,850.02	3,325.36	21,786 13	2,448.60	4,255.07	1,283.06	4,106.57	
Willmar & Sioux Falls	37,206.09	16,656 43	8,129.49	6,098 43	8,422.18	8,771.23	26,193 58	3,153 08	
Tabor & Northern	572 80	70 50		66 84	115.56	61 06			
Union Pacific									
Wabash	1,268,478 67	67,349.17		487,878.45	46,783.60	115,332.34	90,832.38		
Winona & Western	13,077.06	1,653.86	1,134.00		49.12	383.70	1,253 40	5 20	
NARROW GAUGE ROADS.									
Burlington & Northwestern	5,693 57	459.12	126.00	137.18		330.62	108.50	18.82	
Burlington & Western	8,372 92	596.14	67.50	327 26		572.69	175.90	150 81	
Total	$ 10,276,954 77	$ 959,067.27	$ 921,857.57	$ 2,496,664.08	$ 48,300.04	$ 1,201,645.01	$ 1,456,540.39	$ 171,043.85	$ 26,980.58

§ See note on Table No. 1. *Credit.

TABLE No. 34—OPERATING EXPENSES ENTIRE LINE—CONTINUED.

RAILROADS.	CONDUCTING TRANSPORTATION.								
	Advertising.	Outside agencies.	Commissions.	Stock yards and elevators.	Rents for tracks, yards and terminals	Rents for buildings and other purposes.	Stationery and printing.	Other expenses.	Total conducting transportation.
Ames & College								$ 160.69	$ 3,364.74
Atchison, Topeka & Santa Fe	$101,840.00	$ 372,758.16	$ 4,807 84		$ 363,113 97	$ 18,330 85	$ 91,710 92	$126,517.74	10,581,731.77
§Burlington, Cedar Rapids & Northern	6,885.99	2,181.22			19,363.33	2,855 41	25,935 25	10,090.06	1,471,002.18
§Chicago, Burlington & Quincy	176,501.74	543,429 97			384,802.05		175,828.24	13,021.20	16,032,478 71
Chicago, Iowa & Dakota				147.12				935.59	13,566 54
Chicago Great Western	38,656 44	162,923.09		16,407 35	397,114 02		22,951.62	55,013 49	3,179,283.30
Chicago, Milwaukee & St Paul	103,655 37	435,720 59		45,390 83	231,899 71	43,107.17	160,695 14	125,897 80	13,932,004 43
Chicago, Rock Island & Pacific	119,550.05	384,838.47			417,920.36	100,355.00	97,971.08	102,787.77	8,606,183.54
Chicago & North-Western	170,234 09	461,376.32	488,744.43		95,529.82	18,511 23	139,964 77		10,203,969 25
Chicago, St. Paul, Minneapolis & Omaha	15,873 71	98,850 33	1,368 94	53,918 55	112,622.13	17,490 37	48,551 82		3,351,661 28
Sioux City & Pacific	1,106.07	6,664.64	3,355 48			683.34	2,685.43		255,933 65
Crooked Creek							47 23	478.21	6,118.34
Davenport, Rock Island & Northwestern	948.87	377.38			10,258.60	2,391.80	2,453.71	223.01	113,168.05
Dubuque & Sioux City	14,582 30	43,710.34	303.38		69,573.64		23,307.19	13 193.82	1,460,543 03
Stacyville Railroad							76.63	1 50	5,333.92
Des Moines Union									71,831.22
Iowa Central	7,460 83	12,935.76	604.98		23,500.00	2,031.25	11,980.78	1,234 02	839,958 11
Albia & Centerville	1.75					60.00			13,972.36
Iowa Central & Western									28,070 65
Iowa Northern									5,232.12
Marshalltown & Dakota									11,010.05
Mason City & Ft. Dodge	47.75				56,710.81	40 50	15,468.14	33 73	42,974.64
Minneapolis & St. Louis	4,178 94	27,956.03	858.97	9.61		18 84	395 90	46,506 70	914,477.22
Muscatine North & South	57.50	180.00			17,709 94	1,137.44	3,206.34	171 44	23,468 91
Omaha & St. Louis	520.65	9,192 59			46,268 71	78.50	3,775 34	235.64	295,035.16
Willmar & Sioux Falls	304.31	14,108.51	9.17	1,212.43	5.10		45 86	110.96	471,287. 0
Tabor & Northern	10.75	8 75						46 65	6,298.49
Union Pacific					182,066.39	19,632.64	89,323.33	174,585 80	7,186,594.15
Wabash	48,811 29	395,250 15	8,162.89		2,822.60		854.82		67,860 64
Winona & Western	31 50	260.07							
NARROW GAUGE ROADS.					6,872.62		531.46	39.55	30,250.29
Burlington & Northwestern	257 34	882.78			1,042.63		852.27	64 85	58,468.77
Burlington & Western	454.10	884.50							
Total	$811,992.74	$2,974,457.45	$508,156.68	$117,585.89	$2,438,206 37	$226,825.44	$923,714.27	$673,056.48	$85,375,198.81

§ See note on Table No. 1

TABLE No. 35—OPERATING EXPENSES—ENTIRE LINE—Continued.

RAILROADS.	GENERAL EXPENSES.							
	Salaries of general officers.	Salaries of clerks and attendants.	General office expense and supplies.	Insurance.	Law expenses.	Stationery and printing (general office.)	Other expenses.	Total general expenses.
Ames & College				$ 87.52				$ 87.52
Atchison, Topeka & Santa Fe	$ 153,830.50	$ 237,286.16	$ 164,324.01	52,236.78	$ 128,590.42	$ 32,726 73	$ 20,818 39	789,812.99
§Burlington, Cedar Rapids & Northern	41,267.94	51,787.88	5,926,17	9,732.99	11,087.79	4,756.39	6.518.02	131,057.18
§Chicago, Burlington & Quincy	365,034.47	401,866.14	95,790 34	136,340.35	250,996 85	30,678.77	187,093.26	1,467.740.18
Chicago, Iowa & Dakota	1,485 00	525.00	422.45	155.85		304.41	72.59	2,965.30
Chicago Great Western	82,794 68	113,149.08	37,401.93	10,800.00	41,235 75	5,950.71	64,426 42	355,758.57
Chicago, Milwaukee & St. Paul	240,777.47	243 571.14	26,115.76	142,316.80	55,379.83	32,962 35	73,827.21	814,950.56
Chicago, Rock Island & Pacific	*346,628.94		18,107.01	11,318.15	85,987.34	36,524.69	139,411.90	637,978 03
Chicago & North-Western	167,638 39	365,415.18	96,053.67	6,597.73	152,176.65	16,185.64	45,094 19	849,181.45
Chicago, St Paul, Minneapolis & Omaha	83,243.19	69,390.75	12,458.40	17,534.66	9,947.21	8,436.26	55,338.18	256,348.65
Sioux City & Pacific	4,592 20	8,428.65	807 22	2.86	3,046.52	186.63	39 00	17,103.08
Crooked Creek	2,709.48			225.00		22 16		2,956.64
Davenport, Rock Island & Northwestern	3,525.00	2,940.00	2,419.01	485.00	180.28	1,075 61	125.71	10.750 61
Dubuque & Sioux City	18,143.78	24,318.28	10,170.27	14,170.30	11,255.52	3,066.88	8,831.75	89,956 78
Stacyville Railroad			7.34	72.00				79.34
Des Moines Union	3,200.00	1,798.00	2,172.25		2,000.00		215.00	9,385.25
Iowa Central	46,073.78	21,745.02	3,993.21	2,070.00	2,125.52	3,273.63	4,599.71	86,880.87
Albia & Centerville		600.00		35 75	468.68	66.05		1,170.48
Iowa Central & Western	600 00			53 10		86.70		739.80
Iowa Northern	548.00			368 33				916.33
Marshalltown & Dakota								
Mason City & Fort Dodge	6,217.50	2,124.42	5,569.72	597.05	265 40	1,120 87		15,903.96
Minneapolis & St. Louis	39,895.91	25,945 09	2,540.39	6,912 59	16,891.44	3,305.20	10,040.68	105,531.30
Muscatine North & South	3,440.00	405 00	30.85	30.65	5.35	66.45	68.71	4,046.01
Omaha & St. Louis	6,257.45	8,533.54	2,199.64	1,267 10	1,119.85	767.96	200.27	20,345.81
Willmar & Sioux Falls	3,298.71	11,065.29	1,621.21	1,851 88	3,439.48	1,632.73	34.92	22,947.22
Tabor & Northern	2,165.87		95 75	21.00	10 00	9.55	347 00	2,649.17
Union Pacific								
Wabash	44,978 65	38,106.16	352.81	28,662.34	83,532 20	19,186 03	30,630.92	245,559.11
Winona & Western	1,200 00	1,335.00	1,285.80	480.00	518.53	428.48	524.64	5,766,45
NARROW GAUGE ROADS.								
Burlington & Northwestern	2,368.52	1,168 53	386.92	461.08	25.00	188.67	2.30	4,601 02
Burlington & Western	2,745.48	1,702.52	394 70	443.80	225.00	186.32	.30	5,698.12
Total	$ 1,674.680.91	$ 1,635,146.83	$ 490,639.83	$ 445,330.66	$ 860,604.51	$ 203,204.87	$ 648,261.07	$ 5,958,868 68

§ See note on Table No. 1. * Includes clerks and attendants

TABLE No. 36—OPERATING EXPENSES—ENTIRE LINE—Continued.

RAILROADS.	RECAPITULATION OF EXPENSES.					Percentage of expenses to earnings.
	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Grand total.	
Ames & College					$ 5,517.71	
Atchison, Topeka & Santa Fe	$ 3,817,977.34	$ 3,833,208.61	$ 10,581,731.77	$ *1,689,812.99	$ 19,922,730.71	56.36
§Burlington, Cedar Rapids & Northern	1,226,996.92	651,151,30	1.471.002.18	131,057.18	3,480,207.58	70.73
§Chicago, Burlington & Quincy	8,520,815.31	6,051,203.13	16,032,478.71	1,467,740.18	32,072,237.33	64.59
Chicago, Iowa & Dakota	10,580.17	834.13	13,566.54	2,965.30	27,946.14	
Chicago Great Western	937,865.02	665,722.61	3,259,283.30	355,758.57	5,228,629 50	
Chicago, Milwaukee & St. Paul	7,690,864 07	4,135,980.74	13,932,064.43	814,950.56	26,573,859.80	62.72
Chicago, Rock Island & Pacific	4,810,539.49	3,041,365.27	8,606,183.54	637,978.03	17,096,066 33	65.56
Chicago & North-Western	5,538,929.20	3,920 570.81	16,203,969 25	849,181.45	26,512,650.71	60.51
Chicago, St. Paul, Minneapolis & Omaha	1,853,365.33	1,003,175.88	3,351,661.28	256,348.65	6,464,552 14	60.56
Sioux City & Pacific	48,453 90	39,035.19	255,933.65	17,103.08	360 525.82	60.20
Crooked Creek	5,990.06	1,233.76	6,118.34	2,956.64	16,298.80	
Davenport, Rock Island & Northwestern	10,950.43	6,247.11	113,168.05	10,750.61	141,126 20	
Dubuque & Sioux City	718,382.68	407,884.10	1,460,549 03	89,956.78	2,676,772.59	73.96
Stacyville Railroad	1,464.42	919.92	5,333 92	79.34	7,797.60	92.14
Des Moines Union	24,362.00	16,035.72	71,831 22	9,385.25	121,614.19	
Iowa Central	633,821.61	282,565.24	839,958.11	86,880.87	1,843,225 83	80.206
Albia & Centerville	9,986 90	3,065.38	13,972.36	1,170.48	28,195.12	88.10
Iowa Central & Western	9,072.84	277.31	28,070.65	739 80	38,160.60	71.35
Iowa Northern	2,640.00		5,232.12	916.33	8,788.45	
Marshalltown & Dakota					11,010.05	
Mason City and Ft. Dodge	42,775 21	15,443.66	42,974.64	15,903.96	117,097.47	44.523
Minneapolis & St. Louis	594,753.64	307,046.40	914,477.22	105,531 30	1,921,808.56	56 49
Muscatine North & South	7,338.05	1,663.18	23,468 91	4,046.91	36,517.05	
Omaha & St. Louis	98,993 15	74,141.32	295,035.16	20,345.81	488,425.44	
Willmar & Sioux Falls	330,619.26	111,688.61	473,287 30	22,947.22	938,542.39	63.17
Tabor & Northern	2,266.51	216.66	6,298.49	2,649.17	11,430.83	
Union Pacific						
Wabash	2,598,838.87	2,884,103 43	7,186,594.15	245,559.11	12,915,095 56	73.57
Winona & Western	71,569.08	17,530.87	67,860.64	5,766.45	162,667.04	79.31
NARROW GAUGE ROADS.						
Burlington & Northwestern	21,331.69	8,974.05	30,250.29	4,601.02	65,157.05	58.47
Burlington & Western	96,365.72	13,609 32	58,468.77	5,698.12	174,141.93	134.88
Total	$ 39,737,769.87	$ 27,494,893 71	$ 85,360,824.02	$ 6,858,781.16	$ 159,468,796.52	

§ See note on Table No. 1. *Includes $900,000.00 Special Betterment Fund.

TABLE Nos. 37 AND 38—TAXES.

RAILROADS.	ILLINOIS.			WISCONSIN.			MINNESOTA.			MISSOURI.		
	Amount.	Miles of Road	Per Mile.	Amount.	Miles of Road	Per Mile.	Amount.	Miles of Road	Per Mile.	Amount.	Miles of Road	Per Mile.
Ames & College												
Atchison, Topeka & Santa Fe	$ 126,385.71	283 42	$ 445.93							$ 58,581.13	270 63	$ 216.46
§Burlington, Cedar Rapids & Nor							$ 7,409.50	105.00	$ 70.57			
§Chicago, Burlington & Quincy	511,333.68	1,405.17	363.89	$ 54,871.71	222.57	$ 246 54	6,957 36	23 61	294 68	144,498 47	1,023.57	141.17
Chicago, Iowa & Dakota												
Chicago Great Western	81,604.00	152 54	534 97				20,227.28	145 62	138 90	14,542 92	84.46	172 18
Chicago, Milwaukee & St. Paul	146,226.67	347.27	421.07	538,937.61	1,704.47	316.19	245,778 13	1,120 09	219.43	19,660.66	140.27	140.18
Chicago, Rock Island & Pacific	195,194.00	236.51	825.31							52,612.73	287.15	183.22
Chicago & North-Western	300,397 35	593.97	505.74	541,737.24	1,640 65	330.20	73,808.01	604.48	122.10			
Chicago, St. Paul, Minn. & O				172,835.81	619 08	279.18	135,234.90	473.37	285.69			
Sioux City & Pacific												
Crooked Creek												
Davenport, Rock Island & N. W.	2,094 04	14.88	140.72									
Dubuque & Sioux City												
Stacyville Railroad												
Des Moines Union												
Iowa Central	15,383 17	89 20	172 46									
Albia & Centerville												
Iowa Central & Western												
Iowa Northern												
Marshalltown & Dakota												
Mason City & Ft. Dodge												
Minneapolis & St. Louis							73,331.56	393.59	186.31			
Muscatine North & South												
Omaha & St. Louis										9,642.16	77.67	124.14
Willmar & Sioux Falls							22,075 93	133.91	164.85			
Tabor & Northern												
Union Pacific												
Wabash	217,865.69	744 00	292.83							103,621.89	505.60	204 91
Winona & Western							7,646 12	97.25	78.50			
NARROW GAUGE ROADS												
Burlington & Northwestern												
Burlington & Western												
Total	$ 1,596,483 71	3,866.96	$ 412.85	$ 1,308,382 37	4,186 77	$ 312 50	$ 592,468.88	3,096 92	$ 191.31	$ 403,139.96	2,389.35	168 72

§ See Note on Table No. 1.

TABLE No. 39—

RAILROADS.	NEBRASKA			IOWA		
	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.
Ames & College				$ 318.05	1.98	160.60
Atchison, Topeka & Santa Fe				4,890.55	19.86	246.25
§Burlington, Cedar Rapids & Northern				133,821.18	998.11	134.07
§Chicago, Burlington & Quincy	$ 451,230.18	2,417.07	186.68	220,390.20	1,249.77	176.34
Chicago, Iowa & Dakota				2,135.38	26.40	80.88
Chicago Great Western				79,533.96	4,662.23	172.07
Chicago, Milwaukee & St Paul	664.93			257,225.64	1,783.02	144.26
Chicago, Rock Island & Pacific	51,401.39	250.44	205.24	235,384.95	1,178.41	199.75
Chicago & North-Western				256,145.20	1,451.30	176.49
Chicago, St. Paul, Minneapolis & Omaha	57,599.12	274.57	209.75	22,885.93	102.05	224.26
Sioux City & Pacific	4,564.43	26.95	169.36	16,924.94	80.47	210.32
Crooked Creek				1,390.75	17.61	73.30
Davenport, Rock Island & Northwestern				3,921.42	34.69	113.04
Dubuque & Sioux City				121,673.94	704.65	172.67
Stacyville Railroad				525.50	7.93	66.27
Des Moines Union				12,160.28	4.00	3,040.07
Iowa Central				60,501.28	413.43	146.34
Albia & Centerville				2,138.71	24.44	87.51
Iowa Central & Western				4,711.35	37.30	126.31
Iowa Northern				303.89	5.93	51.24
Marshalltown & Dakota						
Mason City & Fort Dodge				10,800.00	90.50	119.33
Minneapolis & St. Louis				27,600.00	211.15	130.71
Muscatine North & South				1,381.24	28.67	48.17
Omaha & St. Louis				8,986.35	65.72	136.74
Willmar & Sioux Falls	16,170.97	129.92	124.47	11,621.60	79.26	146.63
Tabor & Northern				318.81	8.79	36.22
Union Pacific						
Wabash				15,700.00	140.70	111.58
Winona & Western				1,911.52	23.50	81.34
NARROW GAUGE ROADS.						
Burlington & Northwestern				2,720.83	38.73	70.26
Burlington & Western				3,529.85	70.70	49.93
Total	$ 581,622.02	3,098.95	187.68	$ 1,521,553.42	9,361.30	162.53

TAXES—CONTINUED.

ALL OTHER STATES.			OTHER TAXES.			TOTAL TAXES.		
Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.
						$ 318.05	1.98	160.60
$ 1,059,060.34	4,201.15	252.09				1,248,917.73	4,775.06	261.55
7,628.25	82.76	92.17				148,859.02	1,185.87	125.50
154,195.24	1,272.69	121.16	$ 73,074.51		9.60	1,616,550.75	7,614.45	212.30
						2,135.38	26.40	80.88
			16,737.73			212,645.89	844.85	251.69
132,896.80	1,501.20	88.50	62,253.08		9.44	1,403,643.52	6,596.32	212.79
384,918.24	1,866.06	206.31	28,607.55		7.49	948,188.87	3,818.57	248.31
151,664.15	1,286.40	117.90	65,025.33		10.56	1,383,777.28	5,576.82	248.13
14,239.15	88.20	161.44				402,785.91	1,557.27	258.65
						21,489.37	107.42	200.05
						1,390.75	17.61	73.30
						6,015.46	49.57	121.35
2,552.85	26.35	96.88				124,226.79	731.09	169.94
						525.50	7.93	66.27
						12,160.28	4.00	3,040.07
						75,884.45	502.63	150.97
						2,138.77	24.44	87.51
						4,711.35	37.30	126.31
						303.89	5.93	51.24
						10,800.00	90.50	119.33
3,000.00	40.08	74.85	4,001.17		6.21	107,932.73	644.82	167.39
						1,381.24	28.67	48.17
						18,628.51	143.39	129.92
11,145.39	93.64	119.02	1,118.87		2.56	62,132.82	436.73	141.27
						318.81	8.79	36.22
233,113.81	626.20	372.26	34,933.75			605,215.14	2,016.50	300.13
						9,557.64	120.75	79.15
						2,720.83	38.73	70.26
						3,529.85	70.70	49.93
$ 2,154,484.22	11,084.73	194.36	$ 280,752.00			$ 8,438,886.58	37,084.98	227.55

§ See note on Table No. 1.

TABLE No. 40—CURRENT ASSETS AND LIABILITIES.

RAILROADS.	CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.							
	Cash.	Bills receivable	Due from agents.	Net traffic freight balance due from other companies.	Due from solvent companies and individuals.	Other cash assets, excluding materials and supplies.	Balance current liabilities.	Total.
Ames & College								
Atchison, Topeka & Santa Fe	$ 8,963,864 27	$ 14,419 40	$ 295,894.51		4,083,834 01			13,358,012.19
§ Burlington, Cedar Rapids & Northern	800,726.61		146,456 10	$ 47,704.93		88,258.95		1,083,146.59
§ Chicago, Burlington & Quincy	4,533,952 24	524,181.34	7,787.79		4,122,156 25	45,868 46		9,233,946 08
Chicago, Iowa & Dakota								
Chicago Great Western	395,487.62	1,100.00	195,420.24	72,575.25	394,607.66		327,447 49	1,387,638.26
Chicago, Milwaukee & St. Paul	13,518,176.07		712,912.21	395,548 91		2,564,012.73		17,190,649.95
Chicago, Rock Island & Pacific	137,081 80	164,026 29	898,233 71		629,805.44		386,940.32	2,216,088.56
Chicago & North-Western	6,997,475.32	124,614 35	2,591,868.48	125,828.23		375,256 48		10,215,042.86
Chicago, St. Paul, Minn. & Omaha	966,098 11	1,294 62	350,129.66		115,237.67		307,702 66	1,749,462.72
Sioux City & Pacific	193,808.83		140 021 23					333,830.06
Crooked Creek			245.14		2,704.97			2,950.11
Davenport, Rock Island & N. W.	1,027.69		7,880 29		107,650.39			116,558 37
Dubuque & Sioux City		810.00			183,867.17	243.82		184,920.99
Stacyville Railroad							9,250.76	9,250.76
Des Moines Union	1,481.84	29,968.42				2,953.57	45,501.10	79,904 93
Iowa Central	163,550 42		33,951.53		84,778.86		241,063.99	523,344.80
Albia & Centerville	994.51		60.58	279.39	404 47		3,843 44	5,582.39
Iowa Central & Western				809.99				809.99
Iowa Northern								
Marshalltown & Dakota								
Mason City & Ft. Dodge	13,735 94	3,178.24	2 632.54	14,197.70	416,488.01	54.32	813 648.41	1,263,935 16
Minneapolis & St. Louis	267,561.45		62,997.38	86,734 13			53,010.79	470,013.75
Muscatine North & South	11,910 87		2,039.64		9,915 50	815 51	52,785.45	77,436.97
Omaha & St. Louis	3,496 54		24,701.56		55,813 33	751.66	819,397.60	903,960 69
Willmar & Sioux Falls	81,798.58				33,927.06		552,470.04	668,195.68
Tabor & Northern	4,880.65		351 55	9 60			29,858.74	35,100 54
Union Pacific								
Wabash	935,860 44	14,466 39	185,191 88		677,676.46	680,828.00	1,456,580 73	3,950,603.90
Winona & Western	15,401.83	73,166.89	6,648.70	6,749.35			206,745.34	308,711.91
NARROW GAUGE ROADS.								
Burlington & Northwestern	2,586,05	1,072.10	1,293 29		133,933 80		124 202.57	263,087.81
Burlington & Western	5,289 75	50 00	3,289 35		2 846.68		787.041.86	798,577.64
Total	$38,016,047.43	$ 952,347.84	$ 5,679,677.39	$ 750,437 48	$11,055 648.73	$ 3,759,043.50	$ 6,217,500 29	$66,430,702 66

§ See note on Table No. 1.

TABLE No. 41—CURRENT ASSETS AND LIABILITIES—CONTINUED.

INCLUDING JUNE 30, 1901.

RAILROADS.	CURRENT LIABILITIES TO AND INCLUDING JUNE 30, 1901.				CURRENT ASSETS TO AND INCLUDING JUNE 30, 1901.						
	Loans and bills payable.	Audited vouchers and accounts.	Wages and salaries.	Net traffic balance due other companies.	Dividends not called for.	Matured interest coupons unpaid.	Rents due July 1, 1901.	Miscellaneous.	Balance cash assets.	Totals	Material and supplies on hand.
Ames & College											
Atchison, Topeka & Santa Fe.		$ 1,677,541.49	$1,010,208.56	$ 181,973.22		$ 192,025.00			$ 10,266,283.92	$ 13,358,012.19	$ 1,156,830.81
§Burlington, Cedar Rapids & Northern		214,137.90	199,450.87						669,557.82	1,083,146.59	475,100.08
§Chicago, Burlington & Quincy		3,430,267 29	1,053,952.25	421,769.45	$ 3,442.15	2,090,155.50		$ 79,666 28	2 154,693 12	9,233,946.08	3,943,268.82
Chicago, Iowa & Dakota											
Chicago Great Western		951,848.62	292,986.65	55,761.44				87,041 55		1,387,638.26	768,118.94
Chicago, Milwaukee & St. Paul		1,152,471.31	1,756,648.47	280,159.46	68,085.58	2,916,888.61		447,453.56	10,568,932 93	17,190,649.95	3,217,291.29
Chicago, Rock Island & Pacific	$ 764,918.95	1,106,246.02	66,691.48	278,232.12						2,216,088.56	2,376,269.36
Chicago & North-Western		2,031,891.81	1,678,472.88	362,061.05	13,993.00	357,033.52	6,000.00	1,599,724 50	4,165,864.07	10,215,042.86	2,380,321.01
Chicago, St. Paul, Minneapolis & Omaha		451,534.87	393,442 26	32,529 07	394,144.50	88,152.50	11,523.29	380,136.23		1,749,462.72	888,779.63
Sioux City & Pacific		19,983.19	34,789.03	28,127.67		50,295.00			200,635.23	333,830.06	42,023.26
Crooked Creek		367 91	726.80	308.35					1,547.10	2,950.11	
Davenport, Rock Island & Northwestern		36,104.94	12,808.19	9,302.45					58,342.79	116,558.37	2,272.34
Dubuque & Sioux City		153,630.16			2,265.05	3,762.50			25,203 28	184,920.99	
Stacyville Railroad		9,250 76								9,250.76	
Des Moines Union	53,000.00	15,967.66	10,814 46					122 81		79,904.93	25,501.10
Iowa Central	200,000.00	178,087.53	93,004.77	3,750.23		20,475.00		28,027.27		523,344.80	257,617.26
Albia & Centerville		3,827 19	795.20					960.00		5,582.39	
Iowa Central & Western									809.99	809.99	
Iowa Northern											
Marshalltown & Dakota											
Mason City & Ft. Dodge		6,512.80	5,377.42			1,242,000.00		10,044.94		1,263,935.16	14,793.31
Minneapolis & St. Louis		90,199.29	98,332 08			32,799.75		248,68 .63		470,012.75	244,772.18
Muscatine North & South	4,000.00	2,812.99	1,585.94	12,788.01		56,250.00				77,436.97	735.56
Omaha & St. Louis		128,376.08	458 01	84,733.35	1,859.66	190,080.00		498,453.59		903,960.09	
Willmar & Sioux Falls		600,505.00	65,715.68			1,975 00				668,195.68	64,585.48
Tabor & Northern	13,027.42		540.20			21,527.92	5.00			35,100.54	963.20
Union Pacific											
Wabash	645,870.78	1,744,637 25	568,033.00	155,309.42	105,000.00	193,636.00		538,117.45		3,950,603.92	816,930.67
Winona & Western	290,630.75	6,006.73	7,825.36	4,209.44				39.63		308,711.91	14,162.79
NARROW GAUGE ROADS.											
Burlington & Northwestern		35,729.11	4,582.04	1,748.66		221,028 00				263,087.81	9,708.18
Burlington & Western		131,528.85	5,387.47	1,879.32		659 722.00				798,517.64	
Total	$1,971,447 90	$ 14,179,466.75	$7,392,629.07	$1,914,642.72	$ 588,791 94	$ 8,335,786 30	$ 17,528.29	$ 3,918,479 44	$ 28,111,930 25	$ 66,430,702.66	$ 16,709,045.27

§ See note on Table No. 1.

TABLE No. 42—MILEAGE—ENTIRE LINE.

RAILROADS.	Total mileage operated, including yards, tracks and sidings.	New line constructed during year.	MILES OPERATED—SINGLE TRACK.								MILES OWNED.					
			LINE OPERATED BY CAPITAL ST'K.								LINES OPERATED BY CAPITAL ST'K.					
			Main line.	Branches and spurs.	Line of proprietary company.	Lines operated under lease.	Line operated under contract.	New line constructed during year.	Total mileage excluding trackage rights.	Line operated under trackage rights.	Main line.	Branches and spurs.	New line constructed during year.	Total mileage.	Miles of iron.	Miles of steel.
Ames & College	2.05		1.98						1.98		1.98			1.98		1.98
Atchison, Topeka & Santa Fe	6,005.88		1,556.49	3,158.40	20.17				4,775.06	42.48	1,596.49	3,158.40		4,754.89	66.62	4,688.27
§Burlington, Cedar Rapids & N	1,470.10	79.84	277.62	310.53	688.45			79.84	1,276.60	11.39	277.62	310.53	79.84	588.15		588.15
§Chicago, Burlington & Quincy	9,998.85	178.76	830.88	6,783.57				95.33	7,614.45	175.01	830.88	6,783.57	95.33	7,614.45	228.38	7,386.07
Chicago, Iowa & Dakota	29.57		26.40						26.40		26.40			26.40		26.40
Chicago Great Western	1,181.81		712.84	132.01					844.85	87.16	712.84	132.01		814.85		844.85
Chicago, Milwaukee & St. Paul	8,759.89	391.86	6,583.50					285.02	6,583.50	163.08	6,583.50		173.63	6,583.50	263.20	6,320.30
Chicago, Rock Island & Pacific	4,842.56	212.19	500.20	2,627.59		352.73		171.89	3,480.52	338.05	500.20	2,627.59	171.87	3,127.79	11.47	3,116.32
Chicago & North-Western	8,301.53	198.57	2,413.40	3,087.32	16.66		60.62	14.31	5,576.80	8.73	2,413.40	3,087.32	14.30	5,500.72	189.25	5,311.47
Chicago, St. Paul, Minn. & O.	2,085.40	16.16	1,487.68		21.00				1,508.68	69.59	1,487.68			1,487.68	58.83	1,428.85
Sioux City & Pacific	139.30		107.42						107.42		107.42			107.42	4.87	102.55
Crooked Creek	20.89		17.61						17.61		17.61			17.61		17.61
Davenport, R Island & N. W.	58.93		47.22	9.36					56.58	2.35	47.22	9.36		56.58		
Dubuque & Sioux City	904.74		326.58	404.42					731.00	39	326.58	404.42		731.00		731.00
Stacyville Railroad	9.30		7.93						7.93		7.93			7.93		7.93
Des Moines Union	18.00		4.00						4.00		4.00			4.00		4.00
Iowa Central	622.19		372.85	127.21		2.57			502.63	3.50	372.85	127.21		500.06	10.50	489.56
Albia & Centerville	27.56		24.44						24.44		24.44			24.44		24.44
Iowa Central & Western	40.74		37.30						37.30		37.30			37.30		37.30
Iowa Northern	5.93		5.93						5.93		5.93			5.93		5.93
Marshalltown & Dakota	21.00		21.00						21.00		21.00			21.00		
Mason City & Ft. Dodge	101.07		88.10	2.40					90.50		88.10	2.40		90.50		90.50
Minneapolis & St. Louis	785.99	77.24	259.90	371.83				64.38	631.73	10.11	272.99	371.83		644.82	1.46	643.36
Muscatine North & South	31.62		28.67						28.67		28.67			28.67		28.67
Omaha & St. Louis	164.75		143.39						143.39	34	143.39			143.39		143.39
Willmar & Sioux Falls	484.59	2.53	304.25		129.16				433.41	3.32	304.25			304.25		304.25
Tabor & Northern	9.79		8.79						8.79		8.79			8.79	3.00	5.79
Union Pacific																
Wabash	2,955.80		1,663.20	43.60		223.10			1,929.90	437.20	1,663.20	50.40		1,713.60		1,713.60
Winona & Western	134.78		120.75						120.75		120.75			120.75		120.75
NARROW GAUGE ROADS.																
Burlington & Northwestern	61.13		38.73						38.73	13.76	38.73			38.73	7.75	30.98
Burlington & Western	109.70		70.70						70.70	33.50	70.70			70.70	2.20	68.50
Total	49,385.44	1,157.15	18,129.75	17,058.24	874.84	578.40	60.62	710.76	36,699.27	1,399.96	18,142.84	17,065.04	534.97	35,207.88	847.53	34,282.77

See note on Table No. 1.

TABLE No. 43—MILEAGE—IOWA.

RAILROADS.	MILEAGE OWNED IN IOWA.					RAILS.		MILEAGE OPERATED BY ROADS MAKING REPORT.							
								LINE REPRESENTED BY CAPITAL STOCK.							
	Single track.	Second track.	Third track.	Yard-tracks and sidings.	Mileage owned—all tracks.	Miles of iron.	Miles of steel.	Main line.	Branches and spurs	Lines of proprietary companies.	Line operated under lease.	Line operated under contract	New line built during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.
Ames & College	1.98			.07	2.05		2.05	1.98						1.98	
Atchison, Topeka & Santa Fe	19.86			25.30	45.16	5.91	39.25	19.86						19.86	
§Burlington, Cedar Rapids & Northern	508.49			91.63	600.12		600.12	229.25	279.24	489.62			12.75	908.11	11.39
§Chicago, Burlington & Quincy	1,249.77	165.67		291.90	1,707.34	181.88	1,525.46	281.10	568.67					1,249.77	54.18
Chicago, Iowa & Dakota	26.40			3.17	29.57		29.57	26.40						26.40	
Chicago Great Western	462.23			96.76	558.99	3.78	555.21	371.09	91.23					462.23	3.12
Chicago, Milwaukee & St. Paul	1,782.01	14.57	9.82	350.14	2,156.54	100.61	2,055.93	1,782.01					37.73	1,782.01	42.84
Chicago, Rock Island & Pacific	870.51	50.36		213.40	1,134.27	11.47	909.40	318.11	552.40			305.74	109.30	1,176.25	2.16
Chicago & North-Western	1,451.30	272.03		428.51	2,151.84	70.79	2,081.05	353.12	1,098.18				14.30	1,451.30	3.07
Chicago, St. Paul, Minneapolis & Omaha	74.55			24.57	99.12	24.52	74.60	74.55						74.55	27.50
Sioux City & Pacific	80.47			25.68	106.15	24.11	82.04	80.47						80.47	
Crooked Creek	17.61			3.28	20.89	.19	20.70	17.61						17.61	
Davenport, Rock Island & Northwestern	37.66				37.66			33.80	3.86					37.66	.89
Dubuque & Sioux City	704.65	2.35	4.07	162.48	873.55	5.26	868.29	326.58	378.07					704.65	.34
Stacyville Railroad	7.93			1.37	9.30		9.30	7.93						7.93	
Des Moines Union	4.00	2.00		12.00	18.00			4.00						4.00	
Iowa Central	411.96			90.36	502.32	43.31	459.01	284.75	127.21			1.47		413.43	
Albia & Centerville	24.44			3.12	27.56	3.08	24.48	24.44						24.44	
Iowa Central & Western	37.30			3.44	40.74		40.74	37.30						37.30	
Iowa Northern	5.93				5.93		5.93	5.93						5.93	
Marshalltown & Dakota	21.00				21.00			21.00						21.00	
Mason City & Ft. Dodge	90.50			10.57	101.07	1.19	99.88	88.10	2.40					90.50	
Minneapolis & St. Louis	211.15			29.93	241.08	8.98	232.10	138.05	73.10			64.38		211.15	
Muscatine North and South	28.67			2.95	31.62		31.62	28.67						28.67	
Omaha & St. Louis	65.72			12.43	78.15	12.43	65.72	65.72						65.72	.34
Willmar & Sioux Falls	76.70			10.79	87.49	10.79	76.70	76.70						76.70	2.56
Tabor & Northern	8.79			1.00	9.79	4.00	5.79	8.79						8.79	
Union Pacific	2.46	1.63		28.68	32.77			2.46						2.46	
Wabash	140.10			9.70	149.80		149.80	140.10						140.10	.60
Winona & Western	23.50			2.61	26.11		26.11	23.50						23.50	
NARROW GUAGE ROADS.															
Burlington & Northwestern	38.73			8.63	47.36	13.22	34.14	38.73						38.73	13.76
Burlington & Western	70.70			5.40	76.10	7.10	69.00	70.70						70.70	33.50
Total	8,557.07	508.61	13.89	1,949.87	11,020.44	532.62	10,173.69	4,982.71	3,574.36	489.62	307.21		238.46	9,353.90	196.25

§ See note on Table No. 1. * Connecting tracks.

TABLE No. 44—

RAILROADS.	GENERAL OFFICERS.			OTHER OFFICERS.		
	Number.	Total Yearly Compensation.	Average Daily Compensation	Number.	Total Yearly Compensation.	Average Daily Compensation
Ames & College						
Atchison, Topeka & Santa Fe	3	$ 740 00				
§Burlington, Cedar Rapids & Northern	1	2,100 00	$ 5.83	2	$ 3,300 00	$ 4.58
§Chicago, Burlington & Quincy	11	41,267 94	10.28	72	69,383.00	3.08
Chicago, Iowa & Dakota	24	81,155 08	9 26			
Chicago Great Western	2	1,485.00	2 03			
Chicago, Milwaukee & St. Paul						
Chicago Rock Island & Pacific	8	71,551.69	22.75	4	9,840.00	6.74
Chicago & North-Western				16	59,265 45	10.28
Chicago, St. Paul, Minneapolis & Omaha				5	15,000.00	11.50
Sioux City & Pacific				4	13,099 59	10.46
Crooked Creek	1	75.00	.24	2	540.00	.86
Davenport, Rock Island & Northwestern	3	2,709.48	2.89			
Dubuque & Sioux City	3	3,511.84	5.12			
Stacyville Railroad	13	33,499.92	7.57			
Des Moines Union						
Iowa Central	2	3,200.00	4.38			
Albia & Centerville	11	46,568.69	12.87	6	16,599.84	7.58
Iowa Central & Northern						
Iowa Northern						
Marshalltown & Dakota	1	548.00	2.40			
Mason City & Ft. Dodge	1	1,100 00	3 85			
Minneapolis & St. Louis	7	6,217 50	4.86	1	1,020.00	2.80
Muscatine North & South	7	7,372.00	15 20	15	6,931.20	6.66
Omaha & St. Louis	5	3,489 03	9 56			
Wilmar & Sioux Falls						
Tabor & Northern						
Union Pacific	2	2,100 00		2	4,924.80	6.47
Wabash						
Winona & Western	1	3,021.66	16.71	1	1,153 60	7.70
NARROW GAUGE ROADS	4	1,020.00	3.49	3	672.00	3.07
Burlington & Northwestern						
Burlington & Western	2	1,659.60	5.30	3	1,573.55	3.36
	2	1,940.40	6.20	3	1,786.45	3.80
Total	114	$ 316,435 80	$ 8.90	139	$ 208,089 48	$ 4 80

§ See Note on Table No 1.

EMPLOYES SALARIES—IOWA.

GENERAL OFFICE CLERKS			STATION AGENTS.			OTHER STATION MEN.			ENGINEMEN.		
Number.	Total Yearly Compensation.	Average Daily Compensation	Number.	Total Yearly Compensation.	Average Daily Compensation.	Number.	Total Yearly Compensation.	Average Daily Compensation	Number.	Total Yearly Compensation.	Average Daily Compensation
1	$ 300.00	$ 1.67	3	$ 2,574 00	$ 2.38	14	$ 7,796 04	$ 1.50	1	$ 608.80	
79	51,707.88	2.09	158	98,036 98	1.94	184	84,822.20	1.47	108	139,200.40	$ 3.77
68	54,030.16	2.54	186	107,140.45	1.58	304	171,264.14	1.48	217	202,857.89	3.83
2	525.00	.72	6	2,799.88	1.28				1	880.54	3.38
			87	60,240.00	2.07	183	83,159.60	1.40	108	144,083.00	3.41
145	72,584.20	1.59	296	150,455.98	1.63	944	422,302.32	1.43	412	447,978.86	3.66
			182	105,066 12	1 88	270	123,131.52	1 46	155	212,467.48	3.47
25	24,200.49	3.22	225	135,218.04	1.97	381	169,794.59	1.39	407	496,221.44	4.52
			12	8,963 99	2.39	52	28,651.17	1.76	15	21,340.10	3.67
			13	9,780.02	2 46	57	31,560.59	1 77	17	22,723.85	4.56
			2	672.38	1 68				1	960.00	4.84
9	3,383 67	1 83	7	4,326.12	1.83	19	8,627.10	1.49	10	4,985.50	3.08
50	21,921.80	2.11	121	74,725.41	1.71	119	67,096.87	1.27	187	160,474 30	3.85
			2	960.00	1 32						3.34
4	1,798.00	1.33				35	18,174.75	1.65	4	3,790.10	3.51
60	40,808.53	1.82	71	36,112.15	1.44	35	17,155.20	1 21	72	77,786.80	3.58
			2	1,320.00	1 75	2	210 00	.30			
			4	2,595.30	1 80						
									1	797 60	3.40
			3	1,085 00	1.66				1	848.15	2.50
7	2,359 42	1.22	12	6,540.00	1.40	3	418.67	1.08	4	4,410.85	3.03
44	4,936 20	1.74	32	18,960 00	1.73	10	3,315 00	83	24	22,999.11	3.66
1	405.00	1 12	4	2,774.00	1.90	3	1,238.00	1.14	2	2,105.42	3.36
7	5,455.50	2 06	12	7,492.90	1.71	10	5,430.55	1.42	5	7,566.60	3.99
			1	800.00	1.91				1	800.00	2 55
6	5,154 66	2 63	8	4,707.13	2 00	19	9,966.24	1.64	10	13,366.31	4.13
2	267.00	1 83	3	1,980.00	1.81	1	456.39	1.31	6	1,386.24	3 76
8	1,697.95	1.76	8	3,695.95	1.48	4	1,352.35	1 08	2	1,918.00	3.06
8	2,009.25	1 64	14	5,741.25	1.31	3	1,569 50	1.67	5	6,051.15	3.87
532	$ 294,544.77	$ 1.77	1,474	$ 809,168 94	$ 1.87	2,658	$1,237,498.79	$ 1.49	1,840	$2,139,676.21	$ 3.73

TABLE No. 45—EMPLOYES AND SALARIES—IOWA—CONTINUED.

RAILROADS.	FIREMEN.			CONDUCTORS.			OTHER TRAINMEN.			MACHINISTS.			CARPENTERS.			OTHER SHOPMEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College				1	$ 622.80													
Atchison, Topeka & Santa Fe	74	$ 50,568.60	2.75	19	23,218.32	3.49	30	$ 21,518.52	$2.84	45	$ 31,729.80	$2.95	40	$ 23,844.00	$2.00	348	$ 165,159.00	1.66
§ Burlington, Cedar Rapids & Northern	111	81,828.00	2.30	73	80,815.01	3.65	235	157,481.15	2 12	99	63,512.52	2.44	173	91,147.41	2.07	439	128,232.30	1.58
§ Chicago, Burlington & Quincy	219	156,738.31	1.96	170	185,132.73	2.99	380	236,648.46	1 71	170	140,089.90	2 65	282	183,437.45	2 08	1,125	574,906.97	1.63
Chicago, Iowa & Dakota	1	487.30	1.33	1	746.11	2.04	2	992.07	1 36	1	845.00	2.31				1	360.07	.99
Chicago Great Western	108	86,844.50	2 20	61	65,415.30	2.91	149	81,769.12	1.50	38	32,688.85	2.36	103	71,430.50	1 90	162	148,070.30	2.50
Chicago, Milwaukee & St. Paul	412	297,578.66	2.31	291	271,265.68	3 32	529	306,031.09	1.85	100	75,672.36	2.41	220	130,785.02	1 90	591	329,006.07	1.78
Chicago, Rock Island & Pacific	156	137,316.28	2 86	125	136,719.93	3 69	297	224,297.04	2.47	32	25,246.03	2 70	161	105,732.64	2.14	476	222,257.56	1.62
Chicago & North Western	484	351,030.24	2.23	290	334,088.73	3.29	607	423,047.04	2 05	210	144,941.84	2.19	255	228,172.20	2.19	1,042	481,123.70	1.61
Chicago, St. Paul, Minneapolis & Omaha	15	13,044.95	2 79	11	11,668.93	3 42	24	16,757.17	2.24	68	43,114.73	2 04	51	29,465.52	1 85	7	8,029.51	3.68
Sioux City & Pacific	17	13,515.09	2 88	7	7,802.26	4 15	16	10,508.20	2.10	95	59,281.83	1.95	123	59,746.77	1 65	206	112,380.39	1.60
Crooked Creek	1	570.00	1 83	1	566.77	1 83				1	64.00	2.30				1	429.54	1.38
Davenport, Rock Island & Northwestern	10	3,129.36	2.04	4	2,257.68	3.32	11	2,345.80	1 48				6	1,170.68	2 26	13	3,626.48	1.43
Dubuque & Sioux City	187	92,259.28	1 92	70	92,087.77	3 57	138	114,669.51	2.12	153	67,821.45	1.65	102	65,134.80	2.32	124	56,319.08	1.99
Stacyville Railroad																		
Des Moines Union	4	2,476.40	1.64							24	11,372.40	2.60	12	4,971.49	2.19	34	11,819.28	1.32
Iowa Central	74	45,792.07	2.11	46	44,682.92	2.97	149	75,462.86	1 84	53	29,055.55	2.48	59	31,275.65	2.01	281	123,868.98	1.69
Albia & Centerville													3	366.23	2.20			
Iowa Central & Western													2	389.94	2.25			
Iowa Northern	1	509.48	2 22	1	561.60	2.40										1	135.60	1.13
Marshalltown and Dakota	1	668.24	1.75	1	810.58	2.31	2	842.40	1.80									
Mason City & Ft. Dodge	4	2,840.37	2.37	4	3,217.73	2 59	2	1,165.96	1.75									
Minneapolis & St. Louis	25	13,625.41	2.23	10	13,316.33	3.26	7	3,704.99	1 86	4	3,514.69	2 55	11	5,404.73	1 95	15	6,283.81	1 44
Muscatine North & South	2	1,316.70	2.10	2	994.12	3.17	24	16,420.82	1.81	6	6,356.28	2 45	10	7,645.92	1.34	25	9,143.28	1.38
Omaha & St. Louis							2	699.91	2 24	1	900.00	2.50				1	540.00	1.50
Willmar & Sioux Falls	6	4,629.91	2.29	6	6,327.88	3.11												
Tabor & Northern	1	500.00	1 60	1	500.00	1.60	10	7,542.15	2.65	2	2,382.10	2.89	5	4,349.61	2.38	22	14,815.10	1.80
Union Pacific																		
Wabash	10	7,633.70	2 37	7	8,503.10	3.75	15	10,089.72	2.21	16	9,628.82	1.92	7	4,772.81	2.30	19	10,553.88	1.76
Winona & Western	6	754.94	2.00	4	927.35	3.68	7	856.28	1 58	2	327.97	2 59	11	1,039.15	2.06	10	873.61	1.63
NARROW GAUGE ROADS.																		
Burlington & Northwestern	2	1,438.15	2 30	1	865.25	2.76	1	660.20	2.10	4	3,482.45	2 78	4	2,549.15	2.04	14	8,013.25	1.83
Burlington & Western	5	3,781.50	2.42	5	4,438.55	2.83	10	5,148.95	1.65				6	4,039.20	2.15			
Total	1,936	$ 1,370,877.44	$ 2.27	1,182	$ 1,297,553.30	$ 3.52	2,647	$ 1,718,523.51	$2 08	1,124	$ 756,128.60	$2.15	1,656	$ 1,056,810.37	$2 04	4,957	$ 2,465,907.75	$ 1.59

§ See note on Table No. 1.

TABLE No. 46—EMPLOYES

RAILROADS.	SECTION FOREMEN.			OTHER TRACKMEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College	1	$ 450.00				$ 1.25
Atchison, Topeka & Santa Fe	5	2,724.00	$ 1.53	31	11,995.80	1.43
§Burlington, Cedar Rapids & Northern	176	92,616.60	1.48	631	281,471.99	1.14
§Chicago, Burlington & Quincy	250	129,338.50	1.42	1,605	573,141.13	1.29
Chicago, Iowa & Dakota	3	1,557.00	1.24	10	4,042.50	1.26
Chicago Great Western	85	48,074.80	1.55	510	234,480.00	1.24
Chicago, Milwaukee & St. Paul	283	158,577.80	1.75	979	380,082.94	1.29
Chicago, Rock Island & Pacific	210	123,253.08	1.88	1,036	413,669.16	1.31
Chicago & North-Western	317	159,504.11	1.72	2,350	538,825.99	1.50
Chicago, St. Paul, Minneapolis & Omaha	12	6,647.00	1.77	66	30,865.78	1.32
Sioux City & Pacific	14	7,200.00	1.64	54	18,104.01	1.25
Crooked Creek	3	1,500.00	1.60	6	1,188.55	1.34
Davenport, Rock Island & Northwestern	6	1,245.78	1.62	30	3,902.08	1.34
Dubuque & Sioux City	127	65,542.02	1.66	833	302,779.22	1.37
Stacyville Railroad	...	...	...	4	1,354.03	1.33
Des Moines Union	2	1,380.00	1.89	26	11,912.81	1.42
Iowa Central	67	33,761.30	1.49	737	146,118.80	1.22
Albia & Centerville	4	2,105.99	1.45	15	3,934.70	1.25
Iowa Central & Western	5	2,655.65	1.46	12	3,801.43	1.50
Iowa Northern	1	480.00	2.00	6	2,160.00	1.40
Marshalltown & Dakota	1	600.00	1.92	5	1,754.81	1.35
Mason City & Ft. Dodge	14	7,139.99	1.51	47	12,117.40	1.25
Minneapolis & St Louis	38	20,580.00	1.48	81	27,103.44	1.25
Muscatine North & South	3	1,609.00	1.47	12	5,472.90	
Omaha & St Louis						1.42
Willmar & Sioux Falls	11	5,836.55	1.42	39	20,138.02	1.83
Tabor & Northern	1	480.00	1.53	3	1,174.00	
Union Pacific						1.28
Wabash	7	3,851.00	1.79	32	12,718.14	1.25
Winona & Western	3	1,620.00	1.45	9	2,314.67	
NARROW GAUGE ROADS						
Burlington & Northwestern	8	4,681.50	1.87	20	8,129.15	1.30
Burlington & Western	13	6,846.30	1.68	37	16,005.45	1.38
	1,670	$ 891,665.77	$ 1.71	9,232	$2,070,847.92	$ 1.24

§ See note on Table No. 1.

AND SALARIES—IOWA—CONTINUED.

SWITCHMEN, FLAGMEN AND WORKMEN.			TELEGRAPH OPERATORS.			EMPLOYES ACCOUNT FLOATING EMPLOYMENT			ALL OTHER EMPLOYES AND LABORERS.		
Number.	Total yearly compensation.	Average daily compensation	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
9	$ 8,559.72	$ 2.82	3	$ 2,931.00	$ 2.71				21	$ 14,273.83	$ 1.96
10	5,514.00	1.13	95	59,308.65					192	116,611.25	
201	137,599.45	1.87	134	87,297.87	1.78				632	365,487.42	1.70
45	40,884.55	2.50	52	34,725.38	1.85				225	163,438.13	1.99
448	292,256.99	2.08	291	190,975.46	2.10				1,794	1,086,375.85	1.93
76	26,538.00	1.14	80	55,750.92	2.34				155	111,294.24	2.29
291	205,187.63	2.14	247	159,919.47	1.91				367	714,252.70	1.92
22	14,574.86	2.12	13	7,947.50	1.96				59	31,479.18	1.71
32	21,104.07	2.11	8	3,936.00	1.57				6	2,335.75	.93
									2	893.57	1.49
13	5,324.32	2.14	5	1,697.68	2.66	3	1,235.06	1.62			
89	65,782.23	1.92	71	48,858.51	1.81				474	260,465.51	1.65
32	16,756.92	1.78	2	900.00	1.64				26	9,269.29	1.49
3	565.95	1.12	36	18,717.75	1.58				165	82,717.89	1.83
			1	420.00	1.15				2	673.44	1.27
									2	870.41	1.45
			2	1,040.57	1.92				2	269.47	2.06
14	5,940.00	2.02	12	5,100.00	1.27				37	18,195.36	1.58
3		1.50	1	854.00	2.34				1	900.00	2.50
2	988.95	1.15	2	1,138.90	1.49				21	15,202.01	1.97
11	7,461.27	2.10	6	3,936.35	2.11				18	12,666.49	2.22
2	192.00	1.32	1	208.00	2.84	2	922.08	1.37	2	264.00	1.81
2	1,522.75	2.43	2	889.30	2.84				12	7,052.70	1.89
1	547.50	1.75	2	1,040.70	3.32				17	8,062.90	1.52
1,312	$ 857,301.13	$ 2.09	1,066	$ 687,643.41	$ 2.07	5	$ 2,158.14	$ 1.38	4,292	$3,023,011.47	$ 2.25

TABLE No. 47—EMPLOYES AND SALARIES—IOWA CONTINUED AND ENTIRE LINE.

RAILROADS.	TOTAL, INCLUDING GENERAL OFFICERS.			TOTAL, EXCLUDING GENERAL OFFICERS.		
	No.	Total yearly compensation.	Average daily compensation.	No.	Total yearly compensation.	Average daily compensation.
Ames & College	6	$ 1,979.60	.....	3	$ 1,679.60	.....
Atchison, Topeka & Santa Fe	710	457,069.20	2.16	709	454,069.20	2.16
§ Burlington, Cedar Rapids & Northern	2,846	1,691,157.23	1.97	2,835	1,649,889.29	1.93
§ Chicago, Burlington & Quincy	6,087	3,446,951.31	1.72	6,063	3,365,796.23	1.69
Chicago, Iowa & Dakota	30	14,518.47	1.39	28	13,033.67	1.34
Chicago Great Western	1,860	1,291,153.83	1.91	1,860	1,291,153.83	1.91
Chicago, Milwaukee & St. Paul	7,735	4,713,066.38	1.96	7,727	4,671,254.67	1.93
Chicago, Rock Island & Pacific	3,422	2,041,340.08	1.96	3,422	2,041,340.08	1.96
Chicago & North-Western	7,512	4,578,667.83	1.97	7,512	4,578,667.83	1.97
Chicago, St. Paul, Minneapolis & Omaha	427	272,736.40	2.05	427	272,736.49	2.05
Sioux City & Pacific	668	380,683.75	1.85	667	380,668.75	1.85
Crooked Creek	21	9,554.28	1.80	18	6,841.80	1.56
Davenport, Rock Island & Northwestern	155	50,769.47	1.91	152	47,257.63	1.82
Dubuque & Sioux City	2,858	1,590,415.74	1.83	2,845	1,556,915.82	1.80
Stacyville Railroad	6	2,314.03	1.35	6	2,314.03	1.35
Des Moines Union	207	97,821.44	1.69	205	94,621.44	1.66
Iowa Central	1,931	867,459.18	1.92	1,920	820,481.49	1.83
Albia & Centerville	29	8,970.36	1.25	29	8,970.36	1.25
Iowa Central & Western	25	10,312.76	1.45	25	10,312.76	1.45
Iowa Northern	14	6,044.68	....	13	5,496.68	.....
Marshalltown & Dakota	15	7,972.66	....	14	6,872.66	.....
Mason City & Fort Dodge	144	66,450.19	1.79	137	60,232.69	1.68
Minneapolis & St. Louis	414	207,026.35	1.86	407	199,654.35	1.80
Muscatine North & South	43	23,297.15	.....	38	19,868.15	.....
Omaha & St. Louis	.....	.....	.....	.....	.....	.....
Willmar & Sioux Falls	162	114,626.53	1.92	162	114,626.53	1.92
Tabor & Northern	10	6,154.00	.....	8	4,054.00	.....
Union Pacific	.....	.....	.....	.....	.....	.....
Wabash	193	129,126.89	2.14	192	126,102.23	2.10
Winona & Western	78	16,681.68	1.82	74	15,061.68	1.76
NARROW GUAGE ROADS						
Burlington & Northwestern	97	51,181.25	1.83	95	49,521.65	1.79
Burlington & Western	131	69,049.00	1.79	129	67,108.60	1.75
Total	37,836	$22,253,822.79	1.88	37,722	$ 21,937,386.99	1.86

§ See note on Table No. 1.

DISTRIBUTION.				ENTIRE LINE.					
				TOTAL, INCLUDING GENERAL OFFICERS.			TOTAL, EXCLUDING GENERAL OFFICERS.		
General administration.	Maintenance of way and structure.	Maintenance of equipment.	Conducting transportation.	No.	Total yearly compensation	Average daily compensation	No.	Total yearly compensation	Average daily compensation
$ 240.00	$ 450.00	.....	$ 1,229.60	6	$ 1,919.60	....	3	$ 1,679.60	...
12,213.00	22,480.68	$ 223,732.80	198,642.72	18,684	10,964,693.64	2.07	18,626	10,534,794.48	2.00
110,650.94	508,875.45	540,510.70	531,120.14	3,199	1,881,100.07	1.94	3,188	1,839,832.13	1 91
135,165.24	1,007,746.22	837,726.01	1,466,313.84	32,680	20,739,333.99	1.92	32,503	20,037,151.04	1.87
1,485.00	5,399.50	1,205.07	6,428.90	30	14,518.47	1.39	28	13,033.47	1.34
9,840.00	341,392.33	283,202.90	656,718.60	3,899	2,789,578.03	1.56	3,887	2,725,457.83	1 92
203,601.34	1,238,289.32	758,741.66	2,542,374.04	25,957	15,916,128.73	1.96	25,928	15,675,351.26	1.93
21,960.00	766,707.24	184,904.28	1,067,768.56	13,550	8,501,578.42	2.06	13,527	8,345,278.54	2.03
1,032.50	1,585,963.18	320,823.06	2,670,849.09	30,028	17,023,685.92	2.02	30,008	16,822,302.77	2.00
.....	.....	.....	.....	5,704	3,777,488.77	2 11	5,677	3,642,947.66	2 05
75.00	33,130.18	188,806.60	158,671.97	732	409,265.22	1.84	716	404,485.26	1.84
2,709.48	3,582.12	493.53	2,769.15	21	9,554.28	1.80	18	6,844.80	1.56
4,240.60	6,318.35	1,236.52	38,974.00	202	73,297.95	1.91	199	68,306.35	1.82
10,500.00	514,144.12	144,302.64	921,468.98	3,193	1,668,961.63	1 83	3,169	1,597,270.18	1.77
.....	1,354.03	.....	960.00	6	2,314.03	1.35	6	2,314.03	1 35
4,998.00	17,495.78	13,472.15	61,855.51	207	97,821.44	1.69	205	94,621.44	1.66
187,094.95	195,963.18	168,116.50	316,275.55	2,215	1,017,967.48	1.91	2,204	979,998.79	1.82
.....	6,346.92	.....	2,623.44	29	8,970.36	1.25	29	8,970.36	1.25
.....	6,847.02	.....	3,465.74	25	10,312.76	1.45	25	10,312.76	1.45
548.00	2,640.00	.....	2,856.68	14	6,044.68	....	13	5,496.68	.....
.....	.....	.....	.....	15	7,972.66	.....	14	6,872.66	.....
8,476.92	23,398.72	9,938.38	24,636.17	144	66,450.19	1.79	137	60,232.69	1.68
13,676.20	68,339.28	23,421.00	101,589.87	1,708	1,005,389.24	1.91	1,701	967,089.24	1 85
.....	.....	.....	.....	43	23,489.00	....	38	19,489.00	....
.....	.....	.....	.....	444	232,604.57	1 63	437	225,611.57	1.61
10,380.30	30,324.18	17,197.20	56,724.85	788	500,934.75	1.75	771	497,885.99	1.77
2,100.00	1,654.00	100.00	2,300.00	10	6,154.00	..	8	4,054.00	....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8,470.11	22,508.87	26,797.46	71,350.45	9,653	6,456,344.60	2.14	9,624	6,305,111.23	2.10
1,287.00	5,685.82	2,347.66	6,761.20	195	89,029.53	1.73	191	83,929.53	1.68
4,931.10	19,863.35	14,044.85	12,341.95	97	51,181.25	1.83	95	49,521.65	1.79
5,776.10	34,953.80	.....	28,319.10	131	69,049.00	1.79	129	67,108.60	1.75
$ 761,451.78	$ 6,471,853.64	$ 3,761,120.97	$ 10,955,390.10	153,609	$ 93,423,634.26	1.95	153,104	$ 91,094,355.59	1.90

TABLE No. 48—BRIDGES, TRESTLES, HIGHWAY, RAILWAY AND FARM CROSSINGS, CATTLE GUARDS.

RAILROADS.	BRIDGES. STONE Number.	STONE Aggregate length.	STEEL OR IRON. Number.	STEEL OR IRON. Aggregate length.	WOODEN. Number.	WOODEN. Aggregate length.	COMBINATION. Number.	COMBINATION. Aggregate length.	Total number.	Total aggregate length.	TRESTLES. Number.	TRESTLES. Aggregate length.	HIGHWAY CROSSINGS. OVERHEAD. Bridges.	Conduits.	Trestles.	FARM CROSSINGS. At grade.	Overhead	Below grade.	Number of cattle guards.	OVERHEAD RAILROAD CROSSINGS. Bridges.	Conduits.	Trestles.
Ames & College	..	....	..	....	..	....	..	....	8	1,413	17	.....	1	....	....	13	2	12	..	3	17	1	....	....
Atchison, Topeka & Santa Fe	..	....	8	1,413	..	....	..	....	282	20,583	355	29,204	3	....	5	1,261	15	1,403	3	102	1,848	2	....	3
§Burlington, Cedar Rapids & Nor.	2	60	194	15,415	34	625	17	4,483	252	20,583	355	29,204	3	....	5	1,261	15	1,403	3	102	1,848	2	....	3
§Chicago, Burlington & Quincy	..	....	155	17,249	31	5,446	3	378	189	23,073	.....	117,580	35	....	7	1,344	77	1,803	38	148	2,328	5	....	1
Chicago, Iowa & Dakota	..	..	5	325	13	528	1	154	19	1,007	.....	.....	..	....	....	....	....	....	....	....	....	....	....	....
Chicago Great Western	..	....	31	4,354	..	....	1	360	32	4,714	517	46,987	1	....	7	538	10	....	....	....	852	2	....	16
Chicago, Milwaukee & St. Paul	..	....	190	20,170	57	6,442	.....	.....	247	26,612	2,177	156,147	1	....	42	....	....	....	....	....	....	3	....	10
Chicago, Rock Island & Pacific	..	....	257	26,825	31	2,621	9	1,597	297	30,443	837	55,154	11	....	22	1,452	53	1,683	3	156	2,075	5	....	6
Chicago & North-Western	..	....	415	23,077	131	5,828	14	1,774	560	30,679	4,438	159,754	3	....	25	1,813	52	1,987	13	178	2,122	9	....	4
Chicago, St. Paul, Minn. & O	..	....	1	180	1	60	..	....	2	240	91	7,576	1	....	....	89	1	52	..	9	135	....	....	....
Sioux City & Pacific	..	..	..	....	..	....	3	420	3	420	50	4,201	..	....	....	136	..	98	..	....	153	....	....	....
Crooked Creek	..	....	..	....	4	850	..	....	4	850	13	630	..	....	....	18	..	25	..	....	26	....	....	....
Davenport, Rock Island & N'w'rn	..	....	8	5,258	142	4,535	..	....	150	9,793	.....	.....	..	....	....	....	....	....	....	....	....	....	....	....
Dubuque & Sioux City	..	....	69	14,020	1	330	..	....	70	14,350	982	27,969	2	....	11	1,297	24	791	..	79	1,151	8	....	1
Stacyville Railroad	..	....	..	....	..	....	..	....	..	....	7	335	..	....	....	10	....	....	....	....	11	....	....	....
Des Moines Union	..	....	1	407	..	....	..	....	1	407	.....	.....	1	....	....	20	....	....	....	....	....	....	....	....
Iowa Central	..	....	23	3,626	1	130	..	....	24	3,756	454	37,238	..	....	3	406	9	....	....	....	820	....	....	....
Albia & Centerville	..	....	....	.....	....	.....	1	100	1	100	15	2,321	..	....	....	30	1	....	....	....	....	....	....	....
Iowa Central & Western	..	....	....	.....	....	.....	....	.....	....	.....	5	1,312	..	....	....	....	....	....	....	....	....	....	....	....
Iowa Northern	..	....	....	.....	....	.....	....	.....	....	.....	.....	.....	..	....	....	3	....	2	....	....	5	....	....	....
Marshalltown & Dakota	..	....	....	.....	....	.....	....	.....	....	.....	19	1,670	..	....	....	22	....	19	..	7	49	....	....	....
Mason City & Ft. Dodge	..	....	2	131	1	361	..	....	3	492	71	4,281	..	....	....	135	....	154	..	10	178	....	....	....
Minneapolis & St. Louis	..	....	9	1,674	....	.....	....	.....	9	1,674	143	19,778	1	....	....	.....	....	....	....	....	....	3	....	....
Muscatine North & South	..	....	1	900	....	.....	....	.....	1	900	28	5,167	..	....	....	.....	....	....	....	....	....	....	....	....
Omaha & St. Louis	..	....	1	165	10	1,193	..	....	11	1,358	282	26,897	..	....	2	71	....	....	....	....	108	....	....	1
Willmar & Sioux Falls	..	....	1	36	1	100	..	....	2	136	116	18,612	2	....	....	.....	....	....	....	....	....	....	....	....
Tabor & Northern	..	....	1	128	12	1,050	..	....	13	1,184	.....	.....	1	....	....	5	....	5	..	2	20	....	....	....
Union Pacific	..	....	....	.....	....	.....	....	.....	....	.....	....	.....	..	....	....	....	....	....	....	....	....	....	....	....
Wabash	..	....	3	715	13	1,520	..	....	16	2,244	268	1,735	..	....	1	154	8	165	..	1	294	....	....	....
Winona & Western	..	....	....	.....	1	70	..	....	1	70	.....	.....	..	....	....	24	....	....	....	....	48	....	....	....
NARROW GAUGE ROADS.																								
Burlington & Northwestern	..	....	1	124	....	.....	....	.....	1	124	16	1,804	..	....	....	.....	....	....	....	....	.....	....	....	....
Burlington & Western	..	....	4	614	....	.....	....	.....	4	614	47	6,414	..	....	....	.....	....	....	....	....	.....	....	....	....
Total	2	60	1,385	136,806	484	31,110	69	9,266	1,920	177,242	10,957	732,386	62	1	120	8,835	252	8,199	57	695	12,227	38	....	42

§ See note on Table No. 1.

TABLE No. 49—STATIONS—RENEWALS OF RAILS AND TIES.

RAILROADS.	STATIONS. ON ROAD OWNED. Entire line.	ON ROAD OWNED. Iowa.	ON ROAD OPERATED. Entire line.	ON ROAD OPERATED. Iowa.	Number of Telegraph Stations in Iowa.	NEW RAILS LAID DURING YEAR IN IOWA. IRON. Tons.	IRON. Weight per yard—lbs.	IRON. Av. price per ton at distributing point.	STEEL. Tons.	STEEL. Weight per yard—lbs.	STEEL. Av. price per ton at distributing points.	NEW TIES LAID DURING YEAR IN IOWA. Number.	Average price per tie at distributing point
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	660	5	660	5	3	.....	.....	.....	.....	.....	.....	4,385	$ .47
§Burlington, Cedar Rapids & Northern	94	85	203	194	161	.....	.....	.....	2,000	80	$27.00	221,597	.60
§Chicago, Burlington & Quincy	1,113	209	1,113	209	205	.....	.....	.....	7,375	75	.....	618,285	.50
Chicago, Iowa & Dakota	6	6	6	6	5	.....	.....	.....	.....	.....	.....	5,200	.37
Chicago Great Western	174	84	195	85	.....	.....	.....	.....	8,592	75	26.00	99,415	.59
Chicago, Milwaukee & St. Paul	1,013	288	1,013	288	241	.....	.....	.....	27,747	85	27.38	1,819,803	.43
Chicago, Rock Island & Pacific	486	135	510	182	169	.....	.....	.....	3,107	80	29.00	398,912	.47
Chicago & North-Western	881	240	850	240	238	.....	.....	.....	1,524	90	25.88	455,783	.49
Chicago, St. Paul, Minneapolis & Omaha	310	16	323	21	17	.....	.....	.....	.....	.....	.....	36,977	.58
Sioux City & Pacific	16	12	16	12	12	.....	.....	.....	.....	.....	.....	16,274	.63
Crooked Creek	5	5	5	5	.....	.....	.....	.....	.....	.....	.....	3,152	.52
Davenport, Rock Island & Northwestern	14	10	14	10	8	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City	119	111	119	111	111	.....	.....	.....	3,343	85	28.50	187,150	.33
Stacyville Railroad	2	2	2	2	2	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Union	2	2	2	2	2	.....	.....	.....	185	75	32.22	7,758	.67
Iowa Central	95	74	95	74	67	.....	.....	.....	6,387	70	31.58	241,956	.59
Albia & Centerville	3	3	3	3	3	.....	.....	.....	.....	.....	.....	3,375	.54
Iowa Central & Western	5	5	5	5	5	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Northern	1	1	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	18	18	18	18	12	.....	.....	.....	.....	.....	.....	22,115	.46
Minneapolis & St. Louis	114	36	114	36	31	.....	.....	.....	957	70	25.00	27,178	.49
Muscatine North & South	5	5	5	5	5	.....	.....	.....	.....	.....	.....	.....	.....
Omaha & St. Louis	31	15	31	15	12	.....	.....	.....	12	75	35.70	40,602	.57
Willmar & Sioux Falls	56	12	56	12	16	.....	.....	.....	.....	.....	.....	8,375	.56
Tabor & Northern	2	2	2	2	2	.....	.....	.....	.....	.....	.....	1,459	.45
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	371	25	473	25	19	.....	.....	.....	.....	.....	.....	70,930	.43
Winona & Western	20	4	20	4	3	.....	.....	.....	.....	.....	.....	11,078	.30
NARROW GAUGE ROADS													
Burlington & Northwestern	8	8	10	10	9	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western	14	14	21	21	13	.....	.....	.....	.....	.....	.....	23,790	.35
	5,608	1,432	5,925	1,604	1,364				61,319			84,355,630	

§ See Note on Table No. 1.

TABLE No. 50—DESCRIPTION OF EQUIPMENT.

RAILROADS.	LOCOMOTIVES.					CARS IN PASSENGER SERVICE.										CARS IN FREIGHT SERVICE.									
														EQUIPPED WITH										EQUIPPED WITH	
	Passenger.	Freight.	Switching.	Leased	Total.	First class passenger cars.	Second class.	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.	Baggage, express, postal.	Other cars.	Total.	Train brake.	Automatic couplers.	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other.	Total.	Train brake.	Automatic couplers
Ames & College	.....	.	...	..	2	.....	...	...	..	...	...	...	...	..	3	3		.....	1	..	.....		.....	.....	1	1	1
Atchison, Topeka & S. Fe	118	552	125	*25	795	238	27	90	..	24	2	..	110	..	491	491	491	9,763	1,272	2,383	7,632	196	1,525	1,777	24,548	24,548	24,548
§Burlington, C. R. & N.	38	85	10	..	133	40	13	18	..	...	...	..	27	3	101	101	101	4,419	552	346	.....	...	76	.....	5,393	5,393	5,393
§Chicago, Bur. & Quincy	181	414	185	..	780	442	..	57	..	11	...	..	185	..	695	686	686	22,045	1,811	3,667	5,332	...	547	33	33,435	18,414	32,612
Chicago, Iowa & Dakota	1	1	...	..	2	.....	1	2	..	...	...	..	.....	..	3	3	3	2	10	2	3	...	.....	.....	17	17	.....
Chicago Great Western	35	138	21	...	194	30	20	15	..	3	..	..	22	9	99	99	99	5,157	255	381	336	...	9	441	6,579	4,859	6,579
Chicago, Mil. & St. Paul	216	542	139	...	897	231	224	..	..	8	17	55	323	2	860	854	860	26,153	6,496	3,045	50	737	1,252	..	37,733	28,766	37,428
Chicago, Rock I. & P.	152	330	115	..	597	175	48	50	7	11	2	..	104	39	436	424	426	12,627	1,274	2,937	1,663	...	171	....	18,672	11,672	18,647
Chicago & North-Western	226	681	153	..	1,060	524	35	132	..	10	24	..	211	..	936	936	936	22,578	4,145	3,381	5,500	..	896	4,398	40,893	32,214	40,893
Chicago, St P., M & O.	53	181	43	...	277	75	26	49	..	1	11	..	53	6	221	221	221	7,558	1,160	393	930	..	85	129	10,255	8,627	10,255
Sioux City & Pacific	6	3	3	...	12	...	5	5	..	...	...	..	3	..	13	13	13	290	46	20	.....	...	.....	.....	356	315	356
Crooked Creek	.....	2	...	...	2	.....	...	...	..	...	...	..	...	..	...	...	...	1	.....	.....	30	...	.....	...	31	8	31
Davenport R. I. & N	.....	3	3	...	6	4	...	...	..	...	...	..	2	..	6	6	6	20	35	.....	70	...	..	.....	125	125	125
Dubuque & Sioux City	17	30	8	...	55	28	..	...	..	...	...	..	17	..	45	45	45	157	24	24	14	...	...	.....	199	199	199
Stacyville Railroad	.....	.....	..	...	.....	..	..	...	..	...	...	..	...	..	...	...	...	...	.....	..	.....	...	.....	.....	...	.....	.....
Des Moines Union	.....	.....	3	...	3	.....	...	...	..	...	...	..	.....	..	...	...	...	...	.....	...	.....	...	.....	.....	...	.....	.....
Iowa Central	19	49	8	...	76	20	..	6	..	2	...	..	9	..	37	37	37	1,627	....	111	700	...	.....	....	2,438	2,251	2,438
Albia & Centerville	.....	.....	...	...	.....	...	...	...	..	...	...	..	...	..	...	.....	...	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
Iowa Central & Western	...	.....	...	...	...	...	...	...	..	...	...	..	...	..	...	.....	...	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
Iowa Northern	.....	.....	...	1	1	...	...	...	..	...	...	..	...	..	...	.....	...	.....	..	.....	.....	...	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	2	...	...	2	...	...	...	..	...	...	..	...	..	...	.....	...	.....	.....	.....	15	...	.....	.....	15	.....	.....
Mason City & Ft Dodge	1	4	...	...	5	1	2	2	..	...	...	..	2	..	7	6	7	37	11	5	155	...	.....	...	208	182	208
Minneapolis & St. Louis	26	40	13	...	79	23	17	8	..	...	...	..	13	1	62	62	62	2,427	334	112	32	...	4	27	2,936	1,410	2,936
Muscatine North & South.	.	3	...	...	3	1	..	1	..	...	...	..	.....	..	2	2	2	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
Omaha & St. Louis	6	14	2	...	22	...	...	...	..	...	...	..	3	..	6	6	6	433	8	18	1	...	.....	.....	460	441	436
Willmar & Sioux Falls	5	10	2	...	17	8	...	4	..	...	...	..	3	..	15	15	15	766	197	100	.....	...	50	.....	1,113	1,066	1,065
Tabor & Northern	....	1	...	...	1	....	1	...	..	...	...	..	1	..	2	1	....	.....	.....	.....	.....	...	.....	.....	.....	.....	.....
Union Pacific	..	.....	...	...	...	..	...	...	..	...	...	..	.....	..	...	...	...	...	...	...	...	...	.....	.....	...	...	.....
Wabash	125	227	82	...	434	85	48	45	..	11	50	..	110	..	349	349	349	9,780	633	568	4,180	...	100	13	15,274	10,472	15,274
Winona & Western	2	4	1	...	7	4	...	2	..	...	...	..	.....	1	7	7	7	195	48	.....	9	..	1	.....	253	104	253
NARROW GAUGE ROADS.																											
Burlington & N. Western	1	2	1	...	4	4	..	1	..	...	...	..	....		5	3	3	89	.....	4	6	...	1	5	105	...	.....
Burlington & Western	1	3	...	...	4	3	...	1	..	...	...	..	2	..	6	6	5	105	19	22	86	...	2	1	235	.....	.....
Total	1,229	3,321	917	26	5,470	1,939	467	488	7	81	106	55	1,200	61	4,407	4,363	4,370	126,204	18,331	17,50	26,744	933	4,719	6,824	201,274	151,084	199,677

§ See note on Table No. 1 *These locomotives included in the three preceding divisions.

TABLE No. 51—DESCRIPTION OF EQUIPMENT—CONTINUED.

RAILROADS.	CARS IN COMPANY'S SERVICE.							CARS CONTRIBUTED TO FAST FR'T SERVICE			Total cars owned.	CARS LEASED.			GRAND TOTAL	
						Equipped with			Equipped with				Equipped with			
	Gravel.	Derrick.	Caboose.	Other road cars.	Total.	Train br'k	Automatic couplers.	Number.	Train br'k	Automatic couplers.		Number.	Train br'k	Automatic couplers.	No. of cars owned and leased.	No. of cars and locomotives owned.
Ames & College	.....	..	.....	.....	.....	.. ....	.....	.....	.....	.....	4	..	.....	.....	4	6
Atchison, Topeka & Santa Fe	307	9	364	49	729	729	729	.....	.....	.....	25,768	.....	.....	.....	25,768	26,538
§Burlington, Cedar Rapids & N.	93	3	74	57	227	74	227	.. ....	.....	.....	5,721	.....	.....	.....	5,721	5,854
§Chicago, Burlington & Quincy	.....	16	389	292	697	223	681	.....	. ....	.....	34,827	.....	.....	.....	34,827	35,607
Chicago, Iowa & Dakota	..	..	..	..	..	.....	.....	.....	.....	.....	20	...	.. ....	...	20	22
Chicago Great Western	104	1	82	384	571	120	189	.....	.....	.....	6,549	700	700	689	7,249	6,743
Chicago, Milwaukee & St. Paul	.....	11	498	85	594	32	589	.....	.....	.....	39,187	.....	.....	.....	39,187	40,084
Chicago, Rock Island & Pacific	401	6	292	79	778	92	701	... .	.....	.....	19,886	...	.....	.....	19,886	20,483
Chicago & North-Western	254	22	571	61	908	338	908	.....	.....	.....	42,737	.....	.....	.....	42,737	43,797
Chicago, St. Paul, Minn. & O.	154	8	133	21	316	155	316	.... ..	.....	.. ....	10,792	.....	.....	.....	10,792	11,069
Sioux City & Pacific	.....	..	12	4	16	2	16	.....	.....	.....	385	.....	.....	.....	385	397
Crooked Creek	....	....	.....	2	2	.....	2	.....	.....	.....	33	....	.....	.....	33	35
Davenport, Rock Island & N. W	.....	..	2	.....	2	2	2	.....	....	.....	133	....	.....	.....	133	139
Dubuque & Sioux City	.... .	..	.....	7	7	7	7	.....	.....	.....	251	.....	.....	.. ....	251	306
Stacyville Railroad	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Union	...	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Iowa Central	51	3	40	150	244	136	244	.....	.....	.....	2,719	100	100	100	2,819	2,895
Albia & Centerville	.....	..	.....	.. ....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.... .	. .....
Iowa Central & Western	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Northern	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	2	2	.....
Marshalltown & Dakota	.....	..	1	.....	1	.....	.....	.....	.....	.....	16	.....	.....	.....	16	18
Mason City & Ft. Dodge.	.....	...	.....	1	1	.....	1	.....	.....	.....	216	.....	.....	.....	216	221
Minneapolis & St. Louis	.....	2	36	68	106	6	104	.....	.....	.....	3,104	.....	.....	.....	3,104	3,183
Muscatine North & South.	.....	....	1	.....	1	1	1	.....	.....	.....	3	.....	.....	.....	3	6
Omaha & St. Louis	.....	...	18	18	36	19	30	.....	.....	.....	502	.....	.....	.....	502	524
Willmar & Sioux Falls	.....	1	7	2	10	10	10	.....	.....	.....	1,138	.....	... .	.....	1,138	1,155
Tabor & Northern	.....	....	.....	.....	.....	....	.....	.....	.....	.....	2	.....	.....	.....	2	3
Union Pacific	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	.....	300	9	229	282	820	228	820	.....	.....	... .	16,443	.....	.....	.....	16,443	16,877
Winona & Western	...	13	6	3	2	24	.. ...	3	.....	.....	.....	284	.....	.....	.....	284	291
NARROW GAUGE ROADS																
Burlington & Northwestern	.....	....	2	2	4	.....	.....	.....	.....	.....	114	.....	.....	.. ....	114	118
Burlington & Western	.....	....	2	1	3	.....	.....	.....	.....	.....	244	.....	.....	.....	244	248
	1,677	97	2,756	1,567	6,097	2,174	5,580				211,078	802	801	791	211,883	216,622

§ See Note on Table No. 1.

TABLE No. 52—MILEAGE TRAFFIC—IOWA.

RAILROADS.	PASSENGER TRAFFIC.													
	No. of passengers carried—earning revenue.	No. of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Amount received from each passenger.	Average receipt per mile—cents	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.	Highest rate of fare per mile—cents.	Lowest rate of fare per mile—cents.	Cost of carrying each passenger one mile.	EXPENSE OF RUNNING AND MANAGEMENT OF PASSENGER TRAINS.	
													Amount.	Per train mile.
Ames & College	106,015	.....	1 98	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	.....	.....	.....	$ 30,082 45	$	.....	$ 43,052 42	$2,167 80	$ 63182	05	005	....	.....	.....
§Burlington, Cedar Rapids & Nor.	993,088	41,715,565	43 013	1,078,065 92	1 08557	02 524	1,293,444 78	1,296 69	96559	035	02	.....	.....	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	22,872	320,268	14 00	8,065 37	35219	02 518	9,791 19	370 88	28964	04	02	.....	.....	.....
Chicago Great Western	.....	.....	.....	673,536 19	.....	.....	787,639 13	1,704 00	796	03	03	...	.....	.....
Chicago, Milwaukee & St. Paul	.....	.....	.....	1,828,116 83	.....	.....	2,388,673 45	1,339 99	92356	03	01	.....	.....	.....
Chicago, Rock Island & Pacific	2,332,109	84,254,236	36 16	1,991,866 85	85484	02 364	2,359,450 78	2,069 00	99043	...	.....	...	.....	.....
Chicago, North-Western	2,124,625	103,873,286	48 8	2,397,233 50	1 12831	02 308	2,953,259 74	2,079 92	94371	04	01	03042	3,159,385 49	1.0096
Chicago, St. Paul, Minn. & O	160,536	8,205,526	51 11	195,701 79	1 21925	02 385	239,566 66	2,347 54	1 32283	.....	.....	.....	.....	.....
Sioux City & Pacific	245,769	9,413,433	38 302	231,829 46	94328	02 463	276,527 16	3,436 40	1 24133	03	02	01166	155,914 91	6648
Crooked Creek	.....	.....	.....	974 90	.	..	1,668 35	94 74	.	04	.....	.....	.....	.....
Davenport, Rock Island & N. W.	63,450	1,431,070	22 55	27,494 57	43332	01 432	30,897 97	890 46	55177		.....	.....	.....	.....
Dubuque & Sioux City	951,852	41,570,512	43 67	971,737 59	1 02080	02 338	1,177,519 45	1,671 07	80965	03	.....	.....	.....	.....
Stacyville Railroad	3,365	23,199	6 89	644 65	19158	02 779	1,271 16	160 30	24417	03	.....	.....	.....	.....
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....
Iowa Central	532,743	14 030,755	26 00	337,753 03	63399	02 407	409,113 07	989 56	71430	03	0048	...	.....	.....
Albia & Centerville	20,435	317,705	16 00	7,801 86	38179	02 456	9,709 21	397 27	42584	03	01	.....	.....	.....
Iowa Central & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	03	.....	.....	.....	.....
Iowa Northern	5,275	.....	3 33	527 49	10	03	527 49	88 95	.....	03	03	...	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	64,034	1,381,416	21 57	39,617 99	6187	02 888	46,238 43	510 92	92145	04	01	.....	.....	.....
Minneapolis & St. Louis	217,448	7,114,537	33 00	163,928 14	75387	02 304	212,930 68	1,052 60	80455	.....	.....	..	.....	.....
Muscatine North & South	13,370	196,489	14 76	5,907 54	44383	03 006	6,814 86	237 70	17016	...	....	.....	.....	.....
Omaha & St. Louis	74,255	2,187,697	29 46	63,486 30	8145	02 76	80,442 15	1,224 01	8123	.....	...		....	.....
Willmar & Sioux Falls	15,647	479,551	30 00	12,354 95	7900	02 576	12,365 14	156 07	.....	.....	.....	.....	....	.....
Tabor & Northern	10,523	92,417	8 00	3,457 40	3285	03 74	4,550 51	317 69	24189	04	03	....	... .	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	93,860	5,285,364	53 46	94,187 00	95273	01 782	111,869 33	795 09	77287	03	016	02610	137,966 63	5532
Winona & Western	11,914	170,952	14 35	4,612 28	38713	02 692	6,574 17	279 75	44684	.....	....	....	.....	.....
NARROW GAUGE ROADS.														
Burlington & Northwestern	44,606	915 630	20 53	22,935 76	51421	02 505	27 857 44	530 60	82262	..	.....	.....	.....	.....
Burlington & Western	44,975	976,912	21 00	25,904 60	57731	02 656	32,767 34	314 46	27878	.	.....	.....	....	.....
Total	8,155,706	311,956,580	39 844	$ 10,214,885 41	95434	02 364	$12,524,522 06	$1,551 08	89624		.....	.....	.....	

§See note on Table No. 1.

TABLE No. 53—MILEAGE

RAILROADS.	FREIGHT TRAFFIC					
	Number of tons carried earning revenue.	Number of tons carried one mile.	Average distance haul of one ton—miles.	Total freight revenue.	Average am't received for each ton of freight.	Average receipts per ton per mile.
Ames & College						
Atchison, Topeka & Santa Fe				$ 102,723 59		
§Burlington, Cedar Rapids & Nor	2,080,222	269,700,267	129.65	3,263,935 25	$ 1.56903	$ .01210
§Chicago, Burlington & Quincy						
Chicago, Iowa & Dakota	40,067	480,684	12.00	34,710 66	.8551	.07105
Chicago Great Western				2,700,052 59		
Chicago, Milwaukee & St. Paul				8,724,605 31		
Chicago, Rock Island & Pacific	4,147,430	538,885,639	129.93	5,130,930 30	1.23713	.00952
Chicago & North-Western	5,149,884	1,111,882,720	216.00	8,059,821 80	1.56505	.00725
Chicago, St. Paul, Minn. & O.	359,747	59,737,363	164.61	552,546 56	1.57534	.00957
Sioux City & Pacific	477,839	18,348,732	38.00	220,311 28	.47301	.01233
Crooked Creek	33,876			23,469 46	.6925c	
Davenport, Rock Island & N. W.	172,057	3,451,323	20.06	82,873 44	.5234	.02401
Dubuque & Sioux City	1,449,336	235,983,625	163.03	2,332,305 21	1.61208	.00989
Stacyville Railroad	16,949	100,455	5.93	7,185 83	.42397	.07153
Iowa Central	1,507,369	187,629,658	124 40	1,290,862 28	.85637	.00688
Albia & Centerville	111,232	1,966,426	18.00	22,223 20	.19979	.01130
Iowa Northern						
Marshalltown & Dakota	87,137	348,548	4.00	8,713 70	.10000	
Mason City & Ft. Dodge						
Minneapolis & St. Louis	939,773	7,721,459	32 16	216,606 40	.90338	.02809
Muscatine North & South	755,028	38,413,850	51 00	429,137 37	.56837	.01117
Omaha & St. Louis	79,602	2,235,251	28 08	37,111 98	.4663	.01666
Wilmar & Sioux Falls	218,848	25,945,734	118.55	154,995 88	.7078	.00597
Tabor & Northern	72,560	3,974,732	54.80	98,109 61	1.35282	.02469
Union Pacific	11,767	103,331	8 70	13,664 25	1.10300	.13230
Wabash						
Winona & Western	167,609	39,579,049	236.86	200,828 95	1.28186	.00507
NARROW GAUGE ROADS.	18,413	1,474,514	79.97	9,827 30	.53372	.00674
Burlington & Northwestern						
Burlington & Western	59,482	2,034,891	34 40	83,665 47	1.40488	.04107
	64,602	5,103,264	78 00	95,337 24	1.49124	.01887
Total	17,308,153	2,552,878,895	147 49	33,962 914 83	1 29277	.00876

§See note on Table No. 1.

TRAFFIC—IOWA—CONTINUED.

FREIGHT TRAFFIC.										
Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.	Percentage of freight from point to point	EXPENSE OF RUNNING AND MANAGEMENT OF FREIGHT TRAINS. Amount.	Per train mile.	Average cost per ton per mile to move freight.	AVERAGE NUMBER TONS OF FREIGHT. In train.	In each loaded car.	In each car L. C. L.
$ 103,241 92	$5,108 49	$ .06147							
3,263,935 25	3,248 70	2 10417	23.23				169.08	11 61	
34,934 35	1,323 27	1.03343							
2,700,052 59	5,971 16	1.61009							
8,724,605 31	4,894 20								
5,130,930 30	4,492 32	1.72517					181.10	12 35	
8,060,610 30	5,676 93	1.64911	20 23	3,991,957.61	.8167	00.359	227.48	13.23	
552,553.76	5,414 54	2.51868							
226,712.28	2,817.35	1 39032	4 86	131,219.31	.6774	00.715	112 52	10.44	
23,469 46	1,312.73		103.00						
82,873.44	2,388 35	1 05208					210.42	14.58	
2,333,459.21	3,311.52	1.44270					145.78	10.00	
7,185.83	996.16	.89913					12.57	5.04	
1,290,862.28	3,122.32	1.49905	52 16				217 00	16 00	
22,223.20	939.30	1.18139					105.00	17.00	
8,713.70	1,469.30		100.00				20.00	10 00	
216,606 40	2,393.44	3 52756	100 00				135 75	14 62	
429,137.37	2,121.40	1.99897					178 94	11 99	
37,111 98	1,207 94	926318					55.81	10.43	
154,995 88	2,357 05	1.1030					184.75	19.56	
98,304 60	1,240 28								
13,664.26	1,554 52	1 2418							
200,881.46	1,427.73	1.43872	20.00	275,933.26	1.9762	00.697	283.47	15.29	16 67
9 827.30	418.18	66802							
83,565 47	1,591 72	4.55397							
90,337.24	924.54	.81296							
$ 33,956,705.14	$4,206.56	1.77464		$4,399,110.18					

TABLE No. 54—

RAILROADS.	PASSENGER AND FREIGHT TRAFFIC. Passenger and freight revenue.	PASSENGER AND FREIGHT REVENUE PER MILE OF ROAD. Miles.	Amount per mile.
Ames & College	$ 132,805 54	$ 19.86	$ 6,687 08
Atchison, Topeka & Santa Fe	4,342,001 47	1,004.69	4,321 73
§ Burlington, Cedar Rapids & Northern			
§ Chicago, Burlington & Quincy	42,275 43	20.40	1,601 34
Chicago, Iowa & Dakota	3,433,588 78	462 23	7,428 31
Chicago Great Western	10,551,722 14	1,782 61	5,919 82
Chicago, Milwaukee & St. Paul	7,122,797 15	1,140 38	6,245 99
Chicago, Rock Island & Pacific	20,457,055 30	1,419 59	14,412 69
Chicago & North-Western	748,248 35	102.05	7,332 17
Chicago, St. Paul, Minneapolis & Omaha	458,140 74	80 47	5,693 13
Sioux City & Pacific	24,444 36	17 61	1,388 10
Crooked Creek	110,368 01	34 69	3,180 73
Davenport, Rock Island & Northwestern	3,304,042 80	704 65	4,688 91
Dubuque & Sioux City	7,830 48	7 93	987 45
Des Moines Union			
Iowa Central	1,628,615 31	413 43	3,939 28
Albia & Centerville	30,025 56	24 44	1,228 52
Iowa Central & Western			
Iowa Northern	9,241 19	5 93	1,558 18
Marshalltown & Dakota			
Mason City & Ft. Dodge	856,224 39	90 50	2,831 21
Minneapolis & St. Louis	593,665 51	222 20	2,931 76
Muscatine North & South	43,019 52	28 67	1,500 50
Omaha & St. Louis	215,392 18	65 72	3,277 21
Willmar & Sioux Falls	110,515 56	79 26	1,394 38
Tabor & Northern	17,121 66	8 79	1,947 84
Union Pacific			
Wabash	295,015 96	140 10	2,106 77
Winona & Western	14,439 58	23 50	614 45
NARROW GAUGE ROADS.			
Burlington & Northwestern	106,502 23	52 50	2,028 61
Burlington & Western	122,301 84	70 70	1,173 72
Total	$ 44,177,800 24	$ 8,009 29	$ 5,515 82

See note on Table No. 1. * Deficit.

MILEAGE TRAFFIC—IOWA—CONTINUED.

PASSENGER AND FREIGHT TRAFFIC. PASSENGER AND FREIGHT EARNINGS. Amount.	Per mile of road.	GROSS EARNINGS FROM OPERATION. Amount.	Per mile of road	EXPENSE. Amount.	Per mile of road.	Net earnings per mile.	EXPENSE OF RUNNING AND MANAGEMENT OF ALL TRAINS. Total.	Per tr'n mile.
$ 146,294 34	$ 7,366 28	$ 148,224 83	$ 7,463 49	$ 80,727 04	$ 4,064 81	$ 3,398 68		
4,557,350 03	4,536 11	4,594,493 72	4,543 19	3,155,498 07	3,140 77	1,402 42	$ 3,155,498 07	1.108
44,735 54	1,604 15	44,735 54	1,094 15	27,046 14	1,058 16	615 58		
3,547,691 72	7,675 17	3,554,654 97	7,690 24	2,403,146 60	5,328 84	2,361 40		
11,113,278 76	6,834 28	11,134,831 26	6,246 56	7,919,010 28	4,442 37	1,803 99		
7,490,381 08	6,508 92	7,569,354 33	6,584 96	4,666,020 80	4,091 64	2,493 32		
11,013,870 04	7,756 86	11,033,853 61	7,770 92	6,796,807 14	4,786 71	2,984 21	7,151,343 10	9362
792,120 42	7,762 08	799,721 24	7,836 56	438,668 35	4,298 57	3,537 99		
583,239 44	6,253 75	581,411 38	6,355 30	270,075 58	3,356 83	2,999 07	287,164 22	6984
25,137 81	1,427 47	25,137 81	1,427 47	16,298 80	925 54	421 89		
113,771 41	3,278 81	451,556 02	4,361 97	98,788 37	2,847 01	865 78		
3,510,978 66	4,582 59	3,592,324 49	5,698 03	2,633,177 77	3,739 86	1,301 17		
8,456 95	1,066 40	8,462 94	1,067 21	7 797 60	983 30	83 91		
1,699,975 38	4,111 88	1,715,794 75	4,150 15	1,410,835 45	3,413 51	737 63		
31,932 41	1,366 50	32,602 50	1,309 43	28,195 12	1,153 05	155 79		
9,241 19	1,558 18	9,241 19	1,558 18	10,633 34	1,759 47	* 201 29		
262,844 83	2,904 36	263,003 33	2,906 11	117,097 47	1,293 89	1,612 22		
642,068 05	3,174 00	649,040 94	3,208 47	500,120 15	2,472 29	736 18		
43,926 84	1,532 15	44,091 84	1,534 76	30,517 05	1,273 70	261 41		
235,348 03	3,581 07	236,628 59	3,600 55	223,698 84	3,403 81	196 72		
110,669 74	1,396 29	112,864 94	1,423 99	217,921 67	2,749 46	*1,325 47		
18,214 77	2,072 21	18,403 78	2,093 71	11,430 83	1,300 43	793 28		
312,759 79	2,222 82	312,759 79	2,222 82	413,890 89	2,941 72	*718 90	413 890 89	1.4555
16,401 47	697 94	16,631 08	707 70	32,533 41	1,384 40	*677 72		
111,422 91	2,122 34	111,422 91	2,122 34	65,157 05	1,241 09	881 25		
129,104 58	1,239 00	129,104 58	1,239 00	174,141 93	1,642 44	*403 44		
$ 46,491,227 20	$ 5,804 66	$46,729,430 75	$ 5,834 46	$ 31,815,944 08	$ 3,972 38	$ 1,862 02		

TABLE No. 55—MILEAGE

RAILROADS.	MILES RUN. BY TRAINS EARNING REVENUE. Passenger trains.	Freight trains.	Mixed trains.	Total.
Ames & College				
Atchison Topeka & Santa Fe	60,840	99,745	7,300	167,885
§Burlington, Cedar Rapids & Northern	1,339,542	1,508,169		2,847,711
§Chicago, Burlington & Quincy				
Chicago, Iowa & Dakota				
Chicago Great Western			33,804	33,804
Chicago, Milwaukee & St. Paul	989,691	1,711,698		2,701,389
Chicago, Rock Island & Pacific	2,348,774	4,954,015	257,613	7,540,402
Chicago, North-Western	2,110,816	2,702,722	271,440	5,084,978
Chicago, St. Paul, Minneapolis & Omaha	2,750,987	4,509,451	378,417	7,638,855
Sioux City & Pacific	170,502	208,782	10,600	389,884
Crooked Creek	217,393	157,691	5,374	380,458
Davenport, Rock Island & Northwestern				
Dubuque & Sioux City	55,997	16,404		72,401
Stacyville Railroad	1,454,352	1,617,420		3,071,772
Des Moines Union	5,206	7,992		13,198
Iowa Central				
Albia & Centerville	578,750	780,685	80,435	1,433,870
Iowa Central & Western	22,820	18,811		41,611
Iowa Northern				
Marshalltown & Dakota			7,515	7,515
Mason City & Ft. Dodge				
Minneapolis & St. Louis	50,180	61,404		111,584
Muscatine North & South	264,658	214,679		479,337
Omaha & St. Louis			40,050	40,050
Willmar & Sioux Falls	98,469	140,433		238,902
Tabor & Northern	49,313	72,340	19,785	141,384
Union Pacific			11,005	11,005
Wabash				
Winona & Western	144,746	139,625		284,371
	14,711	14,711		29,422
NARROW GAUGE ROADS.				
Burlington & Northwestern				
Burlington & Western	30,096	18,350		48,446
	117,540	118,502		236,042
Total	12,849,363	19,073,635	1,123,278	33,046,276

TRAFFIC—IOWA—CONTINUED.

BY OTHER TRAINS. Switching.	Construction and others.	Grand total train mileage.	AVERAGE NO. OF CARS IN TRAIN. All.	Loaded.	Empty.	MILEAGE OF FREIGHT CARS. Loaded north or east.	Loaded south or west.	Empty north or east.	Empty south or west.
		167,885	27	20	7	1,181,684	974,616	255,275	528,536
513,805	170,157	3,531,673	20	15	5				
		33,804				21,977	21,945	10,147	8,940
203,503	71,910	2,970,802				13,720,660	12,472,737	2,570,396	4,001,795
			20	15	5	21,502,213	22,485,331	7,605,373	7,192,192
1,985,915	1,401,365	11,026,135	24	17	7	41,306,385	42,640,892	16,605,208	18,187,133
91,541	9,178	470,603							
76,211	9,665	666,364	16	11	5	899,181	856,785	433,600	419,959
	8,030	80,437	20	14	6	122,837	113,934	35,839	69,861
468,188	257,156	3,797,116	20	15	5	11,254,228	12,321,992	4,551,805	3,514,055
		13,198	3	2	1	10,068	9,759	1,854	1,951
271,052	455,848	2,160,770	18	13	5	6,646,511	4,877,147	1,232,779	2,870,433
		41,611	9	6	3	98,068	25,419	3,798	53,198
		7,515	10	5	5				
	6,828	118,412	12	9	3	321,489	208,702	46,870	171,918
	41,720	521,657	21	17	4	1,821,509	1,795,979	438,749	411,453
		40,050	4	3	1				
	76,916	315,818	15	10	5				
	66,167	207,551	23	18	5	779,006	847,048	262,490	234,097
		11,005							
57,706	28,309	370,386	26	18	8	1,345,687	1,248,173	567,631	523,904
19,272		67,718							
18,198		254,240							
3,645,391	2,663,285	26,700,150	17	12	5	101,115,283	100,886,457	34,620,193	38,189,413

See Note on Table No. 1.

TABLE No. 56—MILEAGE TRAFFIC—ENTIRE LINE.

RAILROADS.	PASSENGER TRAFFIC								
	No. of passengers carried earning revenue.	No. of passengers carried one mile.	Average distance carried—miles.	Total passenger revenue.	Average amt. received from each passenger.	Average receipts per passenger per mile.	Total passenger earnings	Passenger earnings per mile of road.	Passenger earnings per train mile.
Ames & College	106,015		1.98						
Atchison, Topeka & Santa Fe	3,626,240	326,177,943	89 95	7,337,185 45	$ 2.02356	$ .02249	$ 6,617,961 02	$ 3,003 80	$ 1.15523
§Burlington, Cedar Rapids & Northern	1,175,059	46,007,539	39.153	1,171,034 95	.96568	.02545	1,429,383 13	1,185 91	.94636
§Chicago, Burlington & Quincy		535,558,612		11,533,207 71		.02102	14,674,339 31	1 892 70	1.00739
Chicago, Iowa & Dakota	22,872	380,208	14.00	8,696 37	.35219	.02518	9,791 19	370 88	.28964
Chicago Great Western	1,493,609	66,052,117	44.82	1,332,080 59	.8925	1 0 01	1,653,821 25	1,779 21	.754
Chicago, Milwaukee & St. Paul	8,319,727	341,613,591	41.07	7,89.9,215 76	.05432	.02324	10,779,626 78	1,639 82	1.00147
Chicago, Rock Island & Pacific	7,633,726	357,826,819	40.66	6,477,014 97	.83930	.02095	7,941,947 36	2,026 57	1.01784
Chicago & North-Western	17,036,594	483,519,690	28.381	9,741,673 10	.57239	.02017	11,606,499 77	2,005 49	.87305
Chicago, St. Paul, Minneapolis & Omaha	2,046,781	104,610,986	51.11	2,495,118 35	1.21905	.02385	2,958,834 42	1,895 26	.97289
Sioux City & Pacific	269,450	10,091,540	37.45	249,924 05	.92753	.02477	305,128 44	2,840 52	1.30083
Crooked Creek				974 90			1,668 35	94.74	
Davenport, Rock Island & Northwestern	90,643	2,044,386	22.55	89,277 96	.4331	.01432	44,139 97	800 40	.55177
Dubuque & Sioux City	958,549	41,952,497	43.77	981,517 57	1.02396	.02340	1,191,342 37	1,629 74	.81202
Stacyville Railroad	3,365	23,199	6.89	644 65	.19158	.02779	1,271 16	154 30	.24417
Des Moines Union									
Iowa Central	664,225	17,184,864	26	466,496 66	.01199	.02365	491,920 72	971 74	.62091
Albia & Centerville	20,435	347,705	19	7,801 86	.38179	.02456	9,709 21	307 87	.42584
Iowa Central & Western	5,274		3.33	527 49	.10	.03	527 49	88 95	
Iowa Northern									
Marshalltown & Dakota	64,034	1,381,416	21 57	39,617 96	.61870	.02868	46,238 43	510 92	.02145
Mason City & Ft. Dodge	857,937	34,859,713	40.63	703,826 26	.82037	.02016	863,298 88	1,358 67	.97670
Minneapolis & St. Louis	13,310	196,289	14 76	5,997 54	.44363	.03006	6,814 86	237 70	.17016
Muscatine North & South	162,129	4,776,632	29.46	133,766 20	.82505	.02800	175,637 90	1,221 09	.81227
Omaha & St. Louis	186,289	7,566,685	40.60	217,495 04	1.16704	.02872	269,281 32	616 59	.67090
Willmar & Sioux Falls	10,523	92,417	8.79	3,457 40	.3285	.0374	4,559 51	317 69	.24184
Tabor & Northern									
Union Pacific	4,943,016	264,268,214	53.46	4,982,694 25	1.00803	.01885	6,161,877 40	2,610 63	.88140
Wabash	60,570	1,383,997	22.85	37,338 89	.61646	.02698	47,148 34	390 40	.58704
Winona & Western									
NARROW GAUGE ROADS.									
Burlington & Northwestern	44,606	915,690	20.53	22,930 76	.51421	.02505	27,857 44	530 60	.82202
Burlington & Western	44,975	976,912	21.00	25,964 60	.57731	.02656	32,767 34	314 46	.27878
Total	49,859,944	2,597,751,862	41.452	55,835,575 12	.89041	.02149	70,063,385 39	1,991 51	.96003

§ See note on Table No. 1.

TABLE No. 57—MILEAGE TRAFFIC—ENTIRE LINE—CONTINUED.

RAILROADS.	FREIGHT TRAFFIC.												
	Number of tons of freight carried 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 receipt per ton per mile—cents.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.	Cost per ton per mile to move freight—cents.	Average number of tons of freight in train.	Av. No. of tons freight in each car load.	Average No. of tons freight in each car. L. C. L.
Ames & College				$									
Atchison, Topeka & Santa Fe	8,925,492	2,672,741,798	299 45	$ 25,054,414 97	2.80.706	.937	$ 25,180,960 01	$ 5,229 56	$ 2.23,967		237 72	13 01	
§Burlington, Cedar Rapids & N.	2,157,895	284,090,019	131 65	3,550,021 20	1.64.513	1.250	3,559,021 20	2,816 00	2.11 294		109 08	11 61	
§Chicago, Burlington & Quincy		3,871,337,910		33,376,309 40		.862	33,401,155 65	4,308 69	1.72.929		200 43	12 50	
Chicago, Iowa & Dakota	40,007	480,684	12 00	34,210 06	.85 51	7.105	5,312,771 33	5,715 67	1.69		312 99	14 59	
Chicago Great Western	2,651,054	833 799,170	31 45	5,312,771 33	2.03.	.637	31,444,279 12	4,783 32	2 00.664		252 29	12 94	
Chicago, Milwaukee & St Paul	18,210,683	3,639,977,919	202 10	31,357,992 49	1.74.108	.861	18,269,471 57	4,842 67	1.84.985		185 04	12 12	
Chicago, Rock Island & Pacific	7,877,173	1,827,473,847	232 00	18,269,471 57	2 31 .929	1.	32,078,297 59	5,701 56	2 20 473	.400	255 08	13 55	
Chicago & North-Western	25,527,575	3,711,333,187	145 00	32,041,642 87	1 25.518	.863	7,589,807 62	4,861 58	2 36.056		246 62	14 26	
Chicago, St. Paul, Minn. & O	4,817,489	792,959,262	164 60	7,589,092 37	1.57.534	.957	2,565 41	1.42 267	.821	110 16	9 61		
Sioux City & Pacific	509,551	21,338,692	42 00	275,134 19	53 996	1.289	1,332 73						
Crooked Creek	33,876			23,469 46	.69 282		5.25		210 40	14 58			
Davenport, Rock Island & N-W	245,795	4,930,462	20 06	118 390 62	52.234	2.401	118,390 62	2,388 35	1.12.897		144 18	9 94	
Dubuque & Sioux City	1,449,440	236,744,529	163 34	2,345,143 24	1.61.790	.991	2,346,207 24	3,209 71	.89.913		12 57	5 04	
Stacyville Railroad	18,949	252,497,682	151 00	1,789,978 66	1.07 364	.709	7,185 83	998 16	1.60.225		226 02	16 46	
Iowa Central	1,667,228	1,966,426	18 00	22,223 20	.19.979	1.130	1,789,978 66	3,536 60	1.18.136		105 00	17 00	
Albia & Centerville	111,232						22,223 20	909 30				20 00	20 00
Iowa Central & Weste					.10.								
Iowa Northern	87,137	348,548	4 00	8,713 70			8,713 70	1,469 30					
Marshalltown & Dakota													
Mason City & Ft. Dodge	830,773	7,721,459	32 16	216,606 40	.60. 338	2 809	216,606 40	2,591 44	3 52.756		125 75	14 62	
Minneapolis & St. Louis	1,766,287	210,799 911	118 35	2 413,133 55	1.39 022	1.145	2,413,133 55	3,811 07	3.30 535		288 74	13 93	
Muscatine North & South	79,602	2,235,251	28 08	37,111 98	.46.66	1.66	37 111 98	1,297 64	.92.638		55 81	16 43	
Omaha & St. Louis	477,838	56,650,075	118 55	338,222 43	1.70.782	.597	338,222 43	2,353 18	1 10.395		184 73	19 56	
Willmar & Sioux Falls	639,263	79,768,260	124 80	1,210,198 54	1.89.312	1.517	1,210,605 40	2,771 98	3 07.558		202 65	14 20	
Tabor & Northern	11,797	103,381	8 79	13,664 26	1.10.3	13 33	13,664 26	1,554 52	1.24.18				
Union Pacific	8,354,949	1,978,952,453	236 86	11,158,966 24	5.33.561	.564	11,392,587 75	4,846 75	1 61.188		436 283	47 15	29 16.69
Wabash	137,166	7,450,164	54 00	156,556 70	1.13.475	21.014	156,556 70	1,269 53	1.94.926				
Winona & Western													
NARROW GAUGE ROADS.													
Burlington & Northwestern	59,482	2,034,891	34 40	83,565 47	1.40.488	4.107	83,565 47	1,391 72	4.55.367				
Burlington & Western	64,602	5,103,264	78 00	96,337 24	1.49.124	1.887	96,337 24	924 54	.81.296				
Total	85,960,017	20,502,929,114	193 55	$176,900,527 87	1.66.966	.854	1.777,411,924 82	5,042 84	2.11.383				

§ See note on Table No. 1.

TABLE No. 58.—MILEAGE—

RAILROADS.	PASSENGER AND FREIGHT REVENUE.		PASSENGER
	Amount.	Miles.	Per mile.
Ames & College			
Atchison, Topeka & Santa Fe	$ 32,391,600 42	4,815.09	$6,727 10
§ Burlington, Cedar Rapids & Northern	4,721,056 15	1,251.77	3,771 50
§ Chicago, Burlington & Quincy	44,909,517 11	7,753.13	5,792 44
Chicago, Iowa & Dakota	42,275 43	26.40	1,601 34
Chicago Great Western	6,615,751 72	929.51	7,149 74
Chicago, Milwaukee & St. Paul	39,207,208 25	6,573.66	5,977 90
Chicago, Rock Island and Pacific	24,676,486 54	3,772.37	6,541 37
Chicago & North Western	41,793,315 97	5,538.86	7,545 55
Chicago, St. Paul, Minn. & Omaha	10,084,210 62	1,561.18	6,459 35
Sioux City & Pacific	525,058 24	107.42	4,887 90
Crooked Creek	24,444 36	17.61	1,388 10
Davenport, Rock Island & Northwestern	157,668 58	56 58	3,180 72
Dubuque & Sioux City	3,326,660 81	731.00	4,550 84
Stacyville Railroad	7,830 48	7.93	987 45
Des Moines Union			
Iowa Central	2,196,475 38	506.13	4,339 35
Albia & Centerville	30,025 06	24.44	1,228 52
Iowa Central & Western			
Iowa Northern	9,241 19	5.93	1,558 18
Marshalltown & Dakota			
Mason City & Ft. Dodge	256,224 39	90 50	2,831 21
Minneapolis & St. Louis	3,116,950 81	641 84	4,856 35
Muscatine North & South	43,019 52	28 67	1,500 50
Omaha & St. Louis	471,987 03	143 39	3,283 85
Willmar & Sioux Falls	1,427,603 58	436 73	3,268 85
Tabor & Northern	17,121 66	8.79	1,947 84
Union Pacific			
Wabash	16,141,669 49	1,929.90	6,838 82
Winona & Western	193,895 59	120.75	1,605 76
NARROW GAUGE ROADS.			
Burlington & Northwestern	106,562 23	52.50	2,028 61
Burlington & Western	122,301 84	104.20	1,173.72
Total	$232,736,162 99	37,036.28	$6,284 00

§ See Note on Table No. 1. * Deficit.

TRAFFIC—ENTIRE LINES—CONTINUED.

AND FREIGHT TRAFFIC.							
PASSENGER AND FREIGHT EARNINGS.		GROSS EARNINGS FROM OPERATION.		EXPENSE.		NET EARNINGS FROM OPERATION.	
Amount.	Per mile.	Amount	Per mile.	Amount.	Per mile	Amount.	Per mile.
$ 34,828,921 01	$ 7,233 20	$ 35,349,804 66	$ 7,341 46	$ 19,922,736.71	$4,137 56	$ 15,427,073.95	$3,203 90
4,959,404 33	3,961 17	4,966,518 01	3,967 59	3,480,207.58	2,780.22	1,486,310.43	1,187 37
48,075,495 25	9,250 79	49,655,066 03	9,404 52	32,072,237.33	4,139 68	17,582,829.30	2,267 84
44,725 51	1,694 15	44,725 54	1,694 15	27,910.14	1,058.56	16,779.40	635 58
6,966,594 58	7,494 91	6,965,784 14	7,515 56	5,228,629 50	5,625.15	1,757,154.64	1,890.41
42,223,885 92	6,423 19	42,369,012 65	6,445 27	26,573,849 86	4,042 48	15,795,152 79	2,402.79
25,914,428 93	6,869 54	22,075,574 31	6,912 25	17,096,066.33	4,531 92	8,979,597.68	2,380.33
43,084,797 36	7,887 05	43,812,868 30	7,910 17	26,512,650 74	4,786.71	17,300,217 59	3,121.46
10,548,642 04	6,756 84	10,074,504 45	6,837 50	6,464,552.14	4,140.81	4,210,012.31	2,696 69
580,704 63	5,405 92	598,922 76	5,575 53	360,525.82	3,356 23	238,396 94	2,219.30
25,137 81	1,427 47	25,137 81	1,427 47	16,298.80	925 54	8,839.01	421.89
162,530 50	3,278 85	216,222 88	4,361 97	141,126 20	2,847.00	75,096.68	1,516.97
3,537,639 61	4,829 45	3,619,412 38	4,951 32	2,676,772.59	3,663.80	942,639 79	1,289.52
8,450 99	1,086 40	8,462 94	4,067 21	7,797.60	983 30	665 34	83.91
2,281,908 38	4,508 54	2,298,123 47	4,540 06	1,843,225.83	3,611 80	454,897.64	898 78
31,932 41	1,300 56	32,602 56	1,309 43	25,195.12	1,153.06	3,807.44	155.79
9,241 19	1,558 18	9,241 19	1,558 18	10,633.84	1,759.47	*1,392.65	*201.29
252,841 83	2,904 36	263,203 33	2,906 11	117,097.47	1,293.89	145,905.86	1,612.22
3,273,432 43	5,373 17	3,402,239 08	5,373 17	1,921,808 56	3,035.12	1,480,431.42	2,338.05
43,023 84	1,534 76	44,001 84	1,534 76	36,517.05	1,273.70	7,484 79	261.06
513,860 33	3,525 18	516,860 33	3,587 07	488,425.44	3,393.21	28,230.89	199.26
1,479,886 77	3,388 57	1,485,815 71	3,402 14	938,542.39	2,149 02	547,273 32	1,253.12
18,214 77	2,092 21	18,403 78	2,093 71	11,430.83	1,300 43	6,972 95	793.28
17,554,465 15	7,437 38	17,636,120 68	7,471 98	12,915,695.56	5,471.80	4,721,025.12	2,000 18
293,705 04	1,685 34	295,105 14	1,698 59	162,667.04	1,347.14	42,438.10	351.45
111,422 91	2,122 34	111,422 91	2,122 34	65,157 05	1,241.09	46,265.86	881.25
129,104 58	1,239 00	129,104 58	1,239 00	174,141 93	1,613.44	*45,037.35	*403.44
$ 217,475,310 21	$ 6,681 07	$ 250,553,318 06	$ 6,765 07	150,204,330 42	4,301.02	91,258,079.64	2,464.04

TABLE No. 59—MILEAGE TRAFFIC—

RAILROADS.	MILES RUN. BY TRAINS EARNING REVENUE. Passenger.	Freight.	Mixed.	Total.
Ames & College				
Atchison, Topeka & Santa Fe	6,922,069	9,814,555	1,428,591	18,166,115
§ Burlington, Cedar Rapids & Northern	1,489,272	1,680,135		3,169,407
§ Chicago, Burlington & Quincy	13,650,559	18,397,431	917,556	32,965,546
Chicago, Iowa & Dakota			33,804	33,804
Chicago Great Western	2,191,819	2,663,964		4,855,783
Chicago, Milwaukee & St Paul	9,635,637	14,541,938	1,128,138	25,305,713
Chicago, Rock Island & Pacific	6,958,489	9,321,747	554,456	16,832,692
Chicago & North-Western	11,998,006	13,253,477	1,296,255	26,547,738
Chicago, St. Paul, Minneapolis & Omaha	2,636,242	2,810,218	405,039	5,851,499
Sioux City & Pacific	217,471	176,609	17,094	411,174
Crooked Creek				
Davenport, Rock Island & Northwestern	79,996	23,434		103,430
Dubuque & Sioux City	1,467,126	1,641,953		3,109,079
Stacyville Railroad	5,206	7,992		13,198
Des Moines Union				
Iowa Central	700,515	1,036,731	80,435	1,817,681
Albia & Centerville	22,800	18,811		41,611
Iowa Central & Western				
Iowa Northern			7,515	7,515
Marshalltown & Dakota				
Mason City & Fort Dodge	50,180		61,404	111,584
Minneapolis & St. Louis	880,825	730,068		1,610,893
Muscatine North & South			40,050	40,050
Omaha & St. Louis	214,998	306,624		521,622
Willmar & Sioux Falls	277,132	269,377	124,241	670,750
Tabor & Northern			11,005	11,005
Union Pacific				
Wabash	7,237,313	6,981,266		14,218,579
Winona & Western	80,316	80,316		160,632
NARROW GAUGE ROADS.				
Burlington & Northwestern	30,096	18,350		48,446
Burlington & Western	117,540	118,502		236,042
Total	66,862,507	83,893,498	6,105,581	156,861,588

§ See note on Table No. 1.

ENTIRE LINE—CONTINUED.

BY OTHER TRAINS. Switching.	Construct'n and other.	Grand total train mileage.	Average number freight cars in train.	Average number loaded cars in train.	Average number empty cars in train.	CAR MILEAGE. Loaded freight cars east or north.	Loaded freight cars south or west.	Empty cars north or east.	Empty cars south or west.
	421,008	18,587,183	25	18	7	103,395,935	102,038,115	39,928,269	42,305,955
549,897	223,410	3,942,714	19	14	5		24,466,226		8,640,372
		32,965,546	23	16	7				
		33,804				21,777	21,945	10,147	8,940
741,008	133,127	5,720,918	27	22	5	30,301,018	26,814,399	5,078,817	9,044,096
4,633,508	1,547,054	31,486,275	25	18	7	149,954,581	131,411,498	45,332,352	66,656,686
		16,832,692	20	15	5	73,486,106	77,272,655	27,196,979	26,351,538
8,609,676	3,220,371	38,377,785	26	19	7	134,427,623	139,400,792	58,147,676	51,380,618
1,278,474	427,395	7,557,368	22	17	5	25,599,476	30,031,203	10,621,540	6,211,193
119,798	10,767	541,739	16	11	5	1,132,483	1,087,808	548,942	532,879
	11,480	114,910	20	14	6	175,491	162,763	51,199	99,891
480,574	251,696	3,841,349	19	14	5	11,366,483	12,442,318	4,601,743	3,563,461
		13,198	3	2	1	10,668	9,759	1,854	1,951
333,514	467,415	2,618,610	18	14	4	8,539,596	6,798,225	1,868,155	3,393,793
		41,611	9	6	3	92,068	25,419	3,798	53,198
		7,515	10						
	6,828	118,412	12	9	3	321,489	226,702	46,239	171,918
	130,320	1,741,213	24	20	4	7,662,120	7,466,614	1,385,459	1,439,286
		40,050	4	3	1				
123,950	43,990	689,502	14	9	5				
	226,318	877,068	18	14	4	2,715,413	2,900,636	958,864	892,507
		11,005							
2,885,276	1,415,439	18,519,294	26	18	8	67,284,355	62,108,636	28,381,467	26,198,278
		162,632							
19,272		67,718							
18,198		254,240							
19,793,145	8,516,618	185,171,351	18	14	4	616,486,082	624,665,803	224,163,500	246,026,480

TABLE No. 60—TONNAGE—IOWA.

RAILROADS.	PRODUCTS OF AGRICULTURE.											PRODUCTS OF ANIMALS.						
	Grain.	Flour.	Other mill products.	Hay.	Tobacco.	Fruit and vegetables.	Grass seed.	Cotton.	Butter.	Eggs.	Cheese.	Live stock.	Dressed meats.	Other packing house products.	Poultry, game and fish.	Wool.	Hides and leather.	Milk.
Ames & College	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	....	.....	.....	.....	.....	.....	.....	....
Atchison, Topeka & Santa Fe	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
§Burlington, Cedar Rapids & Nor..	616,689	127,798	21,579	20,838	.....	37,168	13,580	.....	.....	20,511	....	186,936	19,553	.....	....	.....	.....	.....
§Chicago, Burlington & Quincy....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
*Chicago, Milwaukee & St. Paul...	886,595	30,472	53,105	24,842	103	13,185	4,280	.....	14,375	14,167	....	351,132	53,298	103,458	5,486	6,406	6,506	.....
Chicago, Rock Island & Pacific....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Chicago & North Western	1,375,721	27,871	53,602	27,012	24	42,224	.....	...	7,593	1,689	....	305,466	74,916	54,574	5,731	4,239	5,635	.....
Chicago, St. Paul, Minn. & O....	61,468	6,335	12,839	11,654	.....	4,693	...	.....	.....	.....	..	69,524	3,591	5,939	207	8	104	.....
Sioux City & Pacific	66,551	5,128	3,356	6,919	....	15,576	....	....	769	45	..	47,654	21,400	12,643	260	....	1,843	.....
Crooked Creek	10,222	9	.....	....	...	362	.....	.....	.....	.....	....	411	.....	.....	10	.....	.....	.....
Dav., Rock Island & N. W.	7,220	1,725	1,373	707	39	3,190	...	.....	.....	.....	..	1,555	89	183	100	47	548	.....
Dubuque & Sioux City	438,601	25,180	10,162	7,492	76	29,959	....	....	5,867	...	..	174,130	.....	40,468	2,608	2,005	2,052	.....
Stacyville Railroad	10,033	24	....	85	.....	901	.....		....	.....	....	1,367	....	.....	2	.....	....	.....
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....	.....	.....	.....	.....	.....	.....
Iowa Central	301,095	50,451	12,417	2,898	.....	10,643	.....	.....	846	2,568	89	89,186	1,651	14,894	1,366	300	1,464	.....
Albia & Centerville	83	440	15	298	.....	372	....	..	.....	85	.	430	.....	.....	.....	.....	.....	.....
Iowa Central & Western	30,514	40,127	12	1,924	.....	970	.....	....	76	71	....	2,906	.....	34	41	...	16	.....
Iowa Northern	.....	.....	.....	.....	...	.....	...	...	.....	.....	..	.....	.....	.....	.....	.....	..	.....
Marshalltown & Dakota	.....	.....	.....	.....	...	.....	...	...	.....	.....	..	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	76,604	1,181	381	367	.....	869	.....	.....	2 2	...	...	9,568	.....	526	131	.....	.....	.....
Minneapolis & St Louis	235,418	45,252	7,653	16,271	.....	7,858	.....	..	.....	.....	....	24,003	3,613	1,950	.....	1	93	.....
Muscatine North & South	4,323	727	10,063	165	2	2,694		..	....	.....	....	1,350	32	28	27	.....	44	.....
Omaha & St. Louis	25,883	921	354	.....	338	154	†48	9	.....	.....	....	17,418	874	11,110	57	22	1,334	.....
Willmar & Sioux Falls	.....	.....	.....	.....	...	.....	....	....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	.....	.....	.....	.....	...	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	...	.....	....		.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Wabash	33,625	3,164	4,617	3,020	95	3,239	....	738	....	.....	...	6,682	2,453	4,915	.....	134	1,210	.....
Winona & Western	6,220	130	.....	515	.....	377	.....	.....	.....	.....	...	1,940	.....	.....	18	8	1	... .
NARROW GAUGE ROADS.																		
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
Total	4,141,285	368,935	191,528	125,017	677	174,374	17,908	747	29,798	39,136	89	1,381,664	181,470	250,722	16,044	13,170	20,910	.....

*Waybilled from Iowa stations only. †Rice. §See note on Table No. 1.

TABLE No. 61—TONNAGE—IOWA—CONTINUED.

RAILROADS.	PRODUCTS OF MINES.						PRODUCTS OF FOREST			MANUFACTURES.						
	Anthracite Coal.	Bituminous Coal.	Coke.	Ores.	Stone and Like Articles.	Salt.	Lumber.	Ties, Logs and other Forest Products.	Telegraph, Telephone and Electric Light Poles.	Petroleum and other Oils.	Sugar.	Iron—pig and bloom.	Iron and Steel Rails.	Other Castings and Machinery	Bar and Sheet Metal.	Cement and Lime.
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
§Burlington, Cedar Rapids & Northern	72,224	242,174	.....	.....	69,421	.....	239,940	.....	.....	.....	.....	.....	.....	.....	.....	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*Chicago, Milwaukee & St. Paul	1,469	331,848	470	27,657	91,637	7,290	93,976	44,466	.....	5,015	.....	5,050	.....	4,841	3,333	18,406
Chicago, Rock Island & Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & North-Western	13,980	783,663	7,825	1,291	72,852	9,269	172,622	20,682	.....	16,720	19,747	8,979	13,325	7,637	4,580	26,797
Chicago, St. Paul, Minneapolis & O	1,981	15,096	170	.....	1,646	..	6,953	.....	.....	3,995	580	125	302	320	.....	13,821
Sioux City & Pacific	7,210	75,665	293	780	1,337	1,668	43,991	4,556	.....	3,115	5,807	285	.....	637	690	2,272
Crooked Creek	297	11,117	.....	.....	8,141	.....	1,113	17	.....	.....	.....	.....	.....	41	.....	.....
Davenport, Rock Island & N. W.	2,854	42,213	919	.....	9,115	.....	14,420	.....	1,181	720	2,061	1,238	24194	7,897	2,187	5,748
Dubuque & Sioux City	37,236	140,422	701	497	30,441	12,243	131,438	597	.....	12,249	7,569	945	6,559	13,928	11,353	33,274
Stacyville Railroad	255	1,314	.....	...	.....	.....	1,116	.....	.....	.....	.....	.....	.....	60	30	70
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	18,355	626,694	16,584	83	29,414	3,790	92,308	11,798	1,349	15,017	8,015	6,304	4,370	3,119	3,219	10,637
Albia & Centerville	214	102,028	225	.....	1,348	173	1,258	510	.....	69	16	90	81	69	.....	131
Iowa Central & Western	678	127,278	648	.....	1,717	82	40,740	6,120	15	68	62	94	....	337	44	632
Iowa & Northern	.....	87,137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	1,916	76,283	.....	.....	6,622	620	12,059	1,681	.....	210	323	.....	248	605	.....	.....
Minneapolis & St. Louis	5,342	80,121	623	1,830	2,036	.....	180,455	2,092	.....	1,849	951	48	8	1,462	604	49,756
Muscatine North & South	2,398	10,597	22	...	1,093	..	28,437	.....	.....	180	2,883	62	28	259	32	.....
Omaha & St. Louis	2,234	166,250	407	43	3,860	284	11,279	5,176	1,569	189	691	222	2,274	411	1,642	.....
Willmar & Sioux Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	5,129	34,213	400	277	6,448	....	9,567	3,364	.....	1,782	1,026	717	1,400	1,954	.....	3,237
Winona & Western	1,864	1,210	.....	..	128	.....	2,626	.....	.....	70	224	.....	....	18	.....	308
NARROW GAUGE ROADS																
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western	.....	.....	...	....	..	.....	.....	.....	.....	.....	.....	.....	.....	...	...	.....
Total	175,676	2,955,363	29,291	32,508	340,266	35,419	1,084,278	101,059	4,514	61,248	49,955	24,150	30,789	43,588	27,714	165,089

§See Note on Table No. 1. *Waybilled from Iowa Stations only.

TABLE No. 62.—TONNAGE—CONTINUED.

RAILROADS.	MANUFACTURES—Continued. Brick.	Tile.	Agricultural implements	Wagons, carriages, tools, etc.	Wines, liquors and beer.	Household goods and furniture.	OTHER. Ice.	Merchandise.	Miscellaneous.	Grand total—Iowa	Originating on own road.	From other roads.
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Sante Fe	.....	.....	.....	.....	.....	.....	.....	.....	.....	‡84,972	.....	.....
§Burlington, Cedar Rapids & Northern	33,260	.....	32,308	27,990	.....	24,551	.....	112,057	151,635	2,080,222	1,383,684	696,538
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	‡3,102,715	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	40,007	25,109	14,898
Chicago Great Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*Chicago, Milwaukee & St. Paul	42,294	.....	9,498	4,549	8,520	20,716	34,121	246,786	.....	¶1,323,300	.....	.....
Chicago, Rock Island & Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,506,352	.....	.....
Chicago & North-Western	29,832	17,628	16,104	12,317	6,825	34,807	8,063	167,582	40,461	4,147,430	.....	.....
Chicago, St. Paul, Minneapolis & Omaha	.....	.....	1,227	147	1,033	3,820	.....	42,907	14,750	3,521,909	2,677,131	844,778
Sioux City & Pacific	17,986	771	4,003	5,355	598	4,993	1,271	30,795	4,886	285,935	176,475	109,460
Crooked Creek	662	845	32	.....	.....	50	.....	489	88	401,412	180,965	220,447
Davenport, Rock Island & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	33,876	32,012	1,864
Dubuque & Sioux City	.....	5,307	4,656	4,937	6,826	4,918	6,132	112,947	123,755	1,446,230	856,211	590,019
Stacyville Railroad	.....	.....	16	.....	.....	66	.....	1,165	414	16,949	12 891	4,058
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	12,528	3,719	7,310	4,522	4,496	8,161	8,180	47,280	70,247	1,507,309	813,668	695,301
Albia & Centerville	314	.....	27	.....	.....	237	.....	935	1,254	111,272	104,559	6,673
Iowa Central & Western	510	526	2,837	290	1,263	971	168	4,010	10,812	276,593	33,309	243,284
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	87,137	87,137	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis	34,880	.....	991	691	1,518	1,005	.....	6,275	3,567	239,773	209,241	30,532
Muscatine North & South	.....	.....	3,673	530	1,324	803	.....	28,192	21,167	755,018	428,169	326,859
Omaha & St. Louis	490	.....	35	15	11	21	.....	9,227	4,357	79,602	53,504	26,098
Willmar & Sioux Falls	.....	.....	481	197	349	820	.....	5,877	4,958	230,420	51,163	215,012
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	72,560	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,767	.....	.....
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona & Western	.....	.....	702	319	1,414	476	.....	10,505	20,277	167,099	.....	.....
NARROW GAUGE ROADS.	.....	.....	230	130	.....	52	.....	2,108	210	18,393	10,226	8,167
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	59,482	.....	.....
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	61,602	.....	.....
Total	173,316	28,796	88,048	62,575	36,570	107,604	58,935	838,440	529,266	23,003,175	7,136,854	4,033,588

§See note on Table No. 1. *Waybilled from Iowa stations only. †Train mileage basis. ‡Approximate. ¶Road mileage basis.

TABLE No. 63—TONNAGE ENTIRE LINE.

RAILROADS.	PRODUCTS OF AGRICULTURE. Grain.	Flour.	Other mill stuff.	Hay.	Tobacco.	Fruit and vegetables.	Grass seed.	Cotton.	Butter.	Eggs.	Cheese.
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	1,820,820	233,194	98,191	114,282	3,503	356,481	.....	31,752	.....	.....	.....
§Burlington, Cedar Rapids & Northern	652,453	12,974	21,685	22,888	.....	37,274	20,471	.....	20,523	.....	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	584,276	266,652	45,477	19,896	.....	70,120	.....	4,120	.....	.....	17,933
Chicago, Milwaukee & St. Paul	3,474,628	613,222	276,861	124,820	40,249	258,970	153,697	.....	* 76,527	40,361	†70,807
Chicago, Rock Island & Pacific	1,787,743	238,543	142,368	51,403	12,325	164,229	21,404	18,579	.....	.....	.....
Chicago & North-Western	2,950,960	276,330	195,818	104,441	.....	393,107	.....	.....	72,212	3,711	¶118,819
Chicago, St. Paul, Minneapolis & Omaha	1,128,860	224,592	153,019	70,801	103	85,691	.....	.....	.....	.....	.....
Sioux City & Pacific	103,976	5,616	3,549	4,935	.....	10,404	.....	.....	1,387	45	.....
Crooked Creek	10,222	9	.....	.....	.....	302	.....	.....	.....	.....	.....
Davenport, Rock Island & Northwestern	10,314	2,465	1,692	1,010	55	4,557	.....	.....	.....	.....	.....
Dubuque & Sioux City	437,731	25,180	10,182	7,492	76	29,959	.....	.....	5,869	.....	.....
Stacyville Railroad	10,053	24	.....	85	.....	901	.....	.....	.....	.....	.....
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	342,881	52,072	12,556	5,447	.....	11,793	.....	.....	872	2,593	89
Albia & Centerville	83	440	15	298	.....	372	.....	.....	.....	85	.....
Iowa Central & Western	30,514	40,127	12	1,924	.....	970	.....	.....	76	71	.....
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	76,604	1,181	381	367	.....	869	.....	.....	.....	.....	272
Minneapolis & St. Louis	575,197	186,373	33,755	21,600	.....	33,006	.....	.....	.....	.....	.....
Muscatine North & South	4,321	727	10,083	165	2	2,004	.....	.....	.....	.....	.....
Omaha & St. Louis	58,698	2,013	775	536	.....	739	‡443	80	.....	.....	.....
Willmar & Sioux Falls	259,790	11,376	15,196	6,284	.....	4,066	.....	.....	*12,989	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	1,681,245	158,240	230,851	151,606	4,772	161,928	.....	36,882	.....	.....	.....
Winona & Western	45,431	721	299	637	.....	2,304	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	16,046,802	2,401,071	1,250,995	710,317	61,085	1,636,736	196,015	91,353	190,455	46,866	207,750

§ See note on Table No. 1. * Other products of agriculture. † Dairy products. ¶ Milk. ‡ Includes rice, 105.

TABLE No. 64—TONNAGE—ENTIRE LINE—CONTINUED.

RAILROADS.	PRODUCTS OF ANIMALS.						PRODUCTS OF MINES.					
	Live stock.	Dressed meat.	Other packing house products.	Poultry, game and fish.	Wool.	Hides and leather.	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand, etc.	Salt.
Ames & College												
Atchison, Topeka & Santa Fe	819,141	97,596	53,809	35,948	12,679	10,006	37,746	1,823,224	190,219	415,781	479,697	98,703
§Burlington, Cedar Rapids & Northern	183,376	.....	19,553	.....	.....	.....	74,492	246,735	.....	.....	72, 21	.....
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	138,920	50,308	71,200	5,170	2,278	12,721	.....	381,742	...	19,769	105,741	.....
Chicago, Milwaukee & St. Paul	899,378	184,105	173,381	16,369	12,700	50,665	700,375	1,382,277	224,151	697,942	552,494	96,185
Chicago, Rock Island & Pacific	762,410	56,266	106,941	18,913	5,558	17,411	178,582	1,134,086	12,811	65,414	243,946	57,319
Chicago & North-Western	984,246	121,674	202,136	32,074	13,195	60,702	783,010	2,764,899	210,616	5,751,925	734,433	97,653
Chicago, St. Paul, Minneapolis & Omaha	278,356	31,762	15,307	11,847	1,574	3,270	166,196	343,758	5,895	13,415	166,762	.....
Sioux City & Pacific	80,021	21,434	12,983	304	24	2,048	10,294	88,386	403	780	2,718	1,999
Crooked Creek	411	.....	.....	10	.....	.....	297	11,117	.....	.....	8,141	.....
Davenport, Rock Island & Northwestern	2,222	127	262	143	67	783	4,120	60,304	1,314	.....	13,02	.....
Dubuque & Sioux City	174,158	.....	40,468	2,628	2,005	2,052	37,236	140,422	701	497	33,481	12,243
Stacyville Railroad	1,367	.....	.....	2	...	.....	255	1,314	.....	.....	.....	.....
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	167,454	1,550	15,537	1,551	300	1,515	23,234	666,578	21,960	83	31,168	4,594
Albia & Centerville	430	...	.....	...	...	.....	214	102,028	225	.....	1,348	173
Iowa Central & Western	2,906	.....	34	41	....	16	678	127,278	648	.....	1,717	82
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	87,137	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	9,568	....	526	131	.....	.....	1,916	76,283	.....	....	6,612	610
Minneapolis & St Louis	44,671	4,108	5,321	.....	474	754	20,295	113,847	928	1,895	12,229	.....
Muscatine North & South	1,350	32	28	27	...	44	2,398	10,597	22	.....	1,093	.....
Omaha & St. Louis	38,032	1,908	24,260	125	49	2,915	4,878	252,757	889	94	8,431	622
Willmar & Sioux Falls	50,944	1,948	9,377	110	62	583	16,733	39,566	365	377	17,686	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	334,108	122,625	245,739	.....	6,680	60,501	256,426	1,710,650	19,992	13,848	322,412	.....
Winona & Western	7,132	.....	.....	120	26	94	4,655	5,538	.....	.....	6,401	.....
NARROW GAUGE ROADS.												
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	4,925,601	695,443	996,952	125,493	57,671	226,080	2,324,030	11,570,523	691,169	6,981,800	2,820,986	370,113

§ See note on Table No. 1.

TABLE No. 65—TONNAGE ENTIRE LINE—CONTINUED.

RAILROADS.	PRODUCTS OF FOREST.			MANUFACTURERS.							
	Lumber.	Ties, logs and cord wood.	Telegraph, telephone and electric light poles	Petroleum and other oils	Sugar.	Iron, pig and bloom.	Iron and steel rails.	Other castings and machinery.	Bar and sheet metal.	Cement and lime.	Brick.
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	498,369	.....	.....	88,510	60,362	23,927	81,750	144,741	84,315	292,689	.....
§Burlington, Cedar Rapids & Northern	250,890	.....	.....	.....	.....	.....	.....	.....	.....	.....	33,605
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Western	161,920	79,420	.....	57,498	21,927	27,038	8,270	21,746	7,998	61,432	.....
Chicago, Milwaukee & St. Paul	1,772,081	1,660,269	.....	164,904	6,894	187,352	102,355	145,319	67,655	435,197	.....
Chicago, Rock Island & Pacific	663,464	79,253	.....	78,968	70,123	66,638	68,065	50,271	106,437	.....	344,651
Chicago & North-Western	1,998,211	1,861,410	...	193,062	213,977	295,922	189,522	243,494	350,902	185,633	245,711
Chicago, St. Paul, Minneapolis & Omaha	853,815	.....	.....	24,174	31,693	27,232	26,193	31,75	5,925	102,699	.....
Sioux City & Pacific	47,883	4,798	.....	3,347	6,843	729	.....	1,053	720	2,999	18,115
Crooked Creek	1,113	17	.....	.....	.....	.....	.....	41	.....	.....	692
Davenport, Rock Island & Northwestern	20,600	.....	1,688	1,029	2,945	1,769	3,135	11,281	3,124	8,212	.....
Dubuque & Sioux City	131,394	597	.....	12,249	7,569	945	6,559	13,955	11,353	33,301	.....
Stacyville Railroad	1,116	.....	.....	.....	.....	.....	.....	60	30	70	.....
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	95,642	12,730	1,473	16,920	8,592	7,054	4,194	3,734	3,966	12,181	14,206
Albia & Centerville	1,258	510	.....	60	16	90	81	69	.....	131	844
Iowa Central & Western	40,740	6,120	15	68	62	94	.....	337	44	632	510
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	12,039	.....	1,681	210	323	.....	248	605	.....	.....	34,885
Minneapolis & St. Louis	340,656	37,833	.....	10,669	3,866	.....	1,619	4,791	5,212	89,267	.....
Muscatine North & South	28,437	.....	.....	180	2,883	62	28	259	32	.....	490
Omaha & St. Louis	24,627	11,043	.....	4,302	414	1,511	488	4,966	900	3,588	.....
Willmar & Sioux Falls	83,764	32,238	.....	2,518	.....	998	215	2,181	850	12,130	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	478,341	168,182	.....	89,110	51,322	35,849	70,603	97,711	.....	161,866	.....
Winona & Western	17,835	.....	.....	837	812	.....	.....	165	.....	957	.....
NARROW GAUGE ROADS.											
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	7,524,135	3,954,450	4,857	748,624	490,563	677,210	562,725	777,954	649,463	1,402,384	693,704

§ See note on Table No. 1.

TABLE No. 66—TONNAGE—ENTIRE LINE—Continued.

RAILROADS.	MANUFACTURES CONTINUED.					OTHER ITEMS.			Total tonnage.	Originating on own road.	Received from other lines.
	Tile.	Agricultural implements.	Wagons, carriages, tools, etc.	Wine, liquors and beer.	Household goods and furniture.	Ice.	Merchandise.	Miscellaneous			
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	.....	39,552	34,457	50,172	83,765	.....	411,438	869,453	8,925,492	6,403,563	2,521,929
§Burlington, Cedar Rapids & Northern	.....	32,512	28,012	.....	25,879	.....	114,182	168,269	2,157,894	1,354,102	803,792
§Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	*19,000,000	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	40,007	25,109	14,898
Chicago Great Western	.....	6,374	7,429	14,101	11,951	.....	158,551	210,976	2,651,074	.....	.....
Chicago, Milwaukee & St. Paul	7237,909	158,872	74,020	333,164	97,684	390,683	2,262,522	869	18,010,683	15,944,606	2,066,077
Chicago, Rock Island & Pacific	.....	68,704	32,494	55,978	64,546	.....	193,774	449,887	7,877,173	.....	.....
Chicago & North-Western	38,558	185,215	269,197	233,365	178,617	481,449	1,622,247	876,767	25,527,575	21,624,104	3,903,471
Chicago, St. Paul, Minn. & Omaha	.....	31,180	9,220	23,282	34,610	.....	364,878	550,145	4,817,429	3,572,116	1,245,313
Sioux City & Pacific	809	4,141	5,241	1,657	5,989	1,271	40,469	6,258	509,551	225,103	284,358
Crooked Creek	845	32	.....	.....	50	.....	489	68	33,876	32,012	1,864
Davenport, Rock Island & Northwestern	.....	5,681	1,758	1,990	767	.....	13,404	65,760	245,795	.....	.....
Dubuque & Sioux City	5,307	4,656	4,237	6,826	4,918	6,132	113,389	183,713	1,449,440	893,643	555,797
Stacyville Railroad	.....	26	.....	.....	66	.....	1,166	414	16,949	12,891	4,058
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	4,634	8,228	5,664	5,757	8,575	8,504	59,776	81,605	1,667,202	1,118,862	548,340
Albia & Centerville	.....	.....	87	.....	237	.....	935	1,854	111,212	104,559	6,673
Iowa Central & Western	526	2,837	290	1,263	971	168	4,010	10,812	276,593	33,309	243,284
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	87,137	87,137	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge	.....	991	691	1,518	1,505	.....	8,465	1,777	230,773	209,241	30,532
Minneapolis & St. Louis	.....	19,551	2,939	11,345	2,391	.....	116,659	65,036	1,766,287	1,159,433	606,854
Muscatine North & South	.....	35	35	11	21	.....	9,227	4,357	79,002	53,504	25,008
Omaha & St. Louis	.....	1,054	434	702	1,794	.....	12,759	11,013	477,850	118,640	359,196
Willmar & Sioux Falls	.....	4,612	1,667	3,105	1,586	.....	26,175	20,972	639,263	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	11,767	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	.....	35,119	15,945	70,704	23,786	.....	525,261	1,013,845	8,354,949	.....	.....
Winona & Western	.....	1,120	408	444	639	.....	40,446	939	137,966	109,161	28,805
NARROW GAUGE ROADS.											
Burlington & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	59,482	.....	.....
Burlington & Western	.....	.....	.....	.....	.....	.....	.....	.....	64,602	.....	.....
Total	288,588	610,468	493,585	815,444	542,787	888,207	6,286,222	3,964,095	105,236,629	53,081,185	13,251,379

§ See note on table No. 1. † Iron and steel. * Comparative with other roads of similar mileage.

TABLE No. 67—CONSUMPTION OF FUEL BY LOCOMOTIVES—IOWA.

RAILROADS.	BITUMINOUS COAL.		WOOD.				TOTAL FUEL CONSUMED.		Miles run.	Average pounds consumed per mile.
			HARD.		SOFT.					
	Tons.	Average cost.	Cords.	Average Cost.	Cords.	Average Cost	Tons.	Average price per short ton.		
Ames & College	5,739.00	$1 47	123.00	$1 65	.....	.....	5,821 00	.....	104,156	111.27
Atchison, Topeka & Santa Fe	159,922.12	1 85	.....	.....	.....	.....	159,922.12	.....	3,482,164	91.85
§Burlington, Cedar Rapids & Northern	1,437,125.00	1 47	.....	.....	15,633.45	$1 31	1,440,550.70	.....	31,412,731	92.10
*§Chicago, Burlington & Quincy	1,400.00	.....	.....	.....	.....	.....	1,400 00	.....	338	82 83
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Great Waste R	1,643,099.00	1 92	.....	.....	5,107.00	2 06	1,645,652 00	$1 92	36,816,529	91.89
†Chicago, Milwaukee & St. Paul	272,300.00	1 78	1,037.00	2 40	.....	.....	272,991.33	.....	6,509,104	83.88
Chicago, Rock Island & Pacific	618,773.00	1 78	1,555.00	2 55	3,110.00	2 55	621,395 00	.....	12,237,280	101 55
Chicago & North-Western	22,073 00	2 72	.....	.....	471 00	1 15	22,308 00	2 72	502,854	88 73
Chicago, St Paul, Minneapolis & Omaha	19,521.66	2 44	.....	.....	555.80	3 02	19,799.56	.....	472,234	83.85
Sioux City & Pacific	1,331.52	1 75	.....	.....	.....	.....	1,231.52	.....	16,000	154.00
Crooked Creek	5,132.30	1 88	.....	.....	24 08	.....	5,144 74	.....	72,301	185.11
Davenport, Rock Island & Northwestern	204,787.00	1 11	1,467.00	1 87	.....	.....	205,795 00	.....	3,797,116	108.38
Dubuque & Sioux City	687.00	1 11	6.00	1 87	.....	.....	691.00	.....	13,198	104 71
Stacyville Railroad	3,432.00	1 67	.....	.....	.....	.....	3,432.00	.....	.....	.....
Des Moines Union	100,247.00	1 31	525.00	1 93	.....	.....	100,597 00	1 32	2,076,233	96.90
Iowa Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Albia & Centerville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central & Western	5.90	.....	.....	.....	.....	.....	5.50	.....	75	.....
Iowa Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	6,852.00	1 90	23.25	1 75	.....	.....	6,867 50	1 90	173,395	79 21
Mason City & Ft. Dodge	31,818 00	2 16	.....	.....	100.00	2 05	31,868.00	.....	563,563	113.10
Minneapolis & St. Louis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Muscatine North & South	20,138.00	1 83	.....	.....	204.00	2 00	20,240 00	.....	3,189	126.90
Omaha & St. Louis	41,966.00	3 91	620.00	2 27	.....	.....	42,379.33	3 91	945,039	92.63
†Willmar & Sioux Falls	3.40	2 65	.....	.....	.....	.....	3.40	.....	110	61 00
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	946,608.00	1 16	8,116.00	1 28	.....	.....	952,018 00	1,16	18,664,615	102.01
†Wabash	1,193.13	2 76	.....	.....	5 55	.....	1,201.68	.....	29,422	81.68
Winona & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.										
Burlington & Northwestern	2,120800	1 60	40 00	1 75	.....	.....	2 146.00	.....	67,718	63.38
Burlington & Western	8,608.90	1 60	76.00	1 75	.....	.....	8,659.50	.....	254,240	68.12
Total	5.554.782 93	.....	13,588.25	.....	25,210.88	.....	5.578,059.88	.....	117,183,664	95.20

§See note on Table No. 1. *East of Missouri river. †Entire line.

TABLE No. 68—TONNAGE CROSSING MISSISSIPPI AND MISSOURI RIVERS BRIDGES.

RAILROADS.	MISSISSIPPI RIVER.				MISSOURI RIVER.			
	Location of bridge.	East bound.	West bound.	Total.	Location of bridge.	East bound.	West bound.	Total.
Ames & College								
Atchison, Topeka & Santa Fe	Ft Madison	861,470	523,663	1,385,133				
§Burlington, Cedar Rapids & Northern								
§Chicago, Burlington & Quincy	Burlington	1,247,663	1,284,692	2,532,655				
Chicago, Iowa & Dakota								
Chicago Great Western								
Chicago, Milwaukee & St. Paul	Sabula	1,970,649	1,697,729	3,677,378				
	North McGregor	186,722	200,537	387,259	Council Bluffs	235,389	225,382	460,771
Chicago, Rock Island & Pacific	Davenport	1,627,694	1,656,548	2,679,242				
Chicago & North-Western	Clinton	2,482,261	1,262,269	3,744,530				
Chicago, St. Paul, Minneapolis & Omaha					Sioux City	275,701	194,706	470,407
Sioux City & Pacific					Blair	67,296	73,949	141,245
Crooked Creek								
Davenport, Rock Island & Northwestern								
Dubuque & Sioux City	Dubuque	548,183	392,479	940,662	Council Bluffs	37,333	50,703	88,086
Stacyville Railroad								
Des Moines Union								
Iowa Central	Keithsburg	415,884	338,691	754,575				
Albia & Centerville								
Iowa Central & Western								
Iowa Northern								
Marshalltown & Dakota								
Mason City & Ft. Dodge								
Minneapolis & St. Louis								
Muscatine North & South								
Omaha & St. Louis								
Willmar & Sioux Falls								
Tabor & Northern								
Union Pacific					Council Bluffs	642,891	579,530	1,173,414
Wabash								
Winona & Western								
NARROW GAUGE ROADS.								
Burlington & Northwestern								
Burlington & Western								
Total		9,344,826	6,756,608	16,101,434		1,258,660	1,075,263	2,333,923

§ See note on Table No. 1.

TABLE No. 69—ACCIDENTS.

RAILROADS.	KILLED			CAUSE OF DEATH.											INJURED.			CAUSE OF INJURY.										
	Passengers.	Employes.	Others.	Derailment.	Collision.	Caught in frog of switch.	Coupling cars.	Falling from trains.	Getting on or off trains.	Highway crossings.	Miscellaneous.	Overhead obstructions.	Stealing ride.	While intoxicated.	Trespassers on track.	Passengers.	Employes.	Others.	Derailment.	Collision	Caught in frog of switch.	Coupling cars.	Falling from trains.	Getting on or off trains.	Highway crossings.	Miscellaneous.	Overhead obstructions.	Stealing ride.	While intoxicated.	Trespassers on track.
Ames & College											1				2		4	2		2			2	1		1			
Atchison, Topeka & Santa Fe		1	2								8					27	58	14	7	12		10	13	14		38		1	1	4
§ Burlington, Cedar Rapids & Northern		3	6	1											12	1	9	12		1		1	1	6		5	1	5		2
§ Chicago, Burlington & Quincy	1	12	28	1	5		2	3	3	3	9		1	2																
Chicago, Iowa & Dakota																11	92	12	2	8		8	19	13	1	16				8
Chicago & Great Western	2	1	11					1			2			1	3	11	92	12	2	8		8	19	13	1	16				8
Chicago, Milwaukee & St. Paul	1	11	20		1			6	8	1	4				12	17	189	43	9	12		11	37	45	10	108	4			13
Chicago, Rock Island & Pacific	1	10	13	2			1		2	3	4		2	1		6	9	5	3	9	1									
Chicago & North Western	1	12	50	1	2		1	6	6	8	6		3		30	22	89	3	7	39		7	17	24	6	35		1	1	14
Chicago, St. Paul, Minn. & Omaha		1	3								1				3	2	5	7					2	1	2	7				2
Sioux City & Pacific			1							1						1	5	2						2		5			1	
Crooked Creek																														
Davenport, Rock Island & Northwestern			1												1		11	2				3			1	8				1
Dubuque & Sioux City		10	10	1	3			1	2	2	3				8		21	11	1	2		2	4	2	1	15		1		4
Stacyville Railroad																														
Des Moines Union																														
Iowa Central	1	1	1			1			2							5	130	2	3			5	4	11		113	1			
Albia & Centerville																	1							1						
Iowa Central & Western																														
Iowa Northern		1	1						1						1	1	5					1		1		4				
Mason City & Ft. Dodge			1												1		6	1		1		2				4				
Minneapolis & St. Louis																										1				
Muscatine North & South															1	3	2			1						1				
Omaha & St. Louis			2		1												2					1								
Willmar & Sioux Falls																	1							1						
Tabor & Northern																														
Union Pacific		1	1						1						1	5	1	4					1			1				
Wabash																														
Winona & Western																														
NARROW GAUGE ROAD.																														
Burlington and Northwestern																														
Burlington & Western		1						1																						
Total	2	55	151	6	12		1	6	21	25	23	38		6	4	81	104	636	142	43	72		57	190	122	21	404	7	9	3	49

§ See note on Table No. 1.

MILEAGE, OFFICERS AND DIRECTORS

OF

RAILWAY COMPANIES.

MILEAGE, OFFICERS AND DIRECTORS OF RAILWAY COMPANIES.

AMES & COLLEGE RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.
	FROM—	TO—	
Ames & College	Ames	College	1.98

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	W. M. Greeley	Ames, Iowa.
President	W. M. Greeley	Ames, Iowa.
First Vice-President	E. W. Stanton	Ames, Iowa.
Secretary	M. K. Smith	Ames, Iowa.
Treasurer	M. K. Smith	Ames, Iowa.
General Manager	M. K. Smith	Ames, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. M. Greeley	Ames, Iowa	January 9, 1902.
E. W. Stanton	Ames, Iowa	January 9, 1902.
M. K. Smith	Ames, Iowa	January 9, 1902.
Herman Knapp	Ames, Iowa	January 9, 1902.
H. Westorman	Ames, Iowa	January 9, 1902.
C. F. Curtiss	Ames, Iowa	January 9, 1902.
G. H. France	Des Moines, Iowa	January 9, 1902.

1. Total number of stockholders at date of last election, 34.
2. Date of last meeting of stockholders for election of directors, January 9, 1901.
3. Give postoffice address of general office, Ames, Iowa.
4. Give postoffice address of operating office, Ames, Iowa.

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock { *a* Main line. *b* Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

	NAME.	TERMINALS. FROM—	TERMINALS. TO—	MILES. Each road.	MILES. Each class.
1.	*a* The Atchison, T. & S. F. Ry. Co..	*Chicago, Ill., Stewart Av	Denver, Col	1,183 43	
		La Junta, Col	State Line, N. M. & Tex.	580 44	
		North Ottawa, Kan	State Line, O. T. & Tex.	398 29	
		Chanute, Kan	Longton, Kan	44 18	
		Hutchinson, Kan	Kinsley, Kan	83 56	
		Florence, Kan	Winfield Jct., Kan	72 73	
		Newton, Kan	Purcell, I. T.	232 65	
		Rincon, N. M	Deming, N. M	54 65	
1.	*b* The Atchison, T. & S. F. Ry. Co..	†Ancona, Ill	Pekin, Ill	52 53	
		North Lexington, Mo..	St. Joseph, Mo	76 40	
		‡St. Joseph, Mo	Emporia Jct., Kan	110 93	
		Holliday, Kan	Topeka, Kan	52 74	
		Wilder, Kan	Hawthorne, Kan	45 41	
		Lawrence, Kan	North Ottawa, Kan	26 27	
		Burlingame, Kan	Alma, Kan	34 30	
		Osage City, Kan	Queneme, Kan	19 42	
		Burlington Jct., Kan..	Gridley, Kan	52 36	
		Colony, Kan	Yates Center, Kan	24 71	
		Chanute, Kan	Pittsburg, Kan	57 71	
		Benedict Jct., Kan	Madison Jct., Kan	40 57	
		Cherryvale, Kan	Coffeyville, Kan	17 98	
		Independence, Kan	Cedarvale, Kan	54 79	
		§Niotaze, Kan	Owasso, I. T	56 85	
		Emporia, Kan	Moline, Kan	83 23	
		Bazar, Kan	Strong City, Kan	11 68	
		‖Neva, Kan	Superior, Neb	151 83	
		Abilene, Kan	Salina, Kan	22 56	
		Manchester, Kan	Barnard, Kan	43 56	
		Florence, Kan	Ellinwood, Kan	98 21	
		Little River, Kan	Holyrood, Kan	26 30	
		Great Bend, Kan	Scott City, Kan	120 07	
		Larned, Kan	Jetmore, Kan	46 33	
		Augusta, Kan	Mulvane, Kan	20 41	
		Wichita, Kan	Pratt, Kan	79 77	
		Guthrie, O. T	Pawnee, O. T	71 85	
		Seward, O. T	Cashion, O. T	10 60	
		Hutchinson, Kan	Ponca City, O. T	142 29	
		Mulvane, Kan	Englewood, Kan	166 38	
		Mulvane, Kan	Caldwell, Kan	37 01	
		Wellington, Kan	Tonkawa, I. T	43 36	
		Attica, Kan	Medicine Lodge, Kan	21 08	
		Pueblo, Col	Canon City, Col	39 37	
		Clelland, Col	Rockvale, Col	3 53	
		Dillon, N. M	Blossburg, N. M	3 47	
		Las Vegas, N. M	Hot Springs, N. M	8 09	
		Lamy, N. M	Santa Fe, N. M	18 13	
		Socorro, N. M	Magdalena, N. M	27 39	
		Deming, N. M	Silver City, N. M	46 50	
		Nutt, N. M	Lake Valley, N. M	13 52	
		Whitewater, N. M	Santa Rita, N. M	18 80	
		Hanover Jun. N. M	Fierro, N. M	6 66	4,754 89
2.	R. G. & E. P. Railroad	N. M. & Texas S. line.	El Paso, Texas		20 17
5.	C. & W. I. Railroad	Chi., Dearborn Sta. Ill.	Chicago, Stewart Av. Ill	1 43	
	Kansas City Belt Railway	Big Blue Junction, Mo.	Kansas City, Mo	6 44	
	Toledo, Peoria & Western Railway	Streator Junction, Ill.	Pekin Junction, Ill	5 91	
	Missouri Pacific Railway	Niotaze, Kan	Line, Kan & I. T	6 61	
	Chicago, Rock Island & Pacific Ry.	St. Joseph, Mo	Winthrop, Mo	19 56	
	Chicago & Northwestern Railway.	State Line, Neb. & Kan.	Superior, Neb	2 53	42 48
	Total operated				4,817 54

* Exclusive of 6.44 miles of rented track, Big Blue Junction to Kansas City, Mo.
† Exclusive of 5.91 miles of rented track, Streator Junction to Pekin Junction.
‡ Exclusive of 19.56 miles of rented track, St. Joseph, Mo., to Winthrop, Mo.
§ Exclusive of 6.61 miles of rented track, Niotaze to Kansas and Indian Territory state line.
‖ Exclusive of 2.53 miles, Kansas and Nebraska state line to Superior, Neb.

Miles operated June 30, 1900	4,806.00
Added during fiscal year:	
Seward, Oklahoma Territory to Cashion, Oklahoma Territory	10.60
Sundry adjustments	.94
	11.54
Miles operated June 30, 1901	4,817.54

This report includes the property and operations of the following named companies of which the entire issue of capital stock and bonds are owned by the Atchison, Topeka & Santa Fe Railway company and the property of which is operated as a part of the Atchison, Topeka & Santa Fe Railway system:

NAME.	STATE.	INCORPORATED.
Atchison, Topeka & Santa Fe Railroad company in Chicago	Illinois	May 11, 1887
The Eastern Oklahoma Railway company	Oklahoma	July 24, 1899
The Guthrie & Western Railway company	Oklahoma	January 9, 1900
Rio Grande & El Paso Railroad company	Texas	October 28, 1880

Proportion for Iowa 19.86 miles includes 10-100 miles Mississippi river bridge.

OFFICERS.

NAME.	TITLE.	LOCATION OF OFFICE.
E. P. Ripley	President	Chicago
E. D. Kenna	First vice-president and general solicitor	Chicago
Paul Morton	Second vice-president	Chicago
J. W. Kendrick	Third vice-president	Chicago
E. Wilder	Secretary and treasurer	Topeka
L. C. Deming	Assistant secretary	New York
H. W. Gardiner	Assistant treasurer	New York
Victor Morawetz	General counsel	New York
D. L. Gallup	Comptroller	New York
D. J. Sheehan	Deputy comptroller	New York
H. C. Whitehead	General auditor	Chicago
W. E. Bailey	Assistant general auditor	Chicago
I. S. Lauck	Auditor of disbursements	Topeka
W. J. Healy	Auditor of freight receipts	Topeka
C. M. Atwood	Auditor of passenger receipts	Topeka
H. U. Mudge	General manager	Topeka
James Dun	Chief engineer	Chicago
W. B. Story	Chief engineer	Topeka
C. F. Resseguie	General superintendent	Topeka
C. G. Sholes	Superintendent of telegraph	Topeka
T. S. Stevens	Signal engineer	Topeka
C. W. Kouns	Superintendent of transportation	Topeka
John Player	Superintendent of machinery	Topeka
G. R. Henderson	Assistant superintendent of machinery	Topeka
W. E. Hodges	General purchasing agent	Chicago
J. D. M. Hamilton	Claims attorney	Topeka
E. T. Cartlidge	Tax commissioner	Topeka
J. P. Kaster, M. D.	Chief surgeon	Topeka
W. B. Biddle	Freight traffic manager	Chicago
W. A. Bissell	Assistant traffic manager	San Francisco
J. E. Gorman	General freight agent	Chicago
F. C. Maegly	Assistant general freight agent	Topeka
J. W. Tedford	Assistant general freight agent	Chicago
Geo. T. Nicholson	Passenger traffic manager	Chicago
W. J. Black	General passenger agent	Topeka
P. Walsh	General baggage agent	Topeka

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
George G. Haven	New York	1901	Thomas P. Fowler	New York	1903
John G. McCollough	New York	1901	Charles S. Gleed	Topeka	1903
Benjamin P. Cheney	Boston	1901	Victor Morawetz	New York	1903
Edward P. Ripley	Chicago	1902	Edward J. Berwind	New York	1904
Charles Steele	New York	1902	George A. Nickerson	Boston	1904
Byron L. Smith	Chicago	1902	R. Somers Hayes	New York	1904
Howel Jones	Topeka	1902	Andrew C. Jobes	Wichita, Kan	1904
H. Rieman Duval	New York	1903			

NOTE—Term of director expires on second Thursday in December of year opposite name.

1. Total number of stockholders at date of last election, 12,403.
2. Date of last meeting of stockholders for election of directors, December 13, 1900.
3. Give postoffice address of general office, Topeka, Kansas.
4. Give postoffice address of operating office, Topeka, Kansas.

BURLINGTON, CEDAR RAPIDS & NORTHERN.

PROPERTY OPERATED.

1. Railroad line represented by capital stock { *a*. Main line. *b*. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

	NAMES.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1.	Burlington, Cedar Rapids & Northern—				
	a Main line	Burlington, Iowa	Owatonna, Minn.	277.62	
	b Milwaukee division	Linn Junction, Iowa	Postville, Iowa	94.13	
	Muscatine division	Muscatine, Iowa	Riverside, Iowa	30.58	
	Pacific division	Vinton, Iowa	Holland, Iowa	48.12	
	Davenport division	Bennett, Iowa	Davenport, Iowa	31.51	
	Waverly division	Waverly Jct., Iowa	Waverly, Iowa	5.68	
	Titonka division	Madison Jct., Iowa	Titonka, Iowa	18.38	
	Albert Lea division	Estherville, Iowa	Albert Lea, Minn	82.13	588.15
	Iowa City & Western Railway	Iowa City, Iowa	What Cheer, Iowa	57.22	
	b Montezuma branch	Thornburg, Iowa	Montezuma, Iowa	15.80	73.02
2.	Cedar Rapids, Iowa Falls & N.-W. Ry.	Holland, Iowa	Watertown, S. Dak.	327.98	
	Hardwick branch	Lake Park, Iowa	Hardwick, Minn.	53.31	
	Sioux Falls branch	Ellsworth, Minn	Sioux Falls, S. Dak	42.49	
	Jasper branch	Trosky, Minn	Jasper, Minn.	9.18	
	Hayfield branch	Hayfield Jct., Iowa	Madison Jct., Minn.	6.42	
	Germania branch	Dows, Iowa	Germania, Iowa	70 81	510.19
2.	Cedar Rapids & Clinton Railway	Iowa City, Iowa	Clinton, Iowa	79.20	
	b Quarry branch	Near Plato, Iowa	Quarry, Iowa	2.74	81.94
2.	Chicago, Decorah & Minnesota Railway	Postville Jct., Iowa	Decorah, Iowa	23.30	23.30
5.	Iowa Central Railway	Manly Jct, Iowa	Northwood, Iowa	11.39	11.39
	Total				

Exclusive of line operated under trackage rights from the Iowa Central Railway Company. See No. 5.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	R. R. Cable	Chicago, Illinois
President	C. J. Ives	Cedar Rapids
Vice-President	Robert Williams	Cedar Rapids
Secretary	S. S. Dorwart	Cedar Rapids
Treasurer	H. H. Hollister	New York
Assistant Treasurer	S. S. Dorwart	Cedar Rapids
General Solicitor	S. R. Tracy	Cedar Rapids
General Auditor	J. C. Brocksmith	Cedar Rapids
Chief Engineer	H. F. White	Cedar Rapids
General Superintendent	Robert Williams	Cedar Rapids
Superintendent	Geo. A. Goodell	Cedar Rapids
Division Superintendent	W. P. Ward	Estherville
Assistant Superintendent	P. A. Murphy	Cedar Rapids
Superintendent of Telegraph	T. S. Spaford	Cedar Rapids
General Freight Agent	T. H. Simmons	Cedar Rapids
Assistant General Freight Agent	F. B. Albright	Cedar Rapids
Assistant General Passenger Agent	John G. Farmer	Cedar Rapids
General Ticket Agent	John G. Farmer	Cedar Rapids
General Baggage Agent	John G. Farmer	Cedar Rapids

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
R. R. Cable	Chicago	1902	J. Carskadden	Muscatine	1903
William Carson	Burlington	1902	C. J. Ives	Cedar Rapids	1903
C. P. Squire	Burlington	1902	J. C. Peasley	Chicago	1904
A. Kimball	Davenport	1902	W. G. Purdy	Chicago	1904
F. A. Griggs	Davenport	1902	Robt. Mather	Chicago	1904
Geo. W. Cable	Davenport	1903	J. W. Blythe	Burlington	1904
Thos. Hedge	Burlington	1903			

1. Total number of stockholders at date of last election, 325.
2. Date of last meeting of stockholders for election of directors, May 28, 1901.
3. Give postoffice address of general office, Cedar Rapids, Iowa.
4. Give postoffice address of operating office, Cedar Rapids, Iowa.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock { *a.* Main line. *b.* Branches and spurs.
5. Line operated under trackage rights.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1. *a* Chicago, Burlington & Quincy railroad	Chicago, Ill.	Pacific Junction, Iowa	480 99	
	Galesburg, Ill.	Quincy, Ill.	101 83	
	Galesburg, Ill.	Peoria, Ill.	52 77	
Burlington & Missouri River railroad in Nebraska	Pacific Junction, Iowa	Kearney, Neb.	195 29	
1. *b* Chicago, Burlington & Quincy railroad	Aurora, Ill.	West Chicago, Ill.	12 35	830 88
Peoria & Hannibal railroad	Yates City, Ill.	Lewiston, Ill.	30 13	
Chicago & Iowa railroad	Lewiston, Ill.	Rushville, Ill.	32 66	
Chicago, Rockford & Northern railroad	South Aurora, Ill.	Forreston, Ill.	78 45	
Ottawa, Oswego & Fox River railroad	Flag Center, Ill.	Rockford, Ill.	23 50	
Illinois Valley & Northern railroad	Geneva, Ill.	Streator, Ill.	67 25	
Chicago & Rock River railroad	Streator, Ill.	Walnut, Ill.	59 49	
Joliet, Rockford & Northern railroad	Shabbona, Ill.	Sterling, Ill.	47 98	
Illinois Grand Trunk railroad	Sheridan Junction, Ill.	Paw Paw, Ill.	19 54	
Dixon, Peoria & Hannibal railroad	Mendota, Ill.	Fulton, Ill., Clinton, Iowa	65 44	
Galesburg & Rio railroad	Buda, Ill.	Elmwood, Ill.	44 82	
American Central railroad	Galesburg, Ill.	Rio, Ill.	12 22	
Dixon & Quincy railroad	Galva, Ill.	New Boston, Ill.	50 63	
Carthage & Burlington railroad	Keithsburg Junction, Ill.	Keithsburg, Ill.	6 25	
Quincy & Warsaw railroad	Carthage Junction, Ill.	Carthage, Ill.	70 20	
St. Louis, Rock Island & Chicago railroad	Carthage, Ill.	Quincy, Ill.		
Burlington & Missouri River R. R.	Sterling, Ill.	Barstow, Ill.	40 44	
	Rock Island, Ill.	East Alton, Ill.	227 54	
	Gladstone, Ill.	Keithsburg, Ill.	17 13	
Quincy, Alton & St. Louis railway	Quincy, Ill.	East Louisiana, Ill. / East Hannibal, Ill.	46 33	
Albia, Knoxville & Des Moines railroad	Albia, Iowa	Knoxville, Iowa	32 97	
Des Moines & Knoxville railroad	Knoxville, Iowa	Des Moines, Iowa	34 97	
Chicago, Ft. Madison & Des Moines railroad	Ft. Madison, Iowa	Batavia, Iowa	55 95	
Burlington & Missouri railroad	Chariton, Iowa	Leon, Iowa	36 54	
Burlington & Missouri River railroad	Creston, Iowa	Hopkins, Mo.	44 61	
	Red Oak, Iowa	Hamburg, Iowa	39 17	
Leon, Mt. Ayr & Southwestern railroad	Leon, Iowa	Grant City, Mo.	57 72	
	Bethany Junction, Iowa	Albany, Mo.	46 22	
St. Joseph & Des Moines railroad	Albany, Mo.	St. Joseph, Mo.	48 09	
Grant City & Southern railroad	Grant City, Mo.	Albany Junction, Mo.	19 93	
Chariton, Des Moines & Southern railroad	Chariton, Iowa	Indianola, Iowa	30 49	

Creston & Northern railroad	Creston, Iowa	Fontanelle, Iowa	27.50
West Iowa railroad	Fontenelle, Iowa,	Cumberland	20.33
Brownville & Nodaway Valley railroad	Villisca, Iowa	Burlington Junction, Mo.	35.00
Clarinda, Colorado Springs & Southwestern railroad	Clarinda, Iowa	Northborro, Iowa	17.82
Red Oak & Atlantic railroad	Red Oak, Iowa	Griswold, Iowa	18.04
Nebraska City, Sidney & Northeastern railroad	Hastings, Iowa	Sidney, Iowa	21.12
Hastings & Avoca railroad	Hastings, Iowa	Carson, Iowa	15.79
Chicago, Burlington & Northern railroad	Oregon, Ill.	St. Paul, Minnesota	319.04
	Fulton, Ill.	Savannah, Ill.	16 72
	Galena Junction, Ill.	Galena, Ill.	3.82
	East Winona, Wis.	Winona, Minn.	1.34
	At Dubuque, Iowa		.53
Republican Valley railroad	York, Neb.	Central City, Neb.	41.35
	Nemaha, Neb.	Salem, Neb.	17.60
	Nemaha, Neb.	Beatrice, Neb.	65.19
	Beatrice, Neb.	Wymore, Neb.	11.09
	Hastings, Neb.	Colorado State Line	239.41
	Aurora, Neb.	Grand Island, Neb.	18.51
	Aurora, Neb.	Hastings, Neb.	27.75
	Table Rock, Nebraska	Lester	143.26
Omaha & Southwestern railway	Omaha, Neb.	Oreapolis, Neb.	16.88
	Crete, Neb.	Beatrice	30.09
	Pappio, Neb.	Gilmore Junction, Neb	4.47
Nebraska railway	Nemaha, Neb.	York, Neb.	135.78
	Nebraska City, Neb.	Bridge Line	5.77
Lincoln & Northwestern railroad	Lincoln, Neb.	Columbus, Neb.	73 49
Atchison & Nebraska railroad	Atchison, Kas.	Lincoln, Neb.	144.95
	Rulo Bridge Line		3.42
St. Joseph & Nebraska railroad	Napier, Mo.	Boswell, Mo.	5.86
Nebraska & Colorado	Chester, Neb	Fairmont, Neb.	45.19
	Kenesaw, Neb.	Oxford, Neb	60.67
	Dewitt, Neb.	Colorado State Line	298.32
	Edgar, Neb.	Superior, Neb.	26.53
Chicago, Nebraska & Kansas railroad	Oden Junction	Concordia, Kan.	71.04
Republican Valley, Kansas and Southwestern railroad	Republican, Neb.	Oberlin, Kan	78.23
Oxford & Kansas railroad	Orleans, Neb.	Kansas State Line	59.61
Burlington & Colorado railroad	Colorado State Line	Denver, Colo.	174.89
Colorado & Wyoming railroad	Colorado State Line, Neb	Wyoming State Line, Colo	144.58
Cheyenne & Burlington railroad	Colorado State Line, Wyo.	Cheyenne, Wyo.	29 01
Beaver Valley railroad	Nebraska State Line	St. Francis, Kan.	74.18
Lincoln & Black Hills railroad	Central City, Neb.	Ericson, Neb.	62.94
	Greeley Center, Nebraska	Burwell, Neb.	40.38
	Palmer, Neb.	Sargent, Neb.	73.29
Grand Island & Wyoming Central	Grand Island, Neb.	Wyoming State Line, S. D.	401.32
1. *b.* Grand Island & Wyoming Central railroad	Edgemont Junction, S. D.	Deadwood, S. D.	106.40
	Minnekahta, S. D.	Hot Springs, S. D.	13.34
	Englewood, S. D.	Spearfish, S. D.	31.91
	Hill City Junction, S. D.	Keystone, S. D.	9.50
Grand Island & Northern Wyoming railroad	Wyoming State line, S. D.	Montana State Line, Wyoming	229.59
	New Castle, Wyoming	Cambria, Wyoming	7.00
Big Horn Southern railroad	Montana State line	Huntley, Montana	101.74
Denver, Utah & Pacific railroad	Denver, Colo.	Utah Junction, Colo.	3.00
	Burns Junction, Colo	Lyons, Colo.	32.67
Republican Valley & Wyoming railroad	Culbertson, Neb	Imperial, Neb.	49.17

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads.
Omaha & Northern Platt railroad	Omaha, Neb	Schuyler, Neb	80.59	
Nebraska, Wyoming & Western railroad	Alliance Junction, Neb	Guernsey, Wyoming	128.83	
	Northport, Neb	Colorado State Line	53.28	
Denver & Montana railroad	Colo, Nebraska State line	Sterling, Col	27.85	
	Union, Col	Brush, Colo	11.39	
Keokuk & Western railroad	Alexandria, Mo	Van Wert, Iowa	142.71	
Humeston & Shenandoah, railroad	Van Wert, Iowa	Shenandoah, Iowa	65.54	
Des Moines & Kansas City, railroad	Des Moines, Iowa	Louisville, Mo	110.32	
Hannibal & St. Joseph railroad	Hannibal, Mo	St. Joseph, Mo	206.52	
Quincy & Palmyra railroad	W. Quincy, Mo	Palmyra Junction, Mo	12.65	
Kansas City & Cameron railroad	Cameron Junction, Mo.	Kansas City, Mo	54.16	
Keokuk & St. Paul railroad	Burlington, Iowa	Keokuk, Iowa	42 33	
St. Louis, Keokuk & Northwestern railroad	Keokuk, Iowa	St. Louis, Mo	177.84	
Keokuk & Northwestern railroad	Mt. Pleasant Junction, Iowa	Keokuk, Iowa	48.01	
Kansas City, St. Joseph & Council Bluffs railroad	Kansas City, Mo	Council Bluffs, Iowa	189 81	
	E. Leavenworth, Mo	Stillings, Mo	1.05	
	Armour, Mo	Winthrop, Mo	3.51	
	Amazonia, Mo	Hopkins, Mo	50 44	
Nodaway Valley railroad	Bigelow, Mo	Burlingtrn Junction, Mo	31 54	
Tarkio Valley railroad	Corning, Mo	Northboro, Iowa	27.61	
Chicago, Burlington & Kansas City	Viele, Mo	Bloomfield, Iowa	59 79	
	Moulton, Iowa	Carrollton, Mo	121.77	
				6,783.57
5. Pennsylvania railroad	At Chicago, Ill		1.22	
Illinois Central railroad	Portage Curve, Ill	E. Dubuque, Ill	12.78	
Dunleith & Dubuque bridge company	E. Dubuque, Ill	Dubuque, Iowa	1.12	
Chicago & Northwestern railroad	At Clinton, Iowa		.97	
Quincy Bridge railroad	At Quincy, Ill		1.43	
St. Clair, Madison & St. Louis railroad	West Alton, Mo	Alton, Ill	2 92	
C. C. C. & St Louis railroad	Alton, Ill	E. St. Louis, Ill	22.58	
D. R. I. & Northwestern railroad	Rock Island, Ill	Clinton, Iowa	38.02	
Wabash railroad	E. Hannibal, Ill	Hannibal, Mo	1.60	
5. Wabash railroad	Bloomfield, Iowa	Moulton, Iowa	14 11	
Union Pacific railroad	Union Pacific Transfer, Iowa	Omaha, Nebraska	2.79	
Union Pacific railroad	Gilmore, Nebraska	South Omaha, Nebraska	4 54	
Union Pacific railroad	Sterling, Colorado	Union, Colorado	23 67	
Great Northern railway	St. Paul, Minnesota	Minneapolis, Minnesota	11.65	
St. Paul Union Depot Company	St. Paul, Minnesota		.53	
Minneapolis Union railway	At Minneapolis, Minnesota		2.21	
Winona Bridge railway	E. Winona, Wisconsin	Winona, Minnesota	.98	
Terminal Railway Association	At St. Louis, Missouri		3.88	
Missouri, Kansas & Texas railroad	At Hannibal, Missouri		.30	

Hannibal Union Depot Company	At Hannibal, Missouri		.15	
Keokuk & Hamilton Bridge Company	At Keokuk, Iowa		.03	
Chicago & Alton railway	At Louisiana		.34	
Chicago, Peoria & St. Louis railroad	At Alton, Illinois		.22	
Kansas City Union Depot Company	At Kansas City, Missouri		.41	
Atchison & Eastern Bridge Company	Winthrop, Missouri	State Line	.39	
Atchison Union Depot & Railroad Company	At Atchison, Kansas		.10	
Leavenworth Bridge & Terminal Company	Stillings, Missouri	Leavenworth, Kansas	1.73	
South Omaha Stock Yards Company	At South Omaha		.41	
Colorado & Southern Railway Company	Utah Junction, Colorado	Burns Junction, Colorado	11.30	
Northern Pacific Railway	Huntley, Montana	Billings, Montana	12.62	175.01
Total				7,789.46

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	Francis W. Hunnewell	Boston, Massachusetts
President	George B. Harris	Chicago, Illinois
Vice-President	J. C. Peasley	Chicago, Illinois
Secretary	T. S. Howland	Boston, Massachusetts
Treasurer	J. C. Peasley	Chicago, Illinois
General Counsel	J. W. Blythe	Burlington, Iowa
General Solicitor	C. M. Dawes	Chicago, Illinois
General Solicitor	C. F. Manderson	Omaha, Nebraska
General Solicitor	O. M. Spencer	St. Joseph, Missouri
General Auditor	C. I. Sturgis	Chicago, Illinois
Auditor	J. G. Taylor	Omaha, Nebraska
Auditor	C. M. Carter	St. Joseph, Missouri
General Manager	F. A. Delane	Chicago, Illinois
General Manager	G. W. Holdrege	Omaha, Nebraska
General Manager	Howard Elliott	St. Louis, Missouri
Chief Engineer	W. L. Breckinridge	Chicago, Illinois
Chief Engineer	I. S. P. Weeks	Lincoln, Nebraska
Chief Engineer	L. F. Goodale	St. Joseph, Missouri
General Superintendent	J. D. Besler	Chicago, Illinois
General Superintendent	T. E. Calvert	Lincoln, Nebraska
General Superintendent	S. E. Crance	St. Joseph, Missouri
Supervisor of Telegraph	W. W. Ryder	Chicago, Illinois
General Freight Agent	Thomas Miller	Chicago, Illinois
General Freight Agent	George H. Crosby	Omaha, Nebraska
General Freight Agent	D. O. Ives	St. Louis, Missouri
Assistant General Freight Agent	W. B. Hamblin	Chicago, Illinois
Assistant General Freight Agent	E. R. Puffer	Chicago, Illinois
Assistant General Freight Agent	A. B. Smith	Omaha, Nebraska
Assistant General Freight Agent	F. Montmorency	Omaha, Nebraska
Assistant General Freight Agent	W. Gray	St. Louis, Missouri
General Passenger Agent	P. S. Eustis	Chicago, Illinois
General Passenger Agent	John Francis	Omaha, Nebraska
General Passenger Agent	L. W. Wakeley	St. Louis, Missouri
Assistant General Passenger Agent	W. A. Lator	Chicago, Illinois
Assistant General Passenger Agent	A. B. Smith	Omaha, Nebraska
Assistant General Passenger Agent	C. L. Brice	St. Louis, Missouri
General Baggage Agent	E. A. Sadd	Chicago, Illinois
General Baggage Agent	T. Marsland	Lincoln, Nebraska
Land Commissioner	W. W. Baldwin	Burlington, Iowa

ORGANIZATION.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS	Date of expiration of term.
Charles J. Paine	Boston, Mass	1901	Richard Olney	Boston, Mass	1901
Charles E. Perkins	Burlington, Iowa	1901	James H. Smith	New York	1901
T. Jefferson Coolidge	Manchester, Mass	1901	J. Malcom Forbes	Boston, Mass	1901
William Endicott	Boston, Mass	1901	George P. Gardner	Boston, Mass	1901
Francis H. Hunnewell	Boston, Mass	1901	Nathaniel Thayer	Boston, Mass	1901

1. Total number of stockholders at date of last election, 10,236.
2. Date of last meeting of stockholders for election of directors, November 7, 1900.
3. Give postoffice address of general office, 209 Adams street, Chicago.
4. Give postoffice address of operating office, 209 Adams street, Chicago.

CHICAGO, IOWA & DAKOTA RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.
Chicago, Iowa & Dakota railway	Eldora Junction	Alden	26.40

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Conrad Miller	Nazareth, Pa.
First Vice-President	Clarence B. Mitchell	New York City.
Secretary	H. N. Brockway	Garner, Iowa.
Treasurer	J. D. Newcomer	Eldora, Iowa.
Attorney, or General Counsel	C. E. Albrook	Eldora, Iowa.
Auditor	H. C. Stuart	Eldora, Iowa.
General Manager	H. C. Stuart	Eldora, Iowa.
Superintendent of Telegraph	W. S. Beman	Eldora, Iowa.
General Freight Agent	H. C. Stuart	Eldora, Iowa.
General Passenger Agent	H. C. Stuart	Eldora, Iowa.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
Conrad Miller	Nazareth, Penn.	W. S. Porter	Eldora, Iowa.
C. B. Mitchell	New York City.	H. C. Stuart	Eldora, Iowa.
H. N. Brockway	Garner, Iowa.	C. Ledyard Blair	New York City.
J. D. Newcomer	Eldora, Iowa.		

1. Total number of stockholders at date of last election, 18.
2. Date of last meeting of stockholders for election of directors, September 9, 1901.
3. Give postoffice address of general office, Eldora.
4. Give postoffice address of operating office, Eldora

CHICAGO GREAT WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock { *a* Main line. / *b* Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earninge or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1. Chicago Great Western	St. Paul, Minn.	Dubuque, Iowa	253.53	
a Main line	Aiken, Ill.	Forest Home, Ill	146 73	
	Oelwein, Iowa	Des Moines, Iowa	130.33	
	Des Moines, Ia.	St. Joseph, Mo.	159.25	
	Bee Creek, Mo.	Beverly, Mo.	23.	712.84
b Branches and spurs	Hayfield, Minn.	Manly Junct , Ia.	47.20	
	Sumner, Iowa	Hampton, Iowa.	63.95	
	Cedar Falls, Ia.	Wilson Junct , Ia.	7.48	
	Eden, Minn.	Mantorville, Minn	7.57	
	Sycamore, Ill.	De Kalb, Ill	5.81	132.01
2. De Kalb & Great Western (included under *b*).				
3. None.				
4. None.				
5. As follows:				
St. Paul & Northern Pacific	Minn'ap'lis, Minn.	St. Paul, Minn.	10.56	
Duluth & Dubuque Bridge	Dubuque, Iowa	East Dubuque, Ill.	.59	
Illinois Central Railroad	East Dubuque, Ill.	Portage Curve, Ill.	13.23	
Chicago, Burlington & Quincy	Portage Curve, Ill.	Aiken, Ill	1.85	
Chicago Terminal Transfer	Forest Home, Ill.	Chicago, Ill.	10.18	
Des Moines Union Railway	In City of Des Moines, Iowa		2 26	
Des Moines & Kansas City	In City of Des Moines, Iowa		.44	
Kansas City, St. Joe & Council Bluffs	In City of St. Joseph, Mo		.81	
St. Joseph Terminal Railway	In City of St. Joseph, Mo.		.39	
Kansas City Northwestern	Leavenworth, Kan	Kansas City, Kan	27.90	
Leavenworth Northern & Southern	In City of Leavenworth, Kan.		2.46	
Leavenworth, Topeka & Southwestern	In City of Leavenworth, Kan.		1.40	
Chicago, Rock Island & Pacific	Beverly, Mo.	Stillings, Mo	3.59	
Leavenworth Terminal Railway & Bridge Co.	Stillings, Mo.	Leavenw'rth, Kan	1.36	
Atchison, Topeka & Sante Fe	St. Joseph, Mo.	Bee Creek, Mo.	7.63	
Kansas City Suburban Belt	In City of Kansas	City, Kan and Mo	2.50	87.16
Total				932 01

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE
Chairman of the Board	A B. Stickney	St. Paul, Minnesota
President	A. B. Stickney	St. Paul, Minnesota
First Vice-President	Amel Oppenheim	St. Paul, Minnesota
Secretary	R. C. Wight	St. Paul, Minnesota
Treasurer	C. O. Kalman	St. Paul, Minnesota
General Counsel	F. B. Kellogg	St. Paul, Minnesota
Attorney	A. G. Briggs	St. Paul, Minnesota
Vice President and Auditor	W. B. Bend	St. Paul, Minnesota
General Manager	Samuel C. Stickney	St. Paul, Minnesota
Chief Engineer	F. R. Coates	St. Paul, Minnesota
General Superintendent	Tracy Lyons.	St. Paul, Minnesota
Division Superintendent	J. A. Kelley	St. Paul, Minnesota
Division Superintendent	R. W. Edwards	Dubuque, Iowa
Divisian Superintendent	C. P. Stembel	Des Moines, Iowa
Traffic Manager	P. C. Stohr	St. Paul, Minnesota
General Freight Agent	S. O. Brooks.	St. Paul, Minnesota
Assistant General Freight Agents'	W. B. Martin	St. Paul, Minnesota
	F. H. Tibbett	St. Paul, Minnesota
	S. E. Stohr	Chicago, Illinois
General Passenger Agent	I. P. Elmer	Chicago, Illinois
Assistant General Passenger Agent	R. F. Malone	Chicago, Illinois
General Ticket Agent	J. P. Elmer	Chicago, Illinois
Assistant General Ticket Agent	R. F. Malone	Chicago, Illinois
General Baggage Agent	G. T. Spelman	Chicago, Illinois

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
Fred Weyerhauser	St. Paul, Minn	1904	R. C. Wight	St. Paul, Minn	1904
A. B. Stickney	St. Paul, Minn	1902	Wm. A Reed	New York	1904
Ansel Oppenheim	St. Paul, Minn	1903	T. H. Wheeler	New York	1902
J. W. Link	St. Paul, Minn	1903	W. E. Fletcher	Minneapolis, Minn.	1902
Sam C. Stickney	St. Paul, Minn	1903			

LONDON FINANCE COMMITTEE.

Right Honorable William Ledderdale	London, England.
Mr. Howard Gillea	London, England.
Mr. Alex F. Wallace	London, England.
Mr. Edwin Waterhouse	London, England.
Sir Charles Tenant	London, England.

1. Give postoffice address of general office, St. Paul, Minnesota.
2. Give postoffice address of operating office, St. Paul, Minnesota.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

PROPERTY OPERATED.

MILES OF ROAD BY STATES.

FROM—	TO—	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan	Total.
Chicago	Milwaukee	45 06	37 92							82 98
Rondout	Libertyville	3 00								3 00
Libertyville	Janesville	29 33	34 57							63 90
Chicago	Llewellyn Park	13 75								13 75
North Chicago	Savanna	138 87								138 87
Galewood	Dunning	2 98								2 98
Savanna	Council Bluffs			349 15						349 15
Elk River Junction	Clinton			10 62						10 62
Davenport	Jackson Junction			153 37						153 37
Eldridge	Hurstville			34 61						34 61
Paralta	Farley			43 63						43 63
Marion	Ottumwa			97 00						97 00
Ottumwa Junction	Coburg			62 27				140 27		202 54
Racine	Kittredge	50 63	69 31							119 94
Savanna	East Moline	47 70								47 70
Janesville	Beloit		13 86							13 86
Elkhorn	Eagle		16 59							16 59
Rockton	Rockford	14 94								14 94
Sabula Junction	River Junction			136 18	24 93					161 11
Bellevue	Cascade			35 77						35 77
Turkey River Junction	West Union			58 34						58 34
Waukon Junction	Waukon			22 95						22 95
Reno	Preston				57 77					57 77
North Milwaukee	Champion		196 02						57 79	253 81
Hilbert Junction	Appleton		20 44							20 44
Menasha	Neenah		1 39							1 39
Oconto Junction	Oconto		11 94							11 94
Ellis Junction	Menominee		21 09						1 34	22 43
Wausaukee	Girard Junction		17 65							17 65
Channing	Ontonagon								92 87	92 87
Kelso	Crystal Falls								6 94	6 94
Milwaukee (Reed St.)	La Crosse		196 70							196 70
Watertown Junction	Madison		36 48							36 48
Portage City	East Madison		33 01							33 01
Viroqua Junction	Viroqua		32 17							32 17
North La Crosse	Onalaska		3 76							3 76
Chestnut street, Milwaukee	Portage City		100 24							100 24
Cement Line Junction	Rock		1 06							1 06
Iron Ridge	Fond du Lac		30 94							30 94
Horicon	Berlin		42 30							42 30
Brandon	Markesan		11 49							11 49
Ripon	Oshkosh		19 09							19 09
Rush Lake Junction	Winneconne		14 89							14 89
Merrill Park	North Milwaukee		6 17							6 17
Granville	North Lake		20 08							20 08
Tomah	Star Lake		183 22							183 22
New Lisbon	Pittsville		41 65							41 56
Pittsville Junction	Vesper		8 42							8 42
Dexterville	Romadka		27 05							27 65
North La Crosse	Minneapolis		1 39		136 72					138 11
St Croix Junction	Stillwater				24 78					24 78
Wabasha	Zumbrota				60 21					60 21
Wabasha	Chippewa Falls		61 18		1 83					63 01
Red Cedar Junction	Cedar Falls		20 67							20 67
South Minneapolis	Ortonville				177 27					177 27
Ortonville Junction	Aberdeen				1 47		107 02			108 49
Glencoe	Hutchinson				13 45					13 45
Hopkins	Lake Minnetonka				7 84					7 84
Hastings	Benton Junction				53 71					53 71
Milbank	Sisseton						37 24			37 24
Andover	Harlem					17 20	38 71			55 91
Ortonville	Fargo				46 29	69 40	1 28			116 97
Mitchell	Edgeley					31 61	161 37			192 98
Aberdeen	Bowdle						57 02			57 02
Orient	Eureka						67 38			67 38
Bowdle	Evarts						40 65			40 65
La Crescent	Woonsocket				296 22		97 20			393 42
Wells	Mankato				38 08					38 08
Madison	Bristol						103 02			103 02
Milwaukee	North McGregor		196 50	12						196 62
Mazomanie	Prairie du Sac		10 37							10 37
Lone Rock	Richland Center		16 22							16 22
Milton	Shullsburg		76 84							76 84
Brodhead	New Glarus		22 78							22 78
Warren	Mineral Point	1 01	31 28							32 29
Calamine	Platteville		17 14							17 14
Calmar	Minneapolis			41 38	130 64					172 02
Conover	Decorah			10 00						10 00
Austin	Mason City			27 95	11 34					39 29
Mendota	St. Paul				5 56					5 56
Northfield	Cannon Junction				31 98					31 98
North McGregor	Chamberlain			291 48			149 77			441 25
Beulah	Elkader			19 20						19 20
Spencer	Spirit Lake			20 18						20 18
Rock Valley	Hudson			8 99			39			9 38
Marion Junction	Running Water						62 85			62 85
Manilla	Scotland Junction			95 90			82 22			178 12
Napa	Platte						82 00			82 00
Scotland	Mitchell						47 67			47 67
Elk Point	Sioux Falls Junction			34 92			67 81			102 73
Tripp	Armour						20 45			20 45
Des Moines	Spencer			155 46						155 46
Clive	Boone			34 97						34 97
Rockwell City	Storm Lake			38 58						38 58
Total		347 27	1,704 47	1,783 02	1,120 09	118 21	1,224 95	140 27	158 94	6,596 32

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	Roswell Miller	New York
President	A. J. Earling	Chicago
Third Vice-President	A. C. Bird	Chicago
Secretary	P. M. Myers	Milwaukee
Treasurer	F. G. Ranney	Chicago
General Solicitor	Burton Hanson	Chicago
General Counsel	G. R. Peck	Chicago
Assistant General Solicitor	H. H. Field	Chicago
Assistant General Solicitor	C. B. Keeler	Chicago
Comptroller	H. G. Hangan	Chicago
General Auditor	W. N. D. Winne	Chicago
Assistant General Auditor	W. F. Dudley	Chicago
Assistant General Auditor	G. N. Wilson	Chicago
General Manager	H. R. Williams	Chicago
Assistant General Manager	W. J. Underwood	Chicago
Chief Engineer	D. J. Whittemore	Chicago
General Superintendent	C. A. Goodnow	Chicago
Assistant General Superintendents	2 in number.	
Division Superintendents	17 in number.	
Superintendent of Telegraph	U. J. Fry	Milwaukee
Traffic Manager	J. H. Highland	Chicago
General Freight Agent	E. S. Keeley	Chicago
Assistant General Freight Agents	4 in number	
General Passenger Agent	F. A. Miller	Chicago
Assistant General Passenger Agents	4 in number	
General Baggage Agent	W. D. Carrick	Milwaukee
Land Commissioner	H. G Hangan	Milwaukee

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
J. Ogden Armour	Chicago	1901	Joseph Milbank	New York	1901
August Belmont	New York	1901	Rosswell Miller	New York	1901
Frank L. Baud	New York	1901	Wm. Rockefeller	New York	1901
A. J. Earling	Chicago	1901	James H. Smith	New York	1901
Peter Geddes	New York	1901	Samuel Spencer	New York	1901
Chas. W. Harkness	New York	1901	A. Van Santvoard	New York	1901
Frederick Layton	Milwaukee	1901			

1. Total number of stockholders at date of last election, 5,786.
2. Date of last meeting of stockholders for election of directors, September 22, 1900.
3. Give postoffice address of general office, Chicago, Illinois.
4. Give postoffice address of operating office, Chicago, Illinois.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of road named.
Chicago, Rock Island & Pacific Railway company.	Chicago, Ill.	Council Bluffs, Ia.	500 20	
	Davenport, Iowa	Atchison, Kan	341 45	
	Edgerton Jct., Mo	Leavenworth, Kan	20 36	
	Washington, Iowa	Knoxville, Iowa	79 31	
	So. Englewood, Ill	So. Chicago, Ill.	7 43	
	Wilton, Iowa	Muscatine, Iowa	12 04	
	Wilton, Iowa	Lime Kilns, Iowa	6 08	
	Newton, Iowa	Monroe, Iowa	17 02	
	Des Moines, Ia	Indianola, Iowa / Winterset, Iowa	47 08	
	Menlo, Iowa	Guthrie Center, Ia	14 44	
	Atlantic, Iowa	Audubon, Iowa	24 41	
	Atlantic, Iowa	Griswold, Iowa	14 22	
	Avoca, Iowa	Carson, Iowa	17 73	
	Avoca, Iowa	Harlan, Iowa	11 88	
	Gowrie, Iowa	Sibley, Iowa	109 30	
	Mt. Zion, Iowa	Keosauqua, Iowa	4 50	
	Altamont, Mo	St. Joseph, Mo.	49 30	
	So. St. Joseph, Mo.	Rushville, Mo	15 05	
	Kansas City, Mo.	Armourdale, Kan	2 45	
	So. Omaha, Neb.	Jansen, Neb	104 30	
	Elwood, Kan	Liberal, Kan	439 54	
	Herington, Kan.	Terral, I. T.	349 07	
	Herington, Kan.	Salina, Kan	49 30	
	Horton, Kan	Roswell, Col	568 65	
	Fairbury, Neb	Nelson, Neb	51 53	
	McFarland, Kan.	Belleville, Kan	103 98	
	Dodge City, Kan.	Bucklin, Kan	26 64	
	Chickasha, I. T.	Marqun, O. T.	97 78	
	North Enid, O. T.	Billings, O. T.	26 74	
	Kingfisher, O. T.	Cashion, O. T.	16 01	
				3,127 79
Peoria & Bureau Valley railroad	Bureau, Ill.	Peoria, Ill.	46 99	
Keokuk & Des Moines railroad	Keokuk, Iowa	Des Moines, Iowa	162 23	
Des Moines & Ft. Dodge railroad	Des Moines, Ia.	Ft. Dodge, Iowa / Ruthven, Iowa.	143 51	
				352 73
Hannibal & St. Joseph railroad	Cameron, Mo.	Kansas City, Mo.	54 30	
Union Pacific railroad	Council Bluffs, Ia.	So. Omaha, Neb.	7 02	
	Kansas City, Mo.	No. Topeka, Kan.	67 35	
Denver & Rio Grande railroad	Limon, Col	Denver, Colo.	89 78	
	Denver, Col.	Pueblo, Colo.	119 60	
				338 05
Total				1,818 57

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	R. R Cable	Rock Island, Illinois
President	W. G. Purdy	Chicago, Illinois
First Vice-President	H. A. Parker	Chicago, Illinois
Second Vice-President	Robert Mather	Chicago, Illinois
Third Vice-President	J. M. Johnson	Chicago, Illinois
Secretary	George H. Crosby	Chicago, Illinois
Treasurer	F. E. Hayne	Chicago, Illinois
General Attorney	Robert Mather	Chicago, Illinois
General Attorney	M. A. Low	Topeka, Kansas
Auditor	S. C. Matthews	Chicago, Illinois
Assistant Auditor	H. F. Morris	Chicago, Illinois
General Manager	A. J. Hitt	Chicago, Illinois
General Superintendent	W. M. Hobbs	Chicago, Illinois
Chief Engineer	W. E. Dauchy	Chicago, Illinois
Superintendent Lines East of Missouri River	W. H. Stillwell	Davenport, Iowa
Superintendent Lines West of Missouri River	C. H. Hubbell	Topeka, Kansas
Division Superintendent	W. S. Tinsman	Chicago, Illinois
Division Superintendent	C. L. Nichols	Blue Island, Illinois
Division Superintendent	W. J. Lawrence	Des Moines, Iowa
Division Superintendent	O. N. Gilmore	Des Moines, Iowa
Division Superintendent	W. H. Given	Trenton, Missouri
Division Superintendent	C. W. Jones	Horton, Kansas
Division Superintendent	F. C. Smith	Colorado Springs, Colo.
Division Superintendent	A. T. Abbott	Herington, Kansas
Division Superintendent	S. B. Hovey	Fort Worth, Texas
Division Superintendent	J. H. Conlon	Dalhart, Texas
Freight Traffic Manager	J. M. Johnson	Chicago, Illinois
Assistant Freight Traffic Manager	H. Gower	Chicago, Illinois
General Freight Agent	E. B. Boyd	Chicago, Illinois
General Freight Agent	H. H. Ernbry	Topeka, Kansas
General Passenger and Ticket Agent	John Sebastian	Chicago, Illinois
Assistant General Passenger and Ticket Agent	L. M. Allen	Chicago, Illinois
Assistant General Passenger and Ticket Agent	W. J. Leahy	Chicago, Illinois
Assistant General Passenger and Ticket Agent	E. W. Thompson	Topeka, Kansas
General Baggage Agent	George W. Duback	Chicago, Illinois
Superintendent of Telegraph	A. R. Swift	Chicago, Illinois
Land Commissioner	Wm. La Venture	Davenport, Iowa

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
H. R. Bishop	New York City	1903	Wm. H. Moore	New York City	1904
Alexander E. Oer	New York City	1903	D. G Reid	New York City	1902
Ogden Mills	New York City	1903	Marshall Field	Chicago, Illinois	1902
G. S. Brewster	New York City	1904	W. G. Purdy	Chicago, Illinois	1903
W. A. Nash	New York City	1902	R. R. Cable	Rock Island, Illinois	1903
Tracy Dows	New York City	1902	F. H. Griggs	Davenport, Iowa	1904
A. R. Flower	New York City	1904			

1. Total number of stockholders at date of last election, 3,095.
2. Date of last meeting of stockholders for election of directors, June 5. 1901.
3. Give postsffice address of general office, Chicago, Illinois.
4. Give postoffice address of operating office, Chicago, Illinois.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

MILES OF COMPLETED ROAD JUNE 30, 1901.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Nebraska.
LINES CHARTERED AS OR CONSOLIDATED WITH CHICAGO & NORTHWESTERN RAILWAY COMPANY.									
Chicago to Council bluffs	491.00	137.88	353.12						
Chicago to Freeport	121.00	121.00							
Geneva to Aurora	9.40	9.40							
Geneva to St. Charles	2.40	2.40							
Sycamore to Cortland	4.64	4.64							
Elgin to Williams Bay	51.04	35.82		15.22					
Belvidere to Spring Valley	75.78	75.78							
South Branch Junction to River (Chicago)	4.50	4.50							
Clinton to Anamosa (Quarry)	73 57		73.57						
Stanwood to Tipton	8.50		8 50						
Cut off near Cedar Rapids	5.96		5.96						
Des Moines to Jewell Junction	59.09		59.09						
Tama to Elmore	104.56		104.22			.34			
Jewell Junction to Wall Lake Junction	73.68		73.68						
Eagle Grove to Hawarden	145.20		145.20						
Belle Plaine to Muchakinock	64.00		64.00						
Boone to Coal Banks	3.25		3.25						
Maple River Junction to Onawa	80.85		80 85						
Wall Lake to Moville	79.87		79.87						
Carroll to Kirkman	34.81		34 81						
Manning to Audubon	17.00		17.00						
Chicago to Ft. Howard	242.20	69.73		172.47					
Appleton water power extension	3.63			3.63					
Kenosha to Rockford	72.10	44.03		28.07					
Chicago to Montrose	5.20	5.20							
Montrose to North Evanston	7.69	7.69							
Chicago to Milwaukee	85.00	44.60		40.40					
Milwaukee to Fond du Lac	62 63			62.63					
Sneboygan to Princeton	78.40			78.40					
Milwaukee to Montfort	140.88			140.88					
Montfort to Galena	46.34	10.30		36.04					
Montfort to Woodman	30.50			30.50					
Ipswich to Platteville	4.00			4.00					
Lancaster Junction to Lancaster	12.04			12.04					
Janesville to Afton	6.10			6.10					
Belvidere to Winona	227 00	21.00		205.87		.13			
Winona Junction to LaCrosse	3.96			3 96					
Trempealeau to Galesville	6.71			6.71					
Evansville to Janesville	15.68			15.68					
Ft. Howard to Republic	202.64			49.45	153.19				
Clowrie to Michigamme	10.44				10 44				
Wabio to Champion	1.23				1.23				
Powers to Watersmeet	104.33			13.73	90.60				
Stager to Crystal Falls	9.10				9.10				
Narenta to Metropolitan	34.86				34.86				
BRANCHES TO MINES—									
Off main line	42.27				42.27				
Off E. & L. line	8.44				8.44				
Off Menominee River line	36.13			4.71	31.42				
Crystal Falls to Hemlock mine	15.00				15.00				
Off Ashland division	34.22			4.89	29.33				
Industries off Ashland division	21.44			20.92	.52				
Lake Shore Junction to Ashland, Wis	386.13			319.24	66.89				
Monico Junction to Hurley, Wis	88.11			88.11					
Two Rivers Junction to Two Rivers, Wis	6.35			6.35					
Hortonville to Oshkosh	23.10			23.10					
Eland Junction to Marshfield	63.87			63.87					
North of Antigo to East Bryant switch	7.27			7.27					
Pratt Junction to Harrison	17.85			17.85					
Parrish Junction to Parrish	4.54			4.54					
Watersmeet to Choate	22.82				22.82				
Interior Junction to Interior	1.61				1.61				
Craigsmere to Robbins	3.47				3.47				
Hurley to end of track	12.97			12.97					
Potato River Junction to end of track	2.60			2.60					
Extension through Sec. 34	1.34			1.34					
Northern Junction to end of track (Laona)	61.03			61.03					

CHICAGO & NORTH-WESTERN RAILWAY COMPANY—CONTINUED.

PROPERTY OPERATED—CONTINUED.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Nebraska.
Wall Lake to Denison	24.80	...	24.80	.....	....	.....	.....	.....	....
Boyer to Mondamin	61.30	.....	61.30	.. ....	....	.....	....	.....	....
Kirkman and Harlan (end of track	6.30	.....	6.30	.....	.....	.....	.....	.....	..
Burt to Sanborn	92 70	.....	33.40	.....	....	59.30	.....	.....	....
Stark to end of track beyond Buxton	21.55	.....	21.55	.....	...	.....	.....	.....	....
Belle Plaine to Fox Lake, Minnesota	194.16	.....	140.83	.....	.....	53.33	.....	.....	....
Winona to Pierre	486.01	....	.....	.....	...	276.90	209.11	.....	....
Tracy to Gettysburg	238.73	.....	.....	.....	.....	58.00	180.73	....	....
Tyler to Astoria	32.20	.....	.....	.....	.....	25 40	6.80	.....	....
Mankato Junction to Mankato	3.75	.....	.....	.....	.....	3.75	.....	.....	....
Sanborn to Vesta	26.40	....	.....	.....	.....	26.40	.....	.. .	....
Sleepy Eye to Redwood Falls	24.40	.....	.....	....	.....	24.40	....	....	....
Mankato to New Ulm	25.58	.....	.....	.....	....	25.58	.....	.....	....
Rochester to Zumbrota	24.48	.....	.....	.....	.....	24.48	.....	.....	....
Eyota to Plainview	15 01	.	.....	.....	...	15.01	....	.....	....
Eyota to Chatfield	11.46	.....	.....	.....	....	11.46	.....	.....	....
James Valley Junction to Oakes	131.95	.....	.....	.....	...	..	117.67	14 28	....
Watertown Junction to Watertown	43.83	..	.....	.....	.....	.....	43.83	.....	....
Iroquois to Hawarden (state line)	125.49	.....	.....	.....	.....	.....	125 49	.....	....
Centerville to Yankton	28.46	....	.....	.....	.....	.....	28.46	.....	....
Doland to Groton	38.84	.....	.....	.....	.....	.....	38.84	.....	....
Total C. & N.-W. R'y. (char. or con.)	5,500.72	593.97	1,451.30	1,564.57	521.19	604.48	750.93	14.28	...
PROPRIETARY LINES, VIZ:									
Princeton & Western Railway	16.06	.....	.....	.....	.....	.....	.....	.....	....
Valley Junction to Necedah	.....	.....	.....	16.06	.....	.....		.....	....
Total	16.06	....	.....	16.06	....	....	.....	..	....
LEASED LINES, VIZ:									
St. Paul Eastern Grand Trunk Railway	60.02	....	.....	.....	.....	.....	.....	.....	....
Clintonville to Oconto	.....	....	.....	56.00	...	.....	.....	.....	....
Spurs	.....	.....	.....	4.02	.....	....	....	.....	..
Total	60.02	.....	.....	60.02	.....	.....		.....	....

RECAPITULATION.

C. & N. W. Ry. (chartered or consolidated)	5,500.72	593.97	1,451.30	1,564.57	521.19	604.48	750.93	14.28	...
Proprietary lines	16.06	.....	... .	16.06	....	.....	.....	.....	....
Leased lines	60.02	.....	.....	60,02	.....	...	....	.....	....
Total	5,576.80	593.97	1,451.30	1,640,65	521.19	604.48	750.93	14.28	....
ADD, OPER. UNDER TRACKAGE RIGHTS:									
Council Bluffs (Broadway) to S. Omaha	8.73	.....	3.07	.....	.....	.....	.....	.....	5.66
Grand total	5,585 53	593.97	1,454.37	1,640.65	521.19	604.48	750.93	14.28	5.66

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	Albert Keep	Chicago, Ill.
President	Marvin Hughitt	Chicago, Ill.
First Vice-President	Eugene E. Osborn	New York, N. Y.
Second Vice-President	Marshall M. Kirkman	Chicago, Ill.
Third Vice-President	Hiram R. McCullough	Chicago, Ill
Secretary	Eugene E. Osborn	New York, N. Y.
Treasurer	S. O. Howe	New York, N. Y.
General Solicitor	None	
General Counsel	Loyd W. Bowers	Chicago, Ill.
Comptroller	None	
Assistant Comptroller	None	
Auditor	J. B. Redfield	Chicago, Ill.
Assistant Auditor	None	
General Manager	William A. Gardner	Chicago, Ill.
Assistant General Manager	Sherburn Sanborn	Chicago, Ill.
Chief Engineer	Edward C. Carter	Chicago, Ill.
General Superintendent	R. H. Aishton	Chicago, Ill.
Assistant General Superintendent	None	
Division Superintendent	Hiram J. Slifer	Boone, Iowa.
Division Superintendent	William D. Hodge	Eagle Grove, Iowa.
Division Superintendent	H. R. Sanborn	Lake City, Iowa.
Division Superintendent	S. M. Braden	Belle Plaine, Iowa.
Superintendent of Telegraph	George H. Thayer	Chicago, Ill.
Traffic Manager	M. Hughitt, Jr.	Chicago, Ill.
Assistant Traffic Manager		
General Freight Agent	Edmund D. Brigham	Chicago, Ill.
Assistant General Freight Agent		
General Passenger Agent	Warren B. Kniskern	Chicago, Ill.
Assistant General Passenger Agent		
General Ticket Agent	Warren B. Kniskern	Chicago, Ill.
Assistant General Ticket Agent		
General Baggage Agent	Nathaniel A. Phillips	Chicago, Ill.
Superintendent of Express	None	
Land Commissioner	J. F. Cleveland	Chicago, Ill.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
Byron L. Smith	Chicago, Ill	1902	Albert Keep	Lake Geneva, Wis.	1903
Cyrus H. McCormick	Chicago, Ill	1902	M. L. Sykes	New York, N. Y.	1903
F. W. Vanderbilt	New York, N. Y.	1902	James C. Fargo	New York, N. Y.	1903
W. K. Vanderbilt	New York, N. Y.	1902	Oliver Ames	Boston, Mass.	1904
H. McK. Twombly	New York, N. Y.	1902	Zenas Crane	Dalton, Mass.	1904
Marshall Field	Chicago, Ill	1902	James Stillman	New York, N. Y.	1904
David B. Kimball	Boston, Mass	1903	Marvin Hughitt	Chicago, Ill.	1904
Chauncey M. Depew	New York, N. Y.	1903	N. H. Firbank	Chicago, Ill.	1904
Samuel F. Barger	New York, N. Y.	1903			

1. Total number of stockholders at date of last election, 4,260.
2. Date of last meeting of stockholders for election of directors, June 6, 1901.
3. Give postoffice address of general office. Chicago and New York.
4. Give postoffice address of operating office. Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock—Main line.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1. C., St. P., M. & O.	Elroy	St. Paul	193.18	
	N. Wisconsin Jct	Bayfield	177.65	
	Eau Claire	Spooner	81.51	
	Superior Jct	Duluth	71.70	
	St. Paul	Le Mars	243.42	
	Missouri River at Covington	Omaha	123.06	
	St. Croix Draw Bridge	Stillwater Switch.	4.55	
	Stillwater Jct.	Stillwater	3.30	
	River Falls Jct.	Ellsworth	24.82	
	Merrillan	Marshfield	38.67	
	Ashland Junction.	Ashland	4.38	
	Ashland Shore	Line	1.31	
	West Eau Claire	Shaw's Mill	2.74	
	Fairchild	Mondovi	36.75	
	Menomonie Jct.	Menomonie City	3.01	
	Menomonie Jct.	Cedar Falls	2.01	
	Lake Crystal	Elmore	43.43	
	Heron Lake	Pipestone	55.10	
	Madelia	Fairmont	20.38	
	Bingham Lake	Currie	38.63	
	Sioux Falls Jct	Mitchell	130.73	
	Luverne	Doon	28.00	
	Coburn Junction	Newcastle	20.95	
	Emerson	Norfolk	46.50	
	Wakefield	Hartington	33.76	
	Wayne	Bloomfield	43.14	
				1,487.68
2. Minnesota & Wisconsin railroad	Emerald	Spring Valley	21.00	21.00
3. Northern Pacific Ry	West Superior	Rice's Point	1.59	
Great Northern Ry	St. Paul	Minneapolis	11.40	
Minneapolis & St. Louis railroad	Minneapolis	Merriam Jct	27.00	
Illinois Central railroad	LeMars	Sioux City	25.20	
Sioux City Bridge company	Bridge across Missouri river and tracks at Sioux City	Sioux City bridge track	.50	
Sioux City & Pacific railroad	Sioux City		3.90	
				69.59
Total				1,578.27

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Marvin Hughitt	Chicago, Ill.
First Vice-President and Assistant Secretary	E. E. Osborn	New York, N. Y.
Second Vice-President and Gen'l Traffic Manager	Jas. T. Clark	St. Paul, Minn.
Secretary	E. E. Woodman	Hudson, Wis.
Treasurer and Second Assistant Secretary	S. O. Howe	New York, N. Y.
Assistant Treasurer and Third Ass't Secretary	R. H. Williams	New York, N. Y.
General Counsel	Thomas Wilson	St. Paul, Minn.
General Attorney	Pierce Butler	St. Paul, Minn.
Comptroller	L. A. Robinson	St. Paul, Minn.
Auditor of Expenditures	W. H. Stennett	Chicago, Ill.
Local Treasurer	C. P. Nash	St. Paul, Minn.
General Manager	W. A. Scott	St. Paul, Minn.
Chief Engineer	Chas. W. Johnson	St. Paul, Minn.
General Superintendent	A. W. Trenholm	St. Paul, Minn.
Division Superintendent	W. C. Winter	St. Paul, Minn.
Division Superintendent	L. F. Stoker	St. James, Minn.
Division Superintendent	S. G. Strickland	Omaha, Neb.
Purchasing Agent	Isaac Seddon	St. Paul, Minn.
Superintendent of Telegraph	H. C. Hope	St. Paul, Minn.
General Freight Agent	H. M. Pearce	St. Paul, Minn.
Assistant General Freight Agent	E. B. Ober	St. Paul, Minn.
General Passenger Agent	T. W. Teasdale	St. Paul, Minn.
Atasistant General Passenger Agent	G. H. MacRae	St. Paul, Minn.
General Baggage Agent	E. F. Woode	St. Paul, Minn.
Car Accountant	A. Drezmal	St. Paul, Minn.
General Claim Agent	E. L. Poole	St. Paul, Minn.
Land Commissioner	G. W. Bell	Hudson, Wis.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
Marvin Hughitt	Chicago, Ill	1902	John M. Whitman	Chicago, Ill	1903
Byron L. Smith	Chicago, Ill	1902	John A Humbird	St. Paul, Minn	1903
Chauncey M. Depew	New York, N. Y	1902	F. W. Vanderbilt	New York, N. Y.	1904
David F. Kimball	Boston, Mass	1902	Wm. K. Vanderbilt	New York, N. Y.	1904
Horace G. Burt	Omaha, Neb	1902	Albert Keep	Lake Geneva, Wis.	1904
Martin L. Sykes	New York, N. Y.	1903	H. McK. Twombly	New York, N. Y.	1904
Thomas Wilson	St. Paul, Minn.	1903			

1. Total number of stockholders at date of last election, 1099.
2. Date of last meeting of stockholders for election of directors, June 8, 1901.
3. Give Postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

SIOUX CITY & PACIFIC RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad lines represented by capital stock: { *a.* Main line. *b.* Branches and spurs.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
Sioux City & Pacific Railroad company	Sioux City, Iowa. Mo. Valley	Fremont, Neb. California Jc't	101.58 5.84.	
Total Main line represented by capital stock				107.42

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Marvin Hughitt	Chicago, Ill.
First Vice-President	Eugene E. Osborn	New York, N. Y.
Second Vice-President	H. R. McCullough	Chicago, Ill.
Secretary	Joseph B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
Attorney or General Counsel	Lloyd W. Bowers	Chicago, Ill.
General Attorney	B. T. White	Omaha, Neb.
Comptroller	M. M. Kirkman	Chicago, Ill.
Auditor	Joseph B. Redfield	Chicago, Ill.
General Manager	George F. Bidwell	Omaha, Neb.
Chief Engineer	F. M. Marsh	Omaha, Neb.
General Superintendent	Charles C. Hughes	Omaha, Neb.
Division Superintendent	Henry C. Mahanna	Fremont, Neb.
Superintendent of Telegraph	Wm. P. McFarlane	Omaha, Neb.
General Freight Agent	John A. Kuhn	Omaha, Neb.
Assistant General Freight Agent	Amos H. Merchant	Omaha, Neb.
General Passenger Agent	John R. Buchanan.	Omaha, Neb.
Land Commissioner	Josiah F. Cleveland	Chicago, Ill.

ORGANIZATION.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
Marvin Hughitt	Chicago, Ill	1902	H. R. McCollough.	Chicago, Ill	1902
Albert Keep	Lake Geneva, Wis.	1902	Eugene E. Osborn.	New York, N. Y.	1902
M. L. Sykes	New York, N. Y.	1902	J. M. Whiteman	Chicago, Ill	1902
David P. Kimball	Boston, Mass	1902	J B. Redfield	Chicago, Ill	1902
M. M. Kirkman	Chicago, Ill	1902			

1. Total number of stockholders at date of last election, 48.
2. Date of last meeting of stockholders for election of directors, May 15, 1901.
3. Give postoffice address of general office; Chicago, Ill., and Cedar Rapids, Iowa.
4. Give postoffice address of operating office; Omaha, Neb.

CROOKED CREEK RAILROAD AND COAL COMPANY.

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 and Coal Company	Lehigh. Iowa	Webster City, Ia.	17.61	17.6'

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Jacob M. Funk	Webster City, Iowa.
First Vice-President	John Q. Burnham	Milwaukee, Wis
Secretary	F. E. Willson	Webster City, Iowa.
Treasurer	George E. Burnham	Webster City, Iowa.
Auditor	F. A. Ayers	Lehigh, Iowa.
General Manager	F. E. Willson	Webster City, Iowa.
Assistant General Manager	George E. Burnham	Webster City, Iowa.
General Freight Agent	Frank Willson	Webster City, Iowa.
General Passenger Agent	Frank Willson	Webster City, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
J. M. Funk	Webster City, Iowa.	1901	C. I. Burnham	Milwaukee, Wis	1901
F. E. Willson	Webster City, Iowa.	1901	A. K. Hamilton	Milwaukee, Wis	1901
Geo E. Burnham	Webster City, Iowa.	1901	F. Paul Stone	Oconomowoc, Wis.	1901
John Q. Burnham	Milwaukee, Wis	1901			

1. Total number of steckholders at last election, 14.
2. Date of last meeting of stockholders for election of directors, November 15, 1900.
3. Give postoffice address of general office, Lehigh, Iowa.
4. Give postoffice address of operating office, Webster City, Iowa.

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
Davenport, Rock Island & Northwestern	Clinton	Rock River	49.57	

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	H. R. Williams	Chicago, Ill.
Secretary	H. W. Weiss	Chicago, Ill.
Treasurer	H. W. Weiss	Chicago, Ill.
Auditor	C. F. Roche	Davenport, Iowa.
General Manager	E. F. Potter	Davenport, Iowa.
Chief Eugineer	E. F. Potter	Davenport, Iowa.

DUBUQUE & SIOUX CITY RAILROAD COMPANY.

PROPERTY OPERATED.

(Operated under lease by the Illinois Central.)

1. Railroad line represented by capital stock: { *a* Main line. *b* Branches and spurs.

	NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1.	*a* Dubuque & Sioux City railroad	Dubuque	Sioux City		326.58
	b Dubuque & Sioux City railroad	Manchester	Cedar Rapids	41.85	
		Cherokee	Onawa	59.10	
		Cherokee	Sioux Falls, S. D.	96 48	
		Cedar Falls Jct	Minn. State Line	75.97	
		Tara	Council Bluffs	131.02	
					404.42
	Total				731.00

OFFICERS OF THE DUBUQUE & SIOUX CITY RAILROAD.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Stuyvesant Fish	New York.
Vice-President	John C. Welling	Chicago.
Second Vice-President	E. C. Woodruff	Elizabeth, N. J.
Treasurer	E. T. H Gibson	New York.
Secretary	A. G. Hackstaff	New York.
Assistant Secretary.. } Assistant Treasurer. }	J. F. Merry	Dubuque, Iowa.

OFFICERS OF OPERATING COMPANY.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Stuyvesant Fish	New York City.
Vice-President	John C. Welling	Chicago.
Second Vice-President	J. T. Harahan	Chicago.
Secretary	A. G. Hackstaff	New York.
Treasurer	E. T. H. Gibson	New York.
Local Treasurer	J. F. Titus	Chicago.
General Solicitor	J. M. Dickenson	Chicago.
Attorney, or General Counsel	B. F. Ayer	Chicago.
Attorney	W. J. Knight	Dubuque.
Attorney	J. T. Duncombe	Fort Dodge.
Auditor	F. Fairman	Chicago.
Auditor of Freight Receipts	M D. Royer	Chicago.
Auditor of Passenger Receipts	A. D. Joslin	Chicago.
Auditor of Disbursements	C. F. Krebs	Chicago.
Assistant General Manager	J. F. Wallace	Chicago.
Chief Engineer	W. J. Harahan	Chicago.
Assistant Second Vice-President	A. W. Sullivan	Chicago.
Division Superintendent	F. B. Harriman	Dubuque.
Division Superintendent	C. K. Dixon	Cherokee.
Division Superintendent	G. A. Clark	Fort Dodge.
Superintendent of Telegraph	G. M. Dugan	Chicago.
Traffic Manager	T. J. Hudson	Chicago.
Assistant Traffic Manager	M. C. Markham	Chicago.
General Freight Agent	W. E. Keepers	Chicago.
General Passenger Agent	A. H. Hanson	Chicago.
Assistant General Passenger Agent	J. F. Merry	Dubuque.
General Baggage Agent	J. A. Osborn	Chicago.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
Stuyvesant Fish	New York, N. Y.	1901	W. H. Torbert	Dubuque, Iowa	1901
J. C. Welling	Chicago, Ill	1901	F. D. Stout	Dubuque, Iowa	1901
J. T. Harahan	Chicago, Ill	1901	J. W. Conchar	Dubuque, Iowa	1901
E. H. Hariman	New York, N. Y.	1901	N. Glab	Dubuque, Iowa	1901
E. T. H. Gibson	New York, N. Y.	1901	A. K. Loomis	Fort Dodge, Iowa	1901
J. W. Auchincloss	New York, N. Y.	1901	O. O. Tolerton	Sioux City, Iowa.	1901
M. M. Walker	Dubuque, Iowa	1901	W. D. Dows	Cedar Rapids, Iowa.	1901
J. V. Rider	Dubuque, Iowa	1901			

1. Total number of stockholders at date of last election, 31.
2. Date of last meeting of stockholders for election of directors, October 18, 1900.
3. Give postoffice address of general office, Dubuque, Iowa.
4. Give postoffice address of operating office, Central Station, Chicago.

STACYVILLE RAILROAD.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
1. *a*	Stacyville Jct.	Stacyville	7.93	7.93

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. J. Knight	Dubuque, Iowa.
First Vice-President	F. B. Harriman	Dubuque, Iowa,
Secretary	F. E. Couch	Dubuque, Iowa.
Treasurer	J. F. Titus	Chicago, Ill.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
Alfred Penney	Stacyville, Iowa	1902	F. B. Harriman	Dubuque, Iowa.	1903
Chas. G. Rolfe	Osage, Iowa	1902	J. F. Merry	Dubuque, Iowa.	1903
W. L. Eaton	Osage, Iowa	1902	W. S. Benson	Dubuque, Iowa.	1903
W. J. Knight.	Dubuque, Iowa.	1903			

1. Total number of stockholders at date of last election, 8.
2. Date of last meeting of stockholders for election of directors, May 7, 1901.
3. Give postoffice address of general office, Dubuque, Iowa.
4. Give postoffice address of operating office, Central Station, Chicago.

DES MOINES UNION RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of road named.
	FROM—	TO—		
Des Moines Union Railway company	Des Moines.	Des Moines.	4	4

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	F. C. Hubbell	Des Moines, Iowa.
President	F. C. Hubbell	Des Moines, Iowa.
First Vice-President	H. D. Thompson	Des Moines, Iowa.
Secretary	F. M. Hubbell	Des Moines, Iowa.
Treasurer	H. D. Thompson	Des Moines, Iowa.
Attorney, or General Counsel	A. B. Cummins	Des Moines, Iowa.
Auditor	E. G. Mitchell	Des Moines, Iowa.
General Superintendent	J. A. Wagner	Des Moines, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. C. Hubbell	Des Moines, Iowa	January, 1902
F. M. Hubbell	Des Moines, Iowa	January, 1902
H. D. Thompson	Des Moines, Iowa	January, 1902
A. B. Cummins	Des Moines, Iowa	January, 1902
Cyrus Kirk	Des Moines, Iowa	January, 1902
J. Ramsey, Jr	St. Louis, Mo	January, 1902
A. J. Earling	Chicago, Ill	January, 1902
C. A. Goodnow	Chicago, Ill	January, 1902

1. Total number of stockholders at date of last election, 12.
2. Date of last meeting of stockholders for election of directors, January 3, 1901.
3. Give postoffice address of general office, Des Moines, Iowa.
4. Give postoffice address of operating office, Des Moines, Iowa.

IOWA CENTRAL RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock { *a*. Main line. *b*. Branches and spurs.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1. *a* Main line	Albia, Iowa	Manly Jct., Iowa.	178.16	
	Manly Jct., Iowa.	Northwood, Iowa.	11.16	
	Oskaloosa, Iowa.	Mississippi river	98.43	
	Mississippi river	Iowa Jct., Ill.	88.10	372.85
b Branches	Hampton, Iowa	Belmond, Iowa	22.20	
	Minerva Jct., Iowa	Story City, Iowa.	34.51	
	Newburg, Iowa	State Center, Iowa	26.64	
	G. & M. Jct., Iowa	Montezuma, Iowa	13.61	
	New Sharon, Iowa	Newton, Iowa	27.75	
	Lynnville Jct., Ia	Lynnville, Iowa.	2.50	127.21
4. Keithsburg Bridge company.	Across Mississippi	at Keithsburg	2.57	2.57
5. Peoria & Pekin Union railway	Iowa Jct., Ill.	Peoria, Ill.	3.50	3.50
Total			506.13	506.13

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Edwin Hawley	New York, N. Y.
First vice-president	F. H. Davis	New York, N. Y.
Second vice-president	L. F. Day	Minneapolis, Minn.
Secretary	S. Seaman Jones	New York, N. Y.
Treasurer	Geo. R. Morse	New York, N. Y.
General solicitor	Geo. W. Seevers	Oskaloosa, Iowa.
General auditor	T. I. Wasson	Marshalltown, Iowa.
General manager	L. F. Day	Minneapolis, Minn.
Chief engineer	H. G. Kelley	Minneapolis, Minn.
General superintendent	C. W. Huntington	Oskaloosa, Iowa.
Superintendent of telegraph	B. G. Fallis	Oskaloosa, Iowa.
Traffic manager	J. N. Tittemore	Marshalltown, Iowa.
Assistant general freight agent	S. G. Lutz	Marshalltown, Iowa.
General passenger agent	Geo. S. Babby	Marshalltown, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edwin Hawley	New York	September 7, 1901
Frank H. Davis	New York	September 7, 1901
L. C. Weir	New York	September 7, 1901
Edwin Langdon	New York	September 7, 1901
John E. Searles	New York	September 7, 1901
George Crocker	New York	September 7, 1901
L. F. Day	Minneapolis	September 7, 1901
Samuel Morton	Chicago	September 7, 1901
T. S. Shontz	Chicago	September 7, 1901
R. J. Kimball	New York	September 7, 1903
Geo. R. Moose	New York	September 7, 1904
Geo. E. Tainbor	New York	September 7, 1901
E. H. Perkins, Jr	New York	September 7, 1903
Russell Sage	New York	September 7, 1901
Henry A. Gardner	New York	September 7, 1904

1. Total number of stockholders at date of last election, 798.
2. Date of last meeting of stockholders for election of directors, September 7, 1900.
3. Give postoffice address of general office, 25 Broad street, New York.
4. Give postoffice address of operating office, Marshalltown, Iowa.

ALBIA & CENTERVILLE RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of road named.
Main line	Albia, Iowa	Centerville, Iowa.	24.44	24.44

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	F. M. Drake	Centerville, Iowa.
President	F. M. Drake	Centerville, Iowa.
First Vice-President	Russell Sage	New York.
Secretary	J. J. Slocum	New York.
Treasurer	Russell Sage	New York.
Assistant Treasurer	T. I. Wasson	Marshalltown, Iowa.
Auditor	T. I. Wasson	Marshalltown, Iowa.
General Manager	L. F. Day	Minneapolis, Minn.
Chief Engineer	H. G. Kelley	Minneapolis, Minn.
General Superintendent	C. W. Huntington	Oskaloosa, Iowa.
Superintendent of Telegraph	B. G. Fallis	Oskaloosa, Iowa.
Traffic Manager	J. N. Tittemore	Marshalltown, Iowa.
Assistant General Freight Agent	S. G. Lutz	Marshalltown, Iowa.
General Passenger Agent	Geo. S. Babby	Marshalltown, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Russell Sage	New York, N. Y.	September 8, 1900
C. W. Osborn	New York, N. Y.	September 8, 1900
C. C. Osborn	New York, N. Y.	September 8, 1900
J. J. Slocum	New York, N. Y.	September 8, 1900
F. M. Drake	Centerville, Iowa	September 8, 1900

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, September 2, 1899.
3. Give postoffice address of general office, 25 Broad street, New York.
4. Give postoffice address of operating office, Marshalltown, Iowa.

IOWA CENTRAL & WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock: *a*. Main line.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of road named.
	FROM—	TO—		
Iowa Central & Western.	Belmond	Algona	37 3	37.3

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Edwin Hawley	New York, N. Y.
First Vice-President and Treasurer	F. H. Davis	New York, N. Y.
Second Vice-President	L. F. Day	Minneapolis, Minn.
Secretary	Geo. W Seevers	Oskaloosa, Iowa.
Assistant Treasurer	T I. Wasson	Marshalltown, Iowa.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Edwin Hawley	New York	George Coocker	New York
F. H. Davis	New York	Geo. W. Seevers	Oskaloosa
L. C. Weir	New York		

IOWA NORTHERN RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	FROM—	TO—		
Iowa Northern Railway company	Colfax	Valeria	5 93	

OFFICERS

TITLE.	NAME.	LOCATION OF OFFICE.
President	J. S. Wylie	Davenport, Iowa.
First Vice-President	D. Ryan	Des Moines, Iowa.
Secretary	J. M. Topper	Colfax, Iowa.
Treasurer	J. M. Topper	Colfax, Iowa.
Attorney or General Counsel	W. O. McElroy	Newton, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	Date of expiration of term.
F. H. Griggs	Davenport, Iowa.		D. Ryan	Des Moines, Iowa.	
J. S. Wylie	Davenport, Iowa.		Robt. Ryan.	Lincoln, Neb.	
J. M. Topper	Colfax, Iowa				

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, June, 1900.
3. Give postoffice address of general office, Colfax, Iowa.
4. Give postoffice address of operating office, Colfax, Iowa.

MARSHALLTOWN & DAKOTA RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.
	FROM—	TO—	
Marshalltown & Dakota Railway company	Fraser, Iowa	Gowrie, Iowa	21

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Hamilton Browne	Boone, Iowa
Vice-President	S. T. Meservey.	Fort Dodge, Iowa
Secretary	T. W. Carpenter.	Fraser, Iowa
Auditor	Wm. A. Kelly	Fraser, Iowa
General Manager	T. W. Carpenter	Fraser, Iowa

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hamilton Browne	Boone, Iowa	May, 1902
S. T. Meservey	Fort Dodge, Iowa	May, 1902
J. J. Wright	Chicago, Ill	May, 1902
T. W. Carpenter	Fraser, Iowa	May, 1902
Wm. A. Kelly.	Fraser, Iowa	May, 1902

1. Total number of stockholders at date of last election, 11.
2. Date of last meeting of stockholders for election of directors, May 1901.
3. Give postoffice address of general office, Fraser, Iowa.
4. Give postoffice address of operating office, Fraser, Iowa.

MASON CITY & FT. DODGE RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINAL. FROM—	TERMINAL. TO—	Miles of line for each road named.
Mason City & Ft. Dodge Railway company	Mason City, Iowa.	Lehigh, Iowa.	88.1
	Carbon Jc., Iowa.	Coalville, Iowa.	2.4

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	J. W. Colt	Fort Dodge, Iowa.
Vice-President	Arthur S. Fairchild	New York.
Secretary, Treasurer	S. T. Meservey	Fort Dodge, Iowa.
Assistant Treasurer	O. B. Grant	Fort Dodge, Iowa.
Auditor	J. L. Krorgh	Fort Dodge, Iowa.
Superintendent	O. B Grant	Fort Dodge, Iowa.
Superintendent of telegraph	W. M. Salisbury	Fort Dodge, Iowa.
General Freight Agent	S. D. Parkhurst	Fort Dodge, Iowa.
General Passenger Agent	S. D. Parkhurst	Fort Dodge, Iowa.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERMS.
W. Colt	Fort Dodge, Iowa	Until election of successor.
Arthur S. Fairchild	New York	
Myron T Herrick	Cleveland, Ohio	
Jas. J. Hill	St Paul, Minn	
H. A Hutchins	New York	

1. Total number of stockholders at date of last election, eight (8).
2. Date of last meeting of stockholders for election of directors, May 21, 1901.
3. Give postoffice address of general office, Fort Dodge, Iowa.
4. Give postoffice address of operating office, Fort Dodge, Iowa.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock: *a*. Main line. *b*. Branches and spurs.
5. Line operated under trackage rights.

	NAME.	TERMINALS. FROM.	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1. *a*	Minneapolis & St. Louis Railroad Company	Minneapolis, Minn	Angus, Iowa		259.90
b	Minneapolis & St. Louis Railroad Company	Kalo Jct, Iowa	Kalo, Iowa	1.46	
		Hopkins, Minn	Watertown, S.D.	215.42	
		Manitou Jct, Minn	Lonka Bay, Minn.	1 45	
		Winthrop, Minn	Storm Lake, Iowa	153.50	371.83
5.	Northern Pacific Railroad Company	St. Paul, Minn	Minneapolis, Minn		10.11
	Total				641.84

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Edwin Hawley	New York, N. Y.
Vice-President	L. F. Day	Minneapolis, Minn.
Secretary and Assistant Treasurer	Joseph Gaskell	Minneapolis, Minn.
Treasurer	F. H Davis	New York, N. Y.
General Counsel	William Strauss	New York, N. Y.
General Attorney	Albert E. Clark	Minneapolis, Minn.
Auditor	Frank Nay	Minneapolis, Minn.
General Manager	L. F. Day	Minneapolis, Minn.
Chief Engineer	H. G Kelley	Minneapolis, Minn.
Superintendent of Transportation	A. P. Tarner	Minneapolis, Minn.
General Freight Agent	W. M. Hopkins	Minneapolis, Minn.
Assistant General Freight Agent	R G. Brown	Minneapolis, Minn.
General Passenger Agent	A. B. Cutts	Minneapolis, Minn.
General Baggage Agent	A. B. Cutts	Minneapolis, Minn.

DIRECTORS.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edwin Hawley	New York	October, 1901.
F. H. Davis	New York	October, 1903.
William Strauss	New York	October, 1902.
Edwin Langdon	New York	October, 1902.
F. E Palmer	New York	October, 1901.
L. F Weir	New York	October, 1901.
George Crocker	New York	October, 1902.
John E. Searles	New York	October, 1903.
L. F Day	Minneapolis, Minn.	October, 1903.

1. Total number of stockholders at date of last election, four hundred eighty-four (484).
2. Date of last meeting of stockholders for election of directors, first Tuesday in October, 1900.
3. Give postoffice address of general office, Minneapolis, Minn.
4. Give postoffice address of operating office, Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock: *a* Main line.

	NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.
1.	*a* Muscatine North & South Railroad	Muscatine	Elrick Junction	28.67

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Walter M. Gorham	Philadelphia, Pa.
First Vice-President	H F. Balch	Minneapolis, Minn.
Secretary	Henry Jayne	Muscatine, Iowa.
Treasurer	Henry Jayne	Muscatine, Iowa.
Attorney, or General Counsel	Henry Jayne	Muscatine, Iowa.
Auditor	George Reede	Muscatine, Iowa.
General Manager	Chas. Howard	Muscatine, Iowa.
Superintendent of Telegraph	James A. Coe	Muscatine, Iowa.
General Freight Agent	Chas. Howard	Muscatine, Iowa.
General Passenger Agent	Chas. Howard	Muscatine, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. T. Balch	Minneapolis, Minn.	First Monday in January, 1902.
M. J Peppard	Minneapolis, Minn.	
J. A. Nelson	Minneapolis, Minn.	
Walter M. Gorham	Philadelphia, Penn	
Henry Jayne	Muscatine	
H. W. Huttig	Muscatine	
P. M. Musse	Muscatine	

1. Total number of stockholders at date of last election, 20.
2. Date of last meeting of stockholders for election of directors, January 10, 1901.
3. Give postoffice address of general office, Muscatine, Iowa.
4. Give postoffice address of operating office, Muscatine, Iowa.

OMAHA & ST. LOUIS RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock. *a*. Main line.
5. Line operated under trackage rights.

	NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1.	*a* Omaha & St. Louis Railroad company	Pattansburg, Mo	Council Bluffs, Ia.	143.39	143.39
5.	Chicago, Milwaukee & St. Paul Railroad Co	In Council Bluffs terminal tracks.		.34	.34
	Total			143.73	143.73

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Receiver	Chas. H. Chappell	Chicago, Ill.
President	John Lambert	Chicago, Ill.
First Vice-President	Alfred Clifford	St. Louis, Mo.
Second Vice-President	James Hopkins	St. Louis, Mo.
Secretary	Chas. G Gates	Chicago, Ill.
Treasurer	Chas. G. Gates	Chicago, Ill.
Assistant Treasurer	W. D. Tucker	Kansas City, Mo.
General Counsel	Max Pam	Chicago, Ill.
General Attorney	J. G. Trimble	Kansas City, Mo.
Auditor	H. H. Kendrick	Kansas City, Mo,
General Manager	W. G. Brimson	Kansas City, Mo.
Chief Engineer	E. M. Collins	Kansas City, Mo.
Superintendent	W. J. Stans Burner	Stanbury, Mo.
Freight Traffic Manager	E. H. Shaufler	Kansas City, Mo.
Assistant General Freight Agent	L. F. Moore	Kansas City, Mo.
Assistant General Freight Agent	Geo. M. Entricken	Omaha, Neb.
General Passenger Agent	A. J. Bandy	Kansas City, Mo.
General Ticket Agent	A. J. Bandy	Kansas City, Mo.
General Baggage Agent	A. J. Bandy	Kansas City, Mo.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lambert	Chicago, Ill	November 12, 1901.
Chas. G. Gates	Chicago, Ill	November 12, 1901.
W. Emlen Roosevelt	New York, N. Y	November 12, 1901.
Francis Smith	New York, N. Y	November 12, 1901.
James Hopkins	St. Louis, Mo	November 12, 1901.
Alfred Clifford	St. Louis, Mo	November 12, 1901.

1. Total number of stockholders at date of last election.
2. Date of last meeting of stockholders for election of directors, November 17, 1899.
3. Give postoffice address of general office, Kansas City, Missouri
4. Give postoffice address of operating office, Kansas City, Missouri.

WILLMAR & SIOUX FALLS RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad lines represented by capital stock: *a*. Main line.
2. Proprietary companies whose entire capital stock is owned by this company.
5. Line operated under trackage rights.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named
1. *a* Willmar & Sioux Falls	Willmar, Minn	Sioux City, Iowa	223.76	
	Garretson, S. D.	Yankton, S. D.	80.49	304.25
2. Sioux City & Western Railway	Sioux City, Iowa	O'Neill, Neb.	129.16	129.16
5. Union Terminal Railway company	In Sioux City. Jct with W. S. F. R'y company	Jct. with tracks of C.,M. & St.P, Ry.	1.57	
Chicago, Milwaukee & St. Paul Railway Co.	Jct. with tracks Union Ter. R'y.	Jct. with tracks of Comb'n B'dg Co.	.60	
Combination Bridge company	Jct. with tracks of C.,M.& St.P.R'y	So. Sioux City, Neb.	1.15	3.32
Total				436.73

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. P. Clough	St. Paul, Minn,
First Vice-President	Louis W. Hill	St. Paul, Minn.
Secretary	E. Sawyer	St. Paul, Minn.
Treasurer	E. Sawver	St. Paul, Minn.
General Solicitor	M. D Grover	St. Paul, Minn.
Comptroller	R. I. Farrington	St. Paul, Minn.
Assistant Comptroller	J. G. Drew	St. Paul, Minn.
General Auditor	J. L Cramer	St Paul, Minn.
Chief Engineer	J. F. Stevens	St. Paul, Minn.
General Superintendent	F. E. Ward	St. Paul, Minn.
Assistant General Superintendent	J. M. Gruber	St. Paul, Minn.
Superintendent	L. B. Allen	Willmar, Minn.
Superintendent of Telegraph	E. J. Little	St Paul, Minn.
General Freight Agent	Fred Rogers	Sioux City, Iowa.
General Passenger Agent	Fred Rogers	Sioux City Iowa.
General Baggage Agent	S. A. Smart	St Paul, Minn.

DIRECTORS.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Clough	St. Paul, Minn	When successor is elected.
E. Sawyer	St. Paul, Minn	
Samuel Hill	Minneapolis, Minn.	
M. D. Grover	St. Paul, Minn	
Louis W. Hill	St. Paul, Minn.	

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, October 11, 1900.
3. Give postoffice address of general office; St Paul, Minnesota.
4. Give postoffice address of operating office; St. Paul, Minn.

TABOR & NORTHERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock: *a* Main line.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.
1. *a* Tabor & Northern Railway Company	Tabor, Iowa	Malvern.	8 79

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	Robt. McClelland	Tabor, Iowa
President	Robt. McClelland	Tabor, Iowa
Vice-President	Thos. McClelland	Galesburg. Ill.
Secretary	H. C. Dye	Tabor, Iowa
Treasurer	H. C. Dye	Tabor, Iowa
Auditor	D E. Low	Tabor, Iowa
General Manager	Robt. McClelland	Tabor, Iowa
Traffic Manager	R S. McClelland	Tabor, Iowa

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robt McClelland	Tabor Iowa	June 10, 1905
Thos. McClelland	Galesburg, Ill	June 10, 1902
R. S. McClelland	Tabor, Iowa	June 10, 1902
J. M. Barbour	Tabor, Iowa	June 10, 1904
H C. Dye.	Tabor, Iowa	June 10, 1903

1. Total number of stockholders at date of last election, 4.
2. Date of last meeting of stockholders for election of directors, June 28, 1901.
3. Give postoffice address of general office, Tabor, Iowa.
4. Give postoffice address of operating office, Tabor, Iowa.

LINES OPERATED BY THE WABASH RAILROAD COMPANY.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
LINES OWNED—				
The Wabash railroad	Toledo	East Hannibal	460.5	
	Bluffs	Camp Point	39.4	
	Clayton	Elvaston	34.5	
	Sidney	Champaign	11.7	
	Decatur	East St. Louis	110.1	
	Edwardsville	Edwardsville Jct.	1.7	
	C. & W. I. Jct.	Effingham	205.4	
	Shumway	Altamont	9.5	
	Fairbury Junction	Streater	30.9	
	Delray	Butler	109.8	
	Montpelier	Clarke Junction	149.6	
	Attica	Covington	14.8	
	St. Louis (Tayon av	Harlem	274.8	
	Moberly	Ottumwa	131.5	
	Moulton	Albia	28.3	
	Albia	Des Moines	68.2	
	Salisbury	Glasgow	15.4	
	St. Louis (Carr st.)	Ferguson	10.7	
Total				1,706.8
LINES LEASED—				
Louisiana & Pike County railroad	Pittsfield Jct.	Pittsfield	6.2	
Eel River railroad	Butler	Logansport	94.1	
Peru & Detroit railway	Chili	Peru	9.5	
Hannibal Bridge company	East Hannibal	Hannibal	3.0	
Brunswick & Chillicothe railroad	Brunswick	Chillicothe	38.2	
St. Louis, Council Bluffs & Omaha railroad	Chillicothe	Pattonsburg	41.4	
Boone County & Boonville railroad	Centralia	Columbia	21.6	
Excelsior Springs railroad	Junction	Excelsior Springs.	9.1	
Total				223.1
LINES OPERATED UNDER JOINT TRACKAGE ARRANGEMENTS.				
Grand Trunk railroad	Detroit	Black Rock	228.2	
Grand Trunk railroad	Welland Junction.	Suspension Bridge	18.0	
Erie railroad	Suspension Bridge	Buffalo	25.6	
Erie railroad	Black Rock	International Jct.	4.5	
Detroit Union Depot and Station company	Detroit (Union D)	Delray	4.6	
Chicago & Western Indiana railroad	Chicago	C & W. I. Jct.	8.0	
Chicago & Western Indiana railroad	State Line (Ind-Ill)	C. & W. I. Jct.	11.8	
Chicago Terminal Transfer railroad	Clarke Junction	State Line (Ind-Ill(	5.8	
Chicago, Burlington & Quincy railroad	Camp Point	Quincy	21.8	
Chicago, Burlington & Quincy railroad	Quincy	East Hannibal	17.3	
Toledo, Peoria & Western railway	Elvaston	Hamilton	6.5	
Toledo, Peoria & Western railway	Forrest	Fairbury Junction	6.1	
Keokuk Bridge company	Hamilton	Keokuk	1.3	
Missouri, Kansas & Texas railway	Hannibal BdgeTk	Hannibal (U'n sta)	0.4	
Terminal Railroad Association of St. Louis	East St. Louis	St. Louis (U'n sta.)	3.8	
Chicago & Eastern Illinois railroad	Altamont		0.8	
Terminal Railroad Association of St. Louis	St. Louis (U'n sta.)	Tayon Avenue	0.7	
Hannibal & St. Joseph railroad	Harlem	Kansas City	1.5	
Iowa Central railway	Albia	Albia Connection.	0.2	
Missouri, Kansas & Texas railway	Hannibal	Moberly	69.7	
Missouri Pacific railway	St. Louis (Olive st.)	Carr street	0.6	
Total				437.2
Total mileage operated				2,367.1

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the Board	O. D. Ashley	New York City.
President	J. Ramsey, Jr	St. Louis, Mo
Vice-President	Edgar T. Welles	New York City.
Second Vice-President	Milton Knight	St. Louis, Mo.
Third Vice-President	Wells H. Blodgett	St. Louis, Mo.
Secretary	J. C. Otteson	New York City.
Treasurer	F. L. O'Leary	St. Louis, Mo.
General Solicitor	Wells H. Blodgett	St. Louis, Mo.
Attorney, or General Counsel	Wells H. Blodgett	St. Louis, Mo.
Auditor	D. B. Howard	St. Louis, Mo.
Assistant Auditor	E. B. Pryor	St. Louis, Mo.
Chief Engineer	W. S. Lincoln	St. Louis, Mo.
General Superintendent	H. L. Magee	St. Louis, Mo
Division Superintendent	E. A. Gould	Peru, Ind.
Division Superintendent	A. Robertson	Decatur, Ill.
Division Superintendent	J. S. Goodrich	Moberly, Mo.
Division Superintendent	G. M. Burns	Detroit, Mich.
Division Superintendent	A. E. Robbins	Buffalo, N. Y.
Division Superintendent	G. C. Kinsman	Decatur, Ill.
Superintendent of Telegraph	M. Knight	St. Louis, Mo.
Traffic Manager, Freight	S. B Knight	St. Louis, Mo.
General Freight Agent	P. W. Coyle	St. Louis, Mo.
Assistant General Freight Agent	C. S. Crane	St. Louis, Mo.
General Passenger Agent	H. V P. Taylor	St. Louis, Mo.
Assistant General Passenger Agent	C. S. Crane	St. Louis, Mo.
General Ticket Agent	H. V. P. Taylor	St. Louis, Mo
Assistant General Ticket Agent	S. H. Overholt	St. Louis, Mo.
General Baggage Agent		

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
O. D. Ashley	New York City	Second Tuesday in October, 1901.
Geo. J. Gould	New York City	
Edgar J. Welles	New York City	
Henry K. McHarg	New York City	
C. J. Lawrence	New York City	
P. B. Wykoff	Toledo, Ohio.	
L. C. Reynolds	New York City	
Edwin Gould	New York City	
Thomas H. Hubbard	New York City	
John T. Terry	New York City	
Russell Sage	St. Louis Mo.	
J. Ramsey, Jr	London, England	
Francis Pavy		

1. Total number of stockholders at date of last election, not known.
2. Date of last meeting of stockholders for election of directors, October 10, 1900.
3. Give postoffice address of general office, St. Louis, Missouri.
4. Give postoffice address of operating office, St. Louis, Missouri.

WINONA & WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock: { *a* Main line. *b* Branches and spurs.

	NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of road named.
a.	Winona & Western Railway company	Winona, Minn	Osage, Iowa	113.2	113.2
b.	Winona & Westenn Railway company	Simpson, Minn	Rochester, Minn.	7 55	7.55
	Total			120.75	120.75

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	H. W. Lamberton	Winona, Minn.
First Vice-President	V. Simpson	Winona, Minn.
Secretary	Thomas Simpson	Winona, Minn.
Treasurer	M. G. Norton	Winona, Minn.
Assistant Treasurer	S. S. Straun	Winona, Minn.
Attorney or General Counsel	Thomas Simpson	Winona, Minn.
General Superintendent	J. J. Mahoney	Winona, Minn.
General Freight Agent	J. J. Mahoney	Winona, Minn.
General Passenger Agent	J. J. Mahoney	Winona, Minn.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. J. Landan	Winona, Minn	June 5, 1902.
Earle S. Youmans	Winona, Minn	June 5, 1902.
Chas. Hootan	Winona, Minn	June 5, 1902.
V. Simpson	Winona, Minn	June 6, 1903.
H. W. Lamberton	Winona, Minn	June 6, 1903.
M. G. Norton	Winona, Minn	June 6, 1903.
W. H. Laird	Winona, Minn	June 5, 1904.
J. R. Mitchell	Winona, Minn	June 5, 1904.
S. W. Hamilton	Winona, Minn	June 5, 1094.

1. Total number of stockholders at date of last election, 10.
2. Date of last meeting of stockholders for election of directors, June 5, 1901.
3. Give postoffice address of general office, Winona, Minn.
4. Give postoffice address of operating office, Winona, Minn.

BURLINGTON & NORTHWESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each class of roads named.
Burlington & Northwestern Railway Co	Mediapolis	Washington	38.73
This company has leased the right to run over 13.77 miles of the B., C. R. & N. R'y, being the distance between Burlington and Mediapolis			13.77
Total			52.5

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	T. W. Barhydt	Burlington, Iowa.
First Vice-President	J. T. Remey	Burlington, Iowa.
Secretary and Treasurer	R. M. Green	Burlington, Iowa.
Attorney, or General Counsel	W L. Cooper	Burlington, Iowa.
Auditor, Chief Clerk Account Department	K. M. Boden	Burlington, Iowa.
General Manager	R. Law	Burlington, Iowa.
Superintendent of Telegraph	E. J. Goodspeed.	Burlington, Iowa.
Assistant General Freight Agent	M. Law	Burlington, Iowa.
Assistant General Passenger Agent	M. Law	Burlington, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. W. Barhydt	Burlington, Iowa.	June, 1902.
J. T. Remey	Burlington, Iowa.	June, 1902.
W. F. McFarland	Burlington, Iowa.	June, 1902.
J. W. Blythe	Burlington, Iowa.	June, 1902.
H. B. Scott	Burlington, Iowa.	June, 1902.
C. P. Squires	Burlington, Iowa.	June, 1902.
H. S. Rand	Burlington, Iowa.	June, 1902.
William Carson	Burlington, Iowa.	June, 1902.

1. Total number of stockholders at date of last election, 229.
2. Date of last meeting of stockholders for election of directors, June 1, 1901.
3. Give postoffice address of general office, Burlington, Iowa.
4. Give postoffice address of operating office, Burlington, Iowa.

BURLINGTON & WESTERN RAILWAY COMPANY.

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 Railway Company	Winfield.	Oskaloosa		70.7
This company has by payment of its proportion of joint expense of train service and track repairs the right to run over the Burlington & Northwestern railway from Winfield to Mediapolis			19.73	
And thence to Burlington over the B., C. R. & N. Railroad Company's line under contract of the Burlington & Northwestern Railway Company with that company.			13.77	33.5
Total				104.2

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	T. W. Barhydt	Burlington, Iowa
Vice-President	C. P. Squires	Burlington, Iowa
Secretary	R. M. Green	Burlington, Iowa
Treasurer	R. M. Green	Burlington, Iowa
Attorney, or General Counsel	W. L. Cooper	Burlington, Iowa
Auditor, Chief Clerk Accountant Department	K. M. Boden	Burlington, Iowa
Manager	R. Law	Burlington, Iowa
Superintendent of Telegraph	E. J. Goodspeed	Burlington, Iowa
Assistant General Freight Agent	M. Law	Burlington, Iowa
Assistant General Passenger Agent	M. Law	Burlington, Iowa

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. W. Barhydt	Burlington	June 1902.
C. P. Squires	Burlington	June 1902.
W. W. Baldwin	Burlington	June 1902.
J. W. Blythe	Burlington	June 1902.
H. B. Scott	Burlington	June 1902.

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, June 19, 1901.
3. Give postoffice address of general office, Burlington, Iowa.
4. Give postoffice address of operating office, Burlington, Iowa.

DECISIONS OF COMMISSIONERS.

No. 2275—1901.

CITY OF CEDAR RAPIDS,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY, BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, CEDAR RAPIDS & CHICAGO RAILWAY COMPANY, ILLINOIS CENTRAL RAILROAD COMPANY.

In the matter of proposed modification of viaduct on A avenue over Fourth street in the City of Cedar Rapids.

DECISION OF THE COMMISSIONERS.

This is an application on the part of the City of Cedar Rapids, Iowa, to have the Commission approve modifications of the plans and specifications heretofore submitted to and approved by the Board of Railroad Commissioners, January 6, 1891,—see above entitled case as reported in the Railroad Commissioners' Report for 1891, pages 800, 801, 802.

The Board has made a personal inspection of the premises where it is proposed to construct the viaduct, and at its office in Des Moines all parties interested were given a hearing with reference to the plans and specifications and the modifications thereof. At said hearing the City of Cedar Rapids was represented by Messrs. Buck and Wallace, members of the city council of Cedar Rapids, the Chicago & North-Western Railway company was represented by Mr. W. N. Finley, Mr. W. P. Brady appearing for the Burlington, Cedar Rapids & Northern Railway company, and Mr. W. J. Knight appearing for the Illinois Central Railroad company. Subsequent to said hearing the Chicago, Milwaukee & St. Paul Railway company, by and through its president, Mr. A. J. Earling, submitted and filed before the Board a written protest against the adoption or approval or modification of the plans and specifications submitted to the Board unless such plans and specifications should provide for the vacation of A avenue where it crosses Fourth street.

The Chicago & North-Western Railway company, the Burlington, Cedar Rapids & Northern Railway company and the Chicago, Milwaukee & St. Paul Railway company object to the approval of the plans and specifications by the Board, unless such plans and specifications provide for the vacation of A avenue where it crosses Fourth street. The Illinois Central Railroad company makes no objection thereto and joins with the City of Cedar Rapids in asserting and insisting that no order should be made by the Board with reference to such vacation.

In support of the contention on the part of the railways making objections, the attention of the Board is called to an opinion of the Board of Railroad Commissioners as reported, beginning on page 143, and extending to and including page 156, in the report of the Board of Railroad Commissioners for the year 1894. The opinion was written by Mr. Peter A. Dey, then a member of the Commission. It is a very exhaustive and well considered opinion and holds that the Board of

Railroad Commissioners has authority to pass upon the objections made by the railway companies in this case.

Section 770 of the code provides that no viaduct shall be required until the Board of Railroad Commissioners shall, after examination determine the same to be necessary for the public safety and convenience, and the plans of said viaduct, prepared as hereinafter provided, shall have been approved by said Board.

We concur in the opinion of Mr. Dey in so far as he holds that the Board has the right to pass upon and determine the question of the plans affecting the public safety and convenience.

In this case, upon the former submission, it was found and determined by the Board that the construction of the viaduct was necessary, and as there is no question made at the present hearing and as we are not required to determine that question with reference to the modifications asked, we assume that the former decision stands, without deciding that part of the former determination; and we approve of the modifications asked by the city of Cedar Rapids of the plans and specifications herein submitted, upon condition, however, that this approval is made to depend upon the express condition that that part of A avenue where it crosses Fourth street be permanently closed against the right of the public to the use of the same at grade, by pedestrians, teams or vehicles as long as the proposed viaduct is used as a crossing of said street. It being the intention of the Board herein that before the construction of said viaduct the city of Cedar Rapids must provide and adopt such means that that part of said A avenue, where it intersects Fourth street, shall be forever closed so long as the proposed viaduct is used as a crossing of said street against all use at grade, by pedestrians, teams or vehicles before this order is or becomes effective.

We do not intend by this approval of the modifications or the construction of the viaduct, however, that any part of said viaduct shall in any wise interfere with the railway traffic, or the use of railways upon Fourth street, or the laying or changing of railway tracks thereon, where it crosses A avenue.

Des Moines, Iowa, January 23, 1901.

No. 2276—1901.

HIRAM HAMMOND AND OTHERS, LE GRAND,
v.
THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Complaint of the location of station at Le Grand, and application for the establishment thereof near the business portion of the town.

DECISION OF THE COMMISSIONERS.

On the 19th day of October, 1899, the complainants Hiram Hammond, Frank Bratt, George Hines and others, filed in writing before the Board of Railroad Commissioners at their office in Des Moines, Iowa, a complaint against the Chicago & North-Western Railway Company, alleging that the Chicago & North-Western Railway Company is engaged as a railway in the transportation of passengers and freight in and through the state of Iowa, with its line of railway psssing through Marshall county in a westerly direction; that three miles west of Montour on said line of railway, there is located the station Le Grand; that said station is composed of a depot and an elevator and a few accessories; that the incorporated town of

Le Grand is located more than a mile to the west and north of said station; that the highway connecting said station and town is laid out over hilly ground, and at many seasons of the year on account of the clay soil and hilly country, is nearly impassable; that a hack line is making trips at stated intervals between said places for the carrying of mails, express and passengers, but that said line does not meet all trains, hence passengers are frequently left to walk said distance; that on account of the insufficient transportation and the distance from the station, telegrams are frequently left undelivered from Saturday night till Sunday or Monday morning; that the mail service is unsatisfactory; that morning mail from Chicago arriving at 9:17 a. m. is not distributed until 10:30 a. m. on account of the distance between the station and said town; that the incorporated town of Le Grand afore said has about five hundred inhabitants and the immediate vicinity about four hundred inhabitants; that the time said railway was built, the residents of the town and surrounding country subscribed and paid the said company large sums of money on condition that the said railway company should erect and maintain a depot about three-quarters of a mile west of the said station, on or adjoining the highway leading into said town of Le Grand aforesaid from the south; that the said railway has held off from moving the said depot grounds, but has stated that whenever any improvements should be made it would then make the necessary changes; that said railway is now making said changes; that the grade at the crossing above described is now being cut down from fifty-two feet to about thirty feet to the mile, and without much extra cost it could be cut down still more; that in spite of these changes, the company refused and still refuses to move said depot from its old location; that the new site as contemplated is much better and would accommodate a greater number of people than the present site; that there are three schools of higher learning in and around the said town of Le Grand, resorted to by students from a distance, who are placed at an inconvenience and expense in reaching said place; that on account of the impassable roads at many times of the year and insufficient accommodations, people going to and from the depot frequently walk on the railway right-of-way, which is exceedingly dangerous, and will be more so when the double track, now being laid, is completed;

Wherefore complainants ask that the Railroad Commissioners of the State of Iowa investigate the matters complained of herein, and that they inspect the premises, and if they see fit, have a hearing of the same, with due notice to all parties concerned, and report their findings according to law; that the said railway company be required to remove said depot from its present location in Tama county, west on said line to a point directly south and adjoining the town of Le Grand, within a reasonable time, and for such further relief as may be just and equitable in the premises.

In addition to the foregoing application, the several colleges, schools and churches, as well as a large number of the citizens of Le Grand and the surrounding country, have filed with the Board written applications, asking for the removal of said station, as well as many letters from persons who have an interest in the college and schools located at Le Grand, requesting the Board to require said railway company to remove said station.

This complaint was at once brought to the attention of the railway company, informing it that unless an amicable adjustment could be made with the residents of Le Grand, the Board would be obliged to fix a date for a hearing of said complaint.

Within a reasonable time, the railway company replying thereto, stated, in

substance, that this question had been presented several times by the people of Le Grand, Iowa, and the peculiar conditions which required the location of their station buildings and grounds at the point at which it is now situated had been fully explained every time the matter had been presented to it; that the present location is on a summit between the stations of Montour on the east, and Quarry on the west; that the grade of the track in each direction from the summit is 0.7 per 100 feet; that if the station should be moved either east or west of its present location, it would bring it directly on the grade; that this would interfere seriously with the handling of their traffic; that the disadvantage which the company would be obliged to meet in the operation of its trains through a station located at the point requested in the petition, would be serious as compared to the inconvenience with which the people of Le Grand, Iowa, now have to contend.

On the 22d day of June, 1900, the railway company filed the following as its answer to complainant's petition:

First.—"Admits that the incorporated town of Le Grand is located about one mile from the station of Le Grand, where the depot of defendant company is located, and that a hack line makes trips at stated intervals between said depot and said incorporated town.

"Admits that defendant is a corporation and that the petitioners are residents of the incorporated town of Le Grand.

"Admits that it has cut down its grade in the vicinity of the incorporated town of Le Grand so that it is now less than fifty-two (52) feet to the mile.

"Admits that defendant has refused and still refuses to remove its depot from its present location."

Second.—"Defendant denies that the residents of said incorporated town of Le Grand and the surronnding country subscribed and paid large sums of money, on condition that said railway company should erect and maintain a depot three-fourths of a mile west of the present station.

"Denies that it has stated through its officers or agents that whenever any improvement should be made, that it should then make a change in the location of said depot.

"Denies that the grade of defendant's road could be cut below its present grade of about thirty-six feet per mile without much extra cost.

"Denies each and every allegation in the plaintiff's petition not herein admitted."

Third.—"The defendant for further answer states the following objections on its part to moving said depot to the point designated in the plaintiff's petition:

First.—The impracticability of the conditions for necessary passing tracks and tracks for commercial purposes at the proposed station which would be necessary, unless two stations were maintained which would result in much additional expense to the company.

Second.—The impracticability of reducing the grade so the necessary stops could me made without reducing the hauling capacity of the motive power; the present grade is the maximum grade which the company is working to between Chicago and Council Bluffs, and with the reduction of the maximum gradient comes the increased maximum tonnage which is to be hauled, making it just as difficult now to stop and start a train on the maximum gradient as it was with the trains of lighter tonnage.

Third.—It is much better for the operation of the road to have the distance between blocks as similar as possible. The new distance would be two miles from

Quarry to the proposed station and three and six-tenths miles from the proposed station to Montour.

"*Fourth.*—The only practicable point for making passing tracks or tracks for commercial purposes between Montour and Quarry is at the present station of Le Grand, which is on a practically level piece of ground on the top of a hill located equidistant between said stations of Montour and Quarry. This is because the maximum grade runs from Montour to LeGrand on the east side of the hill, and from a point about half a mile east of Quarry to LeGrand on the west side of the hill.

"*Fifth.*—The danger of collision on account of stopping trains going west on the maximum grade, from trains following, and the danger of trains going east breaking in two is great. It would also be necessary to either double the hill going east with a train after it had stopped at the proposed station or keep a helping engine for that purpose at a great expense.

"*Sixth.*—The only way to avoid additional expense and prevent the difficulties and dangers incurred would be to reduce the tonnage of the east bound trains, and by so doing it would be throwing away the vast amount of money expended in reducing the grade; the only object in reducing the grades being to increase the earnings of the motive power. The class 'R' engines, which are now the standard engines of the company, will haul on a maximum grade, if not compelled to stop, 1250 tons on a train. If they are compelled to stop on a maximum grade of thirty-six or thirty-seven feet to the mile, it would be impossible to start that train; it being necessary to have a speed of something like twenty-five miles per hour to get over tne maximum grade when loaded with maximum tonnage without either dividing the train in case of stopping or having a helping engine.

"WHEREFORE, The defendant asks that plaintiff's petition herein be denied."

A similar complaint was made before the Board of Railroad Commissioners during the year 1893, by certain of the citizens of the town of LeGrand, but after an investigation by the Board the application was denied.

See case of J. F. Nagle, LeGrand, v. Chicago and North-Western railway company, reported on pages 313 and 314 of Railroad Commissioner's Report for 1894.

It appearing to the Board in the present case that no amicable adjustment could be reached by the parties thereto, a hearing was had at Le Grand, due notice thereof having been given to all parties, Mr. J. M. Parker and Mr. Wickes appearing for the citizens of Le Grand, and the Chicago & North-Western Railway company appearing by its attorneys, Messrs. Hubbard, Dawley & Wheeler, and Judge J. L. Stevens. After the taking of a large amount of testimony from various witnesses upon this and a subsequent hearing, and full and exhaustive arguments made by the respective attorneys, the Board took the case under advisement. We have not attempted to set out the evidence in this case but are content with referring only to the facts and conclusions we have reached from such testimony and the conditions as they appeared to the board from a personal inspection at Le Grand.

We find that the present railway station upon the Chicago & North-Western Railway at Le Grand is located upon what may be called a level grade, or nearly so, the entire length of said level grade being about 1,600 feet; that the present station is located about three-quarters of a mile in an easterly direction from where it is proposed to have the station re-located; that said level grade extends in a westerly direction for a distance of between 800 and 1,000 feet from where the station is now located, that the grade at the point where it is proposed to move

said station is about thirty-six feet to the mile; that the distance which said grade extends in an easterly direction before reaching the level grade is about 2,600 feet; that the station of Le Grand is on the main or trunk line of the Chicago & North-western Railway company extending through Iowa; that it is now constructing upon such line a double track; that a large number of heavy freight and passenger trains pass each way daily thereon; that the business portion of the town of Le Grand is situated about one and one-half miles in a westerly and northerly direction from the present station; that the citizens of Le Grand and the country adjacent thereto depend principally for their railway service and accomodations upon the Chicago & North-Western Railway company; that Le Grand is a thriving and prosperous town of about 600 inhabitants, with a substantial and growing college, churches and schools, and that it is located in the heart of a rich and prosperous agricultual community; that the highway for a considerable distance, leading from the business portion of Le Grand to the present station of the Chicago & North-Western Railway company, is in Tama county, and such highway during some portions of the year is more or less difficult to travel, both for teams and foot passengers, owing to the character of the soil, and lack of proper work and construction; that the people of Le Grand or Marshall county have no authority or control over that portion of the highway located in Tama county.

We find that if the Chicago & North-Western Railway company should be compelled to remove its present station to the proposed location, it would be obliged to stop many of its passenger and freight trains, and those easterly bound at the foot of a heavy grade, namely, a grade of about thirty-six feet to the mile, and thereby would, to a substantial degree, be obliged to reduce its freight tonnage upon this division, and otherwise would impede and endanger the passenger traffic; that it would, to a substantial degree, increase the hazard and risk of passengers and employes on account of the heavy grade where it would be obliged to stop and start many of its passenger and freight trains; that the cost of reducing the grade at the point in question, that is, where it is proposed to locate the station, would be heavy and more than a usual and ordinary expense, and in the opinion of the Board would be more than the traffic or the railway company should bear at the present time.

This case, on the part of the complainants, has been most vigorously presented; and about every legitimate method has been restorted to for the purpose of inducing the Board to make an order requiring the removal of the station to the proposed site, and on the other hand, the railroad company cannot be accused of omitting anything that would properly present its objections to said removal.

The Board has given this case patient and thorough investigation, and has endeavored to reach a decision which is sustained by the evidence and facts submitted therein. So far as the distance and convenience to the people of Le Grand are concerned, the proposed site would be much better than where the station is now located, and the board would make an order for its removal if other conditions and interests were not to be considered But we are obliged to take into consideration the rights of the public who may be interested in requiring that the railways of this state shall be so managed and conducted as will insure to the traveling public carried thereon, and to the employes, the greatest possible safety, with no unnecessary delays or expense in transportation of passengers and freight. The operation of all railways is necessarily hazardous for the employes thereof, as well as the traveling public, under ordinary conditions, and unless excellent reasons may be given therefor, we would hesitate to require a railway company operating as many trains as we find are passing daily on the main line

of the Chicago & North-Western railway at this point, to do anything that would substantially or unreasonably increase the ordinary expense, hazard or risk of railway transportation, either to the traveling public or to its employes.

We believe that to require the railway company, at the present time and under the existing conditions, to remove its passenger station to the proposed site would, to a substantial degree, increase the ordinary hazard and risk of the railway company in the operation of its railway at this point, and the result thereof might be serious to the safety of its employes and the traveling public, as well as materially increasing the cost of transportation and otherwise interfering with the more rapid movement of trains and transportation upon this division of its line of railway; but we are disposed to hold to whatever degree such danger or hazard may be eliminated, then to require the railway company to make such changes at the station as will give the people of Le Grand and surrounding country such reasonable service, as, in the judgment of the Commission, the public may be entitled to under the present conditions existing at this station.

We are of the opinion that the Chicago & North-Western Railway company, by the construction of an additional track or tracks passing or extending to or near the proposed site should provide such means that all bulky or heavy freight, including freight in car loads, both in and out of Le Grand, should be delivered or received at some safe, convenient and reasonable place, at or near the site proposed by the complainants; that the ordinary and customary means and conveniences should be furnished by said railway company at this point for the handling, receiving and delivering of such freight, and that the usual and ordinary privileges should be granted to those who may desire the same in the handling, receiving and sale of coal, lumber and grain, as well as provide facilities for the handling and shipping of live stock, including stock yards, or any other business which may be ordinarily conducted and carried on at similar stations along the line of the Chicago & North-Western railway, in the handling of the traffic above named; that reasonable opportunity be given all persons having business with said railway respecting the above named freight handled at this place, to do so; and that said company shall keep and maintain a telephone at its passenger station for the use of the public wishing to communicate to or with the railway company at said passenger station. In addition thereto, the Chicago & North-Western Railway company shall be required to move its present passenger station about eight hundred feet in a westerly direction and to a point upon the level grade as far west as it may be able to operate its line with safety to its employes and the traffic upon said line; that incase the people of Le Grand, through their proper officers and agents, cause to be legally established and opened a public highway of suitable and reasonable width extending in a northwesterly direction from the station grounds located as indicated herein, to the most convenient and reasonable point in Marshall county intersecting with the public highway which is now used in going to and from the town of Le Grand and the railway station as at present located, then the Chicago & North-Western Railway company shall pay or contribute toward the cost and expense thereof a sum not to exceed three hundred dollars, and that said railway company shall place or cause to be placed upon the roadway or wagon-track of the highway so estalished, a sufficient amount of sand and gravel to such a depth as will make a good and reasonable foundation therefor, and a sufficient amount to make said roadway safe and convenient for public travel.

The Chicago & North-Western Railway company shall, within twenty days after the date of this opinion, indicate by stakes, mounds, or by some other reasonable

method, the place where said station under this order may be located, and written notice thereof given to either Hiram Hammond, Frank Bratt or George Hines; that it shall thereupon be the duty of complainant or those interested in the carrying out of this order, to procure or cause to be established the highway as aforesaid, and due notice thereof in writing shall be served upon the Chicago & North-Western Railway company, stating in substance that said highway has been legally established and acquired, and open for the use of the public, before this order or decision shall become effective or in force against such railway company. If in case, however, said highway shall have been legally acquired or established, and legally opened for the use of the public, then this order and decision shall become effective and in force against said railway company. After written notice has been served upon the said railway company as herein provided, the Chicago & North-Western Railway company shall have six months from and after the date of service of the notice aforesaid that said highway has been legally established, acquired and opened for the public use, to carry out the order and decision herein.

Des Moines, Iowa, January 28, 1901.

No. 2277—1901.

ADOLPH WALTERSHIED, CEDAR RAPIDS, IOWA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Farm Crossing.*

Complaint filed September 25, 1900.

DECISION OF COMMISSIONERS.

The following complaint was filed with the board on September 25, 1900:

ADOLPH WALTERSHEID
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Complaint.*

Comes now Adolph Waltersheid and complains against the Chicago, Milwaukee & St. Paul Railway company and the Chicago & North-Western Railway company, and for cause of such complaint respectfully submits the following facts for the consideration of your honorable Board:

Complainant states that he is a citizen of the state of Iowa, residing in the county of Linn in said state.

That he is the owner of the following described lands situated in said county of Linn, to-wit: The east thirty (30) acres of the southwest quarter (¼) of the northeast quarter (¼) of section six (6) and the northeast quarter (¼) of the southeast quarter (¼) of section six (6), except one and one-half (1½) acres sold to R. Adams, as per deed record, volume 106, page 161, and the southeast quarter (¼)

of the northeast quarter (¼) of section six (6), except a private road to B. G. Gard twenty feet wide, as per deed record, volume 103, page 216, and all that piece of land in section five (5), about three and one-half (3½) acres lying on the west side of the right-of-way of the Chicago and North-Western railway, as per award record volume 132, page 278.

That said Chicago, Milwaukee & St. Paul Railway company and the said Chicago & North-Western Railway company are each corporations running and operating lines of railway through the said county of Linn aforesaid.

That each of said railway companies in the construction of their several lines of railway laid the same over and across the land of complainant herein described as aforesaid in such manner as to leave portions of said land on each side of their said railways, and such land on each side of said railways being owned by complainant herein.

That said railway companies and each of them in so constructing their roads over and across the land of complainant as aforesaid ran their lines of railway parallel through said lands; the line of said Chicago, Milwaukee & St. Paul Railway company on the southerly side, and that of the Chicago & North-Western Railway company on the northerly side, so that their rights-of-way between the two tracks of said railways adjoin.

That each of said railway companies in the construction of their several railways over and across the land of complainant as aforesaid constructed bridges across a ravine, in which the water flowed across said railways, and constructed embankments approaching said bridges, so that this complainant had the privilege, and did use the space underneath said bridges as a passageway for his cattle to pass from one portion of his said land to the other lying on each side of their said railway tracks, and each of said railway companies in addition to said privilege of the cattle passing under said bridges, also constructed a temporary crossing a short distance westerly from said bridge for the use of complainant in crossing said tracks by team.

That said means of crossing said tracks remained in that condition for several years prior hereto.

That prior to August, 1899, the said Chicago, Milwaukee & St. Paul Railway company was threatening to fill up the passage way through the bridge under the track, so as to destroy the access of complainant from one side of his said land to the other.

That complainant, deeming such action of the Chicago, Milwaukee & St. Paul Railway company to be to his dertiment, on or about the 11th day of August, 1899, commenced his action in the district court of the state of Iowa in and for Linn county, asking that said railway company be enjoined and restrained from so filling up said passageway.

That such proceedings were had in such action so commenced, that said district court made a decree against the said railway company, in which said court found that said railway company had the right to fill up said passageway under said bridge, subject, however, to this complainant's right to require said railway company to provide one cattle guard and causeway, or other adequate means of crossing their railway tracks where the same runs through this complainant's land at such reasonable place as complainant herein might designate, and provide that the injunction in said cause should not be dissolved until said railway company provided said cattle guard, causeway or other adequate means of crossing its said

railway, a copy of which decree is hereto attached, marked "Exhibit A," and made a part of this complaint.

That in compliance with the terms of said decree, this complainant designated the place where he desired to have said cattle guard, causeway and other adequate means of crossing said railway tracks placed.

That said Chicago, Milwaukee & St. Paul Railway company, disregarding the mandates and injunctions of said decree, proceeded to fill up said passageway through the bridge under its said tracks, so that this complainant's cattle could in no wise pass through the same from one side of his said land to the other.

That said Chicago, Milwaukee & St. Paul Railway company also destroyed the temporary crossing that had been provided just west of said bridge as aforesaid, so that this complainant now has no means of crossing said railway, either adequate or inadequate.

That the tillable land of this complainant, described as aforesaid, is on the northerly side of said railway tracks, and his pasture land and timber land is on the southerly side of said railway tracks. That the water for the complainant's stock is located on the southerly side of said railway tracks, and his house, barn and stock yards on the northerly side of said tracks, so that it is requisite and necessary that this complainant should have a suitable causeway, or other adequate means of passing said railway tracks, protected by fences and cattle guards, so that his cattle will not be endangered from crossing said tracks from one portion of said land to the other, and so that the general public shall not be endangered by reason of the cattle crossing without protection as aforesaid.

That this complainant has requested the said Chicago, Milwaukee & St. Paul Railway company and the Chicago & North-Western Railway company to make, and keep in repair one cattle guard and causeway, or other adequate means of crossing their said tracks located on his said land at such reasonable place as this complainant might designate, and which this complainant did designate as aforesaid all as required by section 2022 of the code of Iowa for the year 1897.

And this complainant further shows your honorable Board that as said tracks are located, and as said passage way had been filled up, this complainant is left without any means of crossing from one portion of his land to another, and has been subjected to costs, trouble and expense in attempting to procure a crossing as provided by law across said railway tracks.

That this complainant has, he verily believes, sustained damage up to the present time in the sum of one hundred ($100) dollars for such failure and neglect of the said railway companies to provide such crossing for him as he was entitled to under the law of Iowa aforesaid.

Wherefore, complainant asks that your honorable Board serve a copy of this complaint upon the officers of said railway companies, and fix a time and place for hearing as by law prescribed, and that upon said hearing your honorable Board direct that said railway companies and each of them be compelled to make and keep in good repair one cattle guard and causeway or other adequate means of crossing their said tracks at such place as has been designated by this complainant, which this complainant avers to be a reasonable place, or at such other reasonable place as your honorable Board may designate upon an inspection of said premises, and that this honorable Board fix the time, place and manner of constructing said crossing, and in case said railway companies shall refuse, or neglect to abide or comply with the order of this honorable Board within the term prescribed for such compliance, then this honorable Board order and direct that

either this complainant or the attorney general of the state of Iowa shall commence an action for a mandatory order of the court compelling a compliance on the part of said railway companies with the order of this Board as provided by law, and that complainant may have such other orders in the premises as to this honorable Board may seem just and equitable to the parties, and for an order for his said damages.

(Signed) ADOLPH WALTERSHEID,
Complainant.

STATE OF IOWA, } ss.
LINN COUNTY, }

I, Adolph Waltersheid, being duly sworn, depose and say that I am the complainant in the above complaint; that I have read same and know the contents thereof, and all the matters and things therein stated are true as I verily believe.

(Signed) ADOLPH WALTERSHEID.

Subscribed and sworn to before me by the said Adolph Waltershied this 24th day of September, 1900.

J. M. THOMPSON,
Notary Public in and for Linn County.

Accompanying the foregoing was the decree of the court referred to as Exhibit "A."

IN THE DISTICT COURT OF IOWA, IN AND FOR LINN COUNTY.

ADOLPH WALTERSHEID, PLAINTIFF,
v.
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, DEFENDANT.
} *Decree.*

Now, to-wit, June 8, 1900, this cause comes on for trial before the court without a jury. Preston & Moffit appear for the plaintiff, and J. S. Cook and Rothrock & Grimm appear for the said defendant, and the parties respectfully having introduced evidence in said cause, the cause is by the court taken under advisement.

And now, to-wit, June 29, 1900, it being still of the June term, 1900, of said court, the court having heard the testimony and arguments of counsel, and being fully advised in the premises, finds:

That plaintiff is the owner of the east thirty (E. 30) acres of the southwest quarter (S. W. ¼) of the northeast quarter (N. E. ¼) of section six (6), and the northeast quarter (N. E. ¼) of the southeast quarter (S. E. ¼) of section six (6), except one and one-half (1½) acres sold to R. Adams, as per deed record volume 106, page 161, and the southeast quarter (S. E. ¼) of the northeast quarter (N. E. ¼) of section six (6), except a private road to B. G. Gard, twenty feet wide, as per deed record volume 103, page 216, and all that piece of land in section five (5), about three and one-half (3½) acres, lying on the west side of the right of way of the Chicago & North-Western Railway, as per award record in volume 132, page 278, lying and being in the county of Linn and state of Iowa aforesaid.

That the said defendant condemned a right of way across said land for the purpose of its said railway.

That in constructing its said railway it constructed a bridge across a ravine

running through said land in such manner as to give the plaintiff adequate passage-way from one portion of his land to another under said bridge.

That said bridge has remained in that condition from the time of the construction of said road up to the beginning of this action, being a period of about fifteen years.

That the plaintiff had no other adequate crossing of defendant's said railroad where the same runs through his land aforesaid, except a crossing under said bridge, by means of which he could pass from one portion of his land to the other portion of said land lying on the opposite side of said railway.

That just prior to the commencement of this action, the defendant was preparing to fill the opening under said bridge used by the plaintiff as an under grade crossing, and the plaintiff procured a temporary injunction restraining the defendants from filling up said passage way.

That it was necessary to construct said bridge of less destructible material than that of which it was constructed for the purpose of avoiding danger of fire and accident to passing trains.

That to construct an iron or stone bridge large enough for plaintiff's use as a passage way would put the defendant to great expense.

As a matter of law it is found that the defendant had a right to reconstruct its bridge without providing for a crossing at the point at which said bridge was constructed, subject, however, to the right of plaintiff to require defendant to provide one cattle guard and causeway, or other adequate means of crossing their railway tracks where the same runs through plaintiff's said land at such reasonable place as may be designated by the plaintiff.

It is therefore finally ordered, adjudged and decreed by the court that the defendant shall make and keep in good repair one cattle guard and one causeway, or other adequate means of crossing its said railway track at some point where said railway runs through plaintiff's said land, and at such reasonable place as may be designated by said plaintiff, and in case that the plaintiff shall fail for a reasonable length of time to designate the place where cattle guard and causeway or other adequate means of crossing said railway tracks on his said land shall be placed, then that the said defendant shall choose and select said place for the making of said cattle guard, causeway, or other adequate means of crossing said railway tracks, and upon the making of said cattle guard, causeway, or other adequate means of crossing said railway tracks in either of the events for designation of the place where the same shall be located as aforesaid, then the temporary injunction heretofore issued in this cause will and shall be delivered, but not till then.

It is further adjudged by the court that the defendant shall pay the cost of this action, that is taxed and found to be by the clerk, in the sum of —— dollars, and judgment is entered therefore accordingly.

W. N. TREICHLER,
Judge Eighteenth Judicial District.

Messrs. Preston & Moffit, of Cedar Rapids, Iowa, were the attorneys for the complainant.

On October 16, 1900, was filed the answer of the Chicago, Milwaukee & St. Paul Railway Company, as follows:

ADOLPH WATERSHEID,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, AND THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Answer.*

The Chicago, Milwaukee & St. Paul Railway Company respectfully answering the complaint in the above entitled matter, says:

That originally the complainant was afforded a passageway under bridges built by the respective railway companies over a small ravine, and that the passage way over this company's right of way was cut off by the removal of said temporary bridge, and the substitution of permanent earthwork therefor, as this company had a right to do.

That this defendant, at the time of removing said bridge, requested the complainant to designate a place where he would have a surface crossing constructed and maintained for his use, and he designated such place, and this defendant did construct a crossing for him there; but that the Chicago & North-Western Railway company has not seen fit to construct a crossing over its track opposite the place designated by the plaintiff as aforesaid, and for this reason the crossing so constructed at that place by this defendant is not available to the complainant.

That this defendant offered to complainant to construct cattle guards on each side of said crossing, and to connect the same by wing fences with its right of way fence on the south side, and to fence a line or passage-way on its right of way between the two railway tracks to connect the surface crossing so constructed by it with the passage-way under the bridger or culvert under the track of the Chicago & North-Western Railway company, which the complainant declined to accept or be contented with.

That this defendant is ready and willing at any time to put in cattle guards and wing fences to connect with the wing fences of its co-defendant whenever its co-defendant constructs a crossing for complainant at the place by him designated, but that it is useless for this defendant to put in cattle guards and wing fences unless its co-defendant joins in constructing a crossing at said place; and that for this defendant alone to construct cattle guards and wing fences across its right of way would prevent any use of the present crossing by the complainant, and could be of no possible benefit to him.

J. C. COOK,
Solicitor for Chicago, Milwaukee & St. Paul Railway company in Iowa.

On October 18, 1900, the Chicago & North-Western Railway company filed this answer to the complainant as per the following:

ADOLPH WALTERSHEID
v.
CHICAGO & NORTHWESTERN RAILWAY COMPANY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

ANSWER OF THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

For answer to the complaint filed by Adolph Waltersheid in this matter, the Chicago & North-Western Railway company respectfully state:

That as to whether said Waltersheid is the owner of the property described in his complaint, this company has neither knowledge or information upon which to form a belief.

That this company admits that in the construction of its railway track and in the construction of the railway track of the Chicago, Milwaukee & St. Paul company, through the land in question, bridges were constructed across a natural ravine, whereby a good, convenient and substantial cattle pass was made under the tracks of both companies, and that a crossing a short distance westerly from said bridges was made across the tracks of both companies at grade, so that the owner of said lands could cross the tracks with wagons and teams.

As to the proceedings had in court between said Waltersheid and the Chicago, Milwaukee & St. Paul Railway company this company has no knowledge or information sufficient to form a belief.

That as far as this company is concerned, it has in nowise interfered with either the under cattle pass or grade crossing of the complainant, and has offered the complainant all the reasonable facilities which, under his complaint, are required by him.

That this company has maintained and still maintains the under cattle pass under its track for the use of complainant, and complainant might and should use such cattle pass under the track of this company. That said track is near the foot of a grade to the westward, where this company's west bound trains must attain high speed to carry the hill with heavy trains; that no cattleguards or wing fences should be maintained at a grade crossing at this point over defendant's track, so long as this defendant furnishes a safe means of passing cattle under its track.

This defendant denies each and every allegation in the complaint filed not herein specifically admitted.

Wherefore it asks this honorable Board that it be discharged as a party defendant in this matter.

HUBBARD, DAWLEY & WHEELER,
Attorneys for Chicago & Northwestern Railway Company.

STATE OF IOWA, LINN COUNTY, *ss:*

I, N. M. Hubbard, Jr., being duly sworn, on oath say that I am one of the regularly employed attorneys for the defendant railway company above named, know the matters and facts stated in the above answer, and they are true, as I verily believe.

N. M. HUBBARD.

Subscribed in my presence and sworn to before me this 17th day of October, 1900.

E. A. FORDYCE,
Notary Public in and for said county.

The Board fixed November 15, 1900, at Cedar Rapids, Iowa, for a hearing of this case and an examination of the premises in question. At that time and place the Commissioners met the complainant and his attorneys, as well as representatives and attorneys of the railway companies, respondents in this case.

The commissioners found the facts to be substantially as follows:

That the complainant herein owns the land as averred and described in the petition; that the Chicago & North-Western Railway company and the Chicago, Milwaukee & St. Paul Railway company have lines of railroad extending diagonally from southwest to northeast across the farm of the complainant herein; that

the right-of-way of the Chicago and North-Western Railway company is 100 feet in width, the right-of-way of the Chicago, Milwaukee & St. Paul Railway company is 75 feet in width, parallel and contiguous thereto across the farm of complainant; that in the original construction of the railroads, bridges were built by the railway companies across a ravine on the said farm and permission granted the complainant to use the same as an under cattle pass; that in addition to the use of said bridges as an underground cattle pass, the railway companies provided a grade crossing some distance west of said bridges; that the Chicago, Milwaukee & St. Paul Railway company filled the bridge located upon their line, destroying the the use of the same as an under cattle pass, and at the same time rendered the grade crossing referred to impassable, the district court of Linn county having adjudged that the railway company had the right so to do; that the Chicago, Milwaukee & St. Paul Railway company had subsequently provided a grade crossing at a point designated by the complainant, but which is unavailable, owing to the fact that said crossing is not opposite either the under grade cattle pass on the Chicago & North-Western right-of-way nor opposite the grade crossing furnished by the Chicago & North-Western Railway company, but is located east of the same; that under the conditions as they now exist the complainant is deprived of any method of crossing the rights-of-way of the respondent railway companies from one portion of his farm to the other.

After a full examination of the premises, and hearing such evidence as was presented to the Board, the Commissioners have reached the conclusion that the Chicago & North-Western Railway company should furnish a good, sufficient, safe and convenient grade crossing for the use of complainant, about two hundred feet in a northeasterly direction from where the present grade crossing is located, and at some reasonable place designated by the owner of the land, the complainant herein; that the above finding is conditioned upon the Chicago, Milwaukee & St. Paul Railway company constructing a good, sufficient, safe and convenient grade crossing for the use of complainant herein, about 200 feet in a northeasterly direction from the point where the crossing is now located, so that the grade crossings as constructed and furnished by the respondent railway companies may be opposite each other, and available for the proper use of complainant herein; that owing to the proceedings had in court against the Chicago, Milwaukee & St. Paul Railway company in this case, the Commissioners do not feel justified in making any order as to such railway company, but suggest to the said Chicago, Milwaukee & St. Paul Railway company that such action be taken by it as herein indicated.

Des Moines, Iowa, February 28, 1901.

No 2278—1901.

SMITH, LICHTY & HILLMAN COMPANY, ET AL.,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY; ILLINOIS CENTRAL RAILROAD COMPANY.
Petition for Y.

Petition filed May 17, 1901.

DECISION OF COMMISSIONERS.

This case has been before the Board on two other occasions. See Railroad Commissioners' Report for 1897, page 30 and for 1900, page 80. Upon each of these hearings it was found that the Y was necessary and should be constructed, but the Board was without authority to make the order because no action had been taken by the city council of Waterloo granting permission to the railway companies to lay the tracks within the streets necessary to make the Y connection. Subsequent to the last hearing, on or about November 24, 1900, complainants notified the Board that the city of Waterloo had granted permission to lay the tracks necessary in the construction of the Y upon Water street On the 29th day of January, 1901, the Board had a hearing at the city of Waterloo, after all parties interested therein had been given due notice thereof. The only question submitted at such hearing was the manner and method of the construction of the Y and the apportionment of the cost and expense thereof to the different railway companies interested therein. At such hearing the Chicago Great Western Railway company was represented by Messrs. D. W. Lawler and O. C. Miller, attorneys for the Chicago Great Western Railway company, and Mr. McFarlin, local agent of the Illinois Railroad company, represented the last named company. At such hearing the Board of Railroad Commissioners made a personal inspection of the premises where it was proposed to construct the Y, and each of the companies was given until the 15th day of February, 1901, to submit such facts and arguments which it might deem advisable before a final decision of the Board.

The Board having found that the Y was necessary at the other hearings, and the conditions not having changed, it is adjudged and determined that such Y is necessary and should be constructed. It is therefore adjudged and determined that the Chicago Great Western Railway company shall construct a track connecting with its track or tracks at Waterloo, and extending in a southeasterly direction, to some point where the said track may extend to Water street line, and that the Illinois Central Railroad company shall construct that part of the connecting track within the street extending from the street line connecting with the track so constructed by the Chicago Great Western Railway company and extending to and connecting with the belt line of said Illinois Central Railroad company; that said connecting track shall be built and constructed of standard steel rails, to be not less than sixty pounds per yard, and laid upon standard ties; that the roadbed shall be well graded and ballasted and all to be constructed in a safe and reasonable manner, and such track to be laid at a proper and suitable angle, so that cars may be safely and conveniently transferred from the track of one company to that of the other; that the switches are to be of the split-rail pattern with Ramapo stands, or something equally as good; that each company shall pay one-half of the reasonable expense and cost of the construction of said Y, including the cost and damage which may be occasioned by the procuring of the right-of-way

for the construction of said Y across the property or real estate over which the same may be constructed; that the Chicago Great Western Railway company is further ordered and directed that in case such right-of-way across said property necessary to construct said Y cannot be obtained at a reasonable cost, that such company is hereby directed to condemn by due and legal process the right-of-way necessary in the construction and building of said Y; that said Y shall be completed and ready for use and operation on or before the 15th day of May, 1901, and that said Y shall be kept and maintained in a good and reasonable safe condition, and the reasonable expense thereof shall be borne equally by said railway companies.

Des Moines, Iowa, February 28, 1901.

No. 2279—1901.

In the matter of the petition of the Chicago, Rock Island & Pacific Railway company for permission to condemn certain lands in Davenport Scott county, State of Iowa.

In the matter of the petition of the Chicago, Rock Island & Pacific Railway for permissian to condemn certain lands as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in the city of Davenport, county of Scott, State of Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Chicago, Rock Island & Pacific Railway company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for additional grounds for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of such railway company, to-wit:

The north twenty-two (22) feet of Catholic Church square, the said square being 320 feet square, and bounded on the north by Fifth street, on the east by Brady street, on the south by Fourth street, and on the west by Main street, in the city of Davenport, Iowa.

In witness whereof, this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the district court of Scott county, State of Iowa.

Done at Des Moines, Iowa, May 2, 1901.

No. 2280—1901.

In the matter of the petition of the Des Moines Union Railway company for permission to condemn certain lands in Des Moines, Polk county, State of Iowa.

In the matter of the petition of the Des Moines Union Railway company for permission to condemn certain lands as provided by section 1998, of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in the city of Des Moines, county of Polk, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Des Moines Union Railway company to the Board stating the desire of said company to condemn the property hereinafter more particularly described, for additional grounds for the use of said company, the commissioners

proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of such railway company, to-wit:

The south two-thirds (⅔) of lot five (5), and the north one-third (⅓) of lot six (6), in block 35, in the original town of Fort Des Moines, now included in and forming a part of the city of Des Moines.

In witness whereof this board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the district court of Polk county, state of Iowa.

Done at Des Moines, Iowa, May 14, 1901.

No. 2281—1901.

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

In the matter of the petition of the Chicago, Rock Island & Pacific Railway company for permission to condemn certain lands as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in Jefferson county, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Chicago, Rock Island & Pacific Railway company to the Board stating the desire of said company to condemn the property hereafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of such railway company, to-wit:

A strip of land 150 feet in width of which the center line of the new route of the Chicago, Rock Island & Pacific Railway company, as the same is now staked and located, is the center, over and across the following described tract of land:

The southeast quarter (SE¼) of the northwest quarter (NW¼) of section twenty-seven (27), township seventy-three (73) north, range nine (9) west, Jefferson county, Iowa.

A strip of land 150 feet wide of which the center line of the route and line of the Chicago, Rock Island & Pacific Railway company, as the same is now surveyed, staked and located, is the center, across the following described tracts of land:

The south fifteen (15) acres of the north half (N½) of the northwest quarter (NW¼) of the southwest quarter (SW¼) of section six (6), township seventy-three (73) north, range eight (8) west.

Also, the north half (N½) of the northeast quarter (NE¼) of the southeast quarter (SE¼), and the east half (E½) of the southeast quarter (SE¼) of the southeast quarter (SE¼) of section one (1), township seventy-three (73) north, range nine (9) west, Jefferson county, Iowa.

Also, a strip of land 150 feet wide, of which the center line of the relocated line of the Chicago, Rock Island & Pacific Railway company is the center, over and across the following described tract of land:

The northeast quarter (NE¼) of the northwest quarter (NW¼) of section twenty-seven (27), township seventy-three (73) north, range nine (9) west, Jefferson county, Iowa.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its Secretary, with instructions that the same be filed with the clerk of the district court of Jefferson county, state of Iowa.

Done at Des Moines, Iowa, May 21, 1901.

No. 2282—1901.

In the matter of the petition of the Chicago, Rock Island & Pacific Railway company for permission to condemn certain lands in Washington county, state of Iowa:

In the matter of the petition of the Chicago, Rock Island & Pacific Railway company for permission to condemn certain lands as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in the county of Washington, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Chicago, Rock Island & Pacific Railway company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for additional grounds for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of such railway company, to-wit:

A strip of land 300 feet wide, of which the center line of the route and line of the Chicago, Rock Island & Pacific Railway company, as the same is now surveyed, staked and located, is the center, over and across the following described tract of land:

The northeast quarter (NE¼) of section thirty-one (31), township seventy-four (74), north, range eight (8), west, Washington county, Iowa.

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

Done at Des Moines, Iowa, May 21, 1901.

No. 2283—1901.

In the matter of the petition of the Chicago Great Western Railway company for permission to condemn certain lands in Black Hawk county, state of Iowa.

In the matter of the petition of the Chicago Great Western Railway company for permission to condemn certain lands as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in Black Hawk county, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Chicago Great Western Railway company to the Board. stating the desire of said company to condemn the property herinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of such railway company, to-wit:

Lot nine (9), block one (1), original plat of Waterloo, Iowa, east side of the Cedar River.

In witness whereof, this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the district court of Black Hawk county, Iowa.

Done at Des Moines, Iowa, June 1, 1901.

No. 2284—1901.

In the matter of the petition of the Mason City & Fort Dodge Railroad company for permission to condemn certain lands in Webster county, state of Iowa.

In the matter of the petition of the Mason City & Fort Dodge Railroad company for permission to condemn certain lands as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in Webster county, state of Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Mason City and Fort Dodge Railroad company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of such railroad company, to-wit:

Lots one (1), two (2), three (3) and four (4) of Blake's sub-division of lot two (2), and part of lot one (1) of block five (5) in Morrison and Duncombe's addition to Fort Dodge, Iowa.

Lots one (1), two (2) in block twenty-one (21) of Carpenter, Morrison & Vincent's addition to Fort Dodge, Iowa.

Lot two (2) in Garmoe's sub-division of block ten (10) in Morrison & Duncombe's addition to Fort Dodge, Iowa.

Lot three (3) in Garmoe's sub-division of block ten (10) in Morrison and Duncombe's addition to Fort Dodge, Iowa.

Lot four (4) in block twenty-one (21) in Carpenter, Morrison & Vincent's addition to Fort Dodge, Iowa.

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

Done at Des Moines, Iowa, June 25, 1901.

No. 2285-1901.

In the matter of the petition of the Dubuque & Sioux City Railroad company for permission to condemn certain lands in Cedar Rapids, Linn county, State of Iowa.

In the matter of the petition of the Dubuque & Sioux City Railroad company for permission to condemn certain lands, as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, Laws of the Twenty-eighth General Assembly, in Linn county, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Dubuque &

Sioux City Railroad company to the board stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the commissioners proceeded, in conformity with law, to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the additional lands described in said application are necessary for the use of said railroad company, to-wit:

The middle twenty (20) feet of lot six (6), block seven (7), and the west half of lot ten (10), block nine (9), all in the original town of Cedar Rapids, Iowa.

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

Done at Des Moines, Iowa, July 9, 1901.

No. 2286—1901.

In the matter of the petition of the Chicago Great Western Railway company for permission to condemn certain lands in Chickasaw county, State of Iowa.

In the matter of the petition of the Chicago Great Western Railway company for permission to condemn certain lands as provided by section 1998 of the code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in Chickasaw county, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Chicago Great Western Railway company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad Commissioners, the lands described in said application are necessary for the use of said railway company, being a strip of land for a new right-of-way, to be of the width of 100 feet, being 50 feet wide on each side of the center line thereof as the same is now located and staked out, to-wit:

South-west quarter (¼) south-east quarter (¼), section 29-97-13, the center line of said change of railway across said tract of land being a tangent, and intersecting the west line thereof at a point 777 feet north of the south-west corner, and intersecting the south line of said tract at a point 394 feet east of the south-west corner thereof.

Also, the north-west quarter (¼) north-east quarter (¼), section 32-97-13, the center line of said change of railway across said tract of land being a tangent, and intersecting the north line thereof at a point 394 feet east of the north-west corner, and intersecting the south line of the tract at a point 1508 feet west of the east line of said section thirty-two (32).

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

Done at Des Moines, Iowa, July 31, 1901.

No. 2287—1901.

INTERLOCKER AT DE WITT.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago & North-Western Railway company with the tracks of the Chicago, Milwaukee & St. Paul Railway company, at or near De Witt station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within a safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 10th day of December, 1900.

No. 2288—1901.

ITTERLOCKER AT CORWITH.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Iowa Central Railway company with the tracks of the Minneapolis & St. Louis Railway company, at or near Corwith Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of Commission; and in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 19th day of December, 1900.

No. 2289—1901.

INTERLOCKER AT HAYFIELD AND HAWLEY.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Minneapolis & St. Louis Railway company with the tracks of the Burlington, Cedar Rapids & Northern Railway company, at or near Hayfield and Hawley stations, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the commission; and, in case of any such change without such approval having first been obtained, he authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 19th day of December, 1900.

No. 2290-1901.

INTERLOCKER AT NEW HAMPTON.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago Great Western Railway company with the tracks of the Chicago, Milwaukee & St. Paul Railway company, at or near New Hampton station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 13th day of December, 1900.

No. 2291—1901.

INTERLOCKER AT SPENCER.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago, Milwaukee & St. Paul Railway company with the tracks of the Minneapolis & St. Louis Railway company, at or near Spencer station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purpose of such device;

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 3d day of January, 1901.

No. 2292—1901.

INTERLOCKER AT GREENVILLE.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Gowrie & Northwestern Railway company with the tracks of the Minneapolis & St. Louis Railway company, at or near Greenville Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at one cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 4th day of January 1901.

No. 2293—1901.

INTERLOCKER AT HARTLEY.

To all whom it may concern:

KNOW YE. That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Gowrie & North-Western Railway company with the tracks of the Chicago. Milwaukee & St. Paul Railway company, at or near Hartley station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device.

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 26th day of January, 1901.

No. 2294—1901.

INTERLOCKER AT OGDEN.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago & North-Western Railway company (single track) with the tracks of the Minneapolis and St. Louis Railway company, at or near Ogden Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device

NOW THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within a safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 20th day of February, 1901.

No. 2295—1901.

INTERLOCKER AT AMES.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago & North-Western Railway company with the tracks of the Ames & College Railway company, at or near Ames station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the

same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF the said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 12th day of March, 1901.

No. 2296—1901.

INTERLOCKER AT MANSON.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Illinois Central Railroad company with the tracks of the Gowrie & Northwestern Railway company, at or near Manson station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 16th day of March, 1901.

No. 2297—1901.

INTERLOCKER AT MOULTON.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Wabash Railroad company with the tracks of the Chicago, Burlington & Kansas City Railroad company, at or near Moulton station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this commission; subject, however, to the followiug conditions, to wit:

First—Said companies shall cause said device to be frequently inspected, and shall keep the same in first class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train

must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 18th day of April, 1901.

No. 2298—1501.

INTERLOCKER AT PARALTA.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago, Milwaukee & St. Paul Railway company with the tracks of the Chicago, Milwaukee & St. Paul Railway company, at or near Paralta station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be and the same is hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, towit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 29th day of April, 1901.

No. 2299—1901.

INTERLOCKER AT SIBLEY.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway company with the tracks of the Burlington, Cedar Rapids & Northern Railway company, at or near Sibley station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the

mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 18th day of May, 1901.

No. 2300-1901.

INTERLOCKER AT DENISON.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Illinois Central Railroad company with the tracks of the Chicago & North-Western Railway company, at or near Denison station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this commission; subject, however, to the following conditions, towit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said d vice, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shalbat once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 28th day of May, 1901.

No. 2301—1901.

INTERLOCKER AT JEFFERSON.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago & North-Western Railway company with the tracks of the Des Moines & Northwestern Railway company, at or near Jefferson station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 14th day of June, 1901.

No. 2302—1901.

INTERLOCKER AT GRAND JUNCTION

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago & North-Western Railway company with the tracks of the Chicago, Rock Island & Pacific Railway company, at or near Grand Junction station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the state of Iowa, as provided by law, and having been found suitable and sufficient for the purpose of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the state of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 14th day of June, 1901.

No. 2303—1901.

INTERLOCKER AT TAMA.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago & North-Western Railway company with the tracks of the Chicago, Milwaukee & St. Paul Railway company, at or near Tama station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 19th day of August 1901.

No. 2304—1901. INTERLOCKER AT WEBSTER CITY.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Illinois Central Railroad company with the tracks of the Chicago & North-Western Railway company, at or near Webster City station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 12th day of September, 1901.

No. 2305—1901. INTERLOCKER AT CARBON.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Illinois Central Railroad company with the tracks of the Mason City & Fort Dodge Railroad company, at or near Carbon station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

NOW, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this commission; subject, however, to the following conditions, to wit:

First—Said companies shall cause said device to be frequently inspected, and shall keep the same in first class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its chairman and attested by its secretary, this 15th day of August, 1901.

No. 2306-1901.

IOWA CLASSIFICATION NO. 12.

On November 13, 1900, the Board of Railroad Commissioners issued the following notice, which was sent quite generally throughout the state, and was also published in newspapers published at Des Moines:

NOTICE OF CHANGE AND REVISION OF RAILROAD COMMISSIONERS' RATES AND CLASSIFICATION.

To Whom it May Concern:

Notice is hereby given that the Board of Railroad Commissioners of the state of Iowa, will, on Tuesday, December 4, 1900, at 10 o'clock A. M., meet at its office in Des Moines for the purpose of making such changes or revisions in its schedules of rates and classification of freights as it may determine just and reasonable, and any and all persons who may be interested therein are invited and requested to appear before the Board on that date.

THE BOARD OF RAILROAD COMMISSIONERS,
BY DWIGHT N. LEWIS,
Secretary.

Des Moines, Iowa, November 13, 1900.

On date named in the notice, December 4, 1900, the Board heard such persons as appeared before it with reference to classification matters and announced its intention of revising Iowa Classification No. 11 and promulgating a new classification to be known as No. 12. Work was immediately begun upon the new classification but it was not until September 2, 1901, that the work of preparing this new classification was completed and the Board made the following order: "That Iowa Classification known as Iowa Classification No. 12, showing the reasonable maximum rates of charges for the transportation of freight and cars upon railroads in Iowa, prepared by the Board of Railroad Commissioners of the state of Iowa, be adopted by this Board, this date, to become effective October 1, 1901, and the same be published according to law and spread upon the rate and classification record."

The following are the rates and classification in full.

IOWA CLASSIFICATION No. 12

(TAKING EFFECT OCTOBER 1, 1921.)

WITH WHICH IS INCORPORATED THE SCHEDULE OF

Reasonable Maximum Rates of Charges

FOR THE TRANSPORTATION OF

FREIGHT AND CARS,

AND

CLASSIFICATION OF RAILROADS.
(Taking Effect October 1, 1901.)

PREPARED BY THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA, IN ACCORDANCE WITH THE LAWS OF THE STATE.

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 the Laws of the State of Iowa.

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 than 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 Board of Railroad Commissioners, and made a part of this schedule:

CLASSIFICATION OF ROADS.

CLASS "A."

Burlington, Cedar Rapids & Northern Railway.
Chicago & North-Western Railway.
Chicago, Burlington & Quincy Railroad.
Chicago Great Western Railway.
Chicago, Milwaukee & St. Paul Railway.
Chicago, Rock Island & Pacific Railway.
Chicago, St. Paul, Minneapolis & Omaha Railway.
Chicago, Santa Fe & California Railway.
Des Moines Union Railway.
Davenport, Rock Island & Northwestern Railroad.
Dubuque & Sioux City Railroad.
Iowa Central Railway.
Omaha Bridge & Terminal Company.
Sioux City & Pacific Railroad.
Sioux City Terminal Railway.
Union Pacific Railroad.

CLASS "B."

Ames & College Railway.
Kansas City, St. Joseph & Council Bluffs Railroad.
Omaha & St. Louis Railway.
Sioux City & Northern Railroad.

CLASS "C."

Albia & Centerville Railway.
Burlington & Northwestern Railway.
Burlington & Western Railway.
Chicago, Burlington & Kansas City Railway.
Chicago, Ft. Madison & Des Moines Railway.
Chicago, Iowa & Dakota Railway.
Crooked Creek Railroad & Coal Company.
Colfax Northern Railway.
Iowa Central & Western Railway.
Keokuk & Western Railroad.
Marshalltown & Dakota Railway.
Mason City & Ft. Dodge Railroad.
Minneapolis & St. Louis Railway.
Muscatine North & South Railway.
Stacyville Railway.
St. Louis, Keokuk & Northwestern Railroad.
Tabor & Northern Railway.
Wabash Railway.
Winona & Western Railway

SCHEDULE OF REASONABLE

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	9.34	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	2.96
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	3.76
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	b.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	20.55	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	23.71	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

MAXIMUM RATES.

MILES.	CAR LOAD CLASSES IN CENTS PER 100 LBS.				* LIVE STOCK IN CENTS PER 100 LBS.				COAL IN CENTS PER TON OF 2,000 LBS.		
	Wheat, flour, millet, flax-seed and hungarian.	Corn, oats, barley, other grain and mill-stuffs.	Hard and soft lumber, lath, shingles, sash, doors and blinds.	Salt, lime, cement, plaster, stucco.	Horses and mules in car loads; minimum w'ght 20,000 lbs., 31-foot cars inside measurement.	Fat cattle in car loads; minimum w'ght 19,000 lbs, 31-foot cars, inside measurement.	Hogs (single deck) in car loads; minimum w'ght 15,000 lbs., 31-foot cars inside measurement.	Sheep (single deck) in car loads; minimum w'ght 10,000 lbs., 31-foot cars inside measurement.	Hard coal.	Soft coal, lump and nut.	Soft coal, pea and slack.
5	4.5	3.75	3.5	3.23	5.37	5.13	5.67	8.4	.60	.30	.25
10	4.7	3.92	3.66	3.39	5.75	5.53	6	8.8	.64	.34	.28
15	4.9	4.09	3.82	3.53	6.12	5.92	6.33	9.2	.68	.38	.31
20	5.1	4.26	3.98	3.67	6.5	6 32	6.67	9.6	.72	.42	.34
25	5.3	4.43	4.14	3 81	6.87	6.71	7	10	.76	.46	.37
30	5.5	4.6	4 3	3.95	7.25	7.11	7.33	10.4	.80	.50	.40
35	5.7	4.77	4.45	4.09	7.62	7.5	7.67	10.8	.84	.54	.43
40	5.9	4.93	4.6	4.23	8	7 89	8	11.2	.88	.58	.46
45	6.1	5,09	4.75	4.37	8.37	8.29	8.33	11.6	.92	.62	.49
50	6.3	5.25	4.9	4.51	8.75	8.68	8.67	12	.96	.66	.52
55	6.5	5.4	5.04	4.65	9.12	8.95	9	12.4	1	.70	.55
60	6.7	5.55	5.18	4.79	9.5	9.21	9.33	12.8	1.04	.74	.58
65	6.9	5.7	5.32	4.93	9.87	9.47	9.67	13.2	1.08	.78	.60
70	7.1	5.85	5.46	5.07	10.25	9.74	10	13.6	1.12	.82	.62
75	7.3	6	5.6	5.2	10.62	10	10.16	14	1.16	.85	.64
80	7.5	6.15	5.74	5.33	11	10.26	10.32	14.4	1.20	.88	.66
85	7.7	6.3	5.88	5.46	11.37	10.53	10.48	14.8	1.24	.91	.68
90	7 9	6.45	6.02	5.59	11.75	10 79	10.64	15.2	1.28	.94	.70
95	8	6.6	6 16	5.72	12.12	11.05	10.8	15.6	1.32	.97	.72
100	8.1	6.75	6.3	5.85	12 5	11.32	10.96	16	1.36	1.00	.74
105	8.24	6.87	6.41	5.95	12.75	11.53	11.12	16.3	1.40	1.015	.755
110	8.38	6.99	6.52	6.05	13	11.74	11.28	16.6	1.44	1.03	.77
115	8.52	7.11	6.63	6.15	13.25	11.95	11.44	16.9	1.48	1.045	.785
120	8.66	7.23	6 74	6.25	13.5	12.16	11.6	17.2	1.52	1.06	.80
125	8.8	7.35	6.85	6.35	13.75	12.37	11.8	17.5	1.55	1.075	.815
130	8.94	7.46	6.96	6.45	14	12.58	12	17.8	1.58	1.09	.83
135	9.08	7.57	7.07	6.55	14.25	12.79	12.2	18.1	1.61	1.105	.845
140	9.22	7.69	7.18	6.65	14.5	13	12.4	18.4	1.64	1.12	.86
145	9.36	7.79	7.29	6.75	14.75	13.21	12.6	18.7	1.67	1.135	.875
150	9.5	7.9	7.4	6.85	15	13.42	12.8	19	1.70	1.15	.89
155	9 63	8.01	7.5	6.95	15.25	13.63	13	19.3	1.73	1.165	.905
160	9.76	8.12	7.6	7.05	15.5	13 84	13.2	19.6	1.76	1.18	.92
165	9.89	8.23	7.7	7.15	15.75	14 05	13.4	19.9	1.79	1.195	.935
170	10 02	8.34	8 8	7.25	16	14 26	13.6	20.2	1.82	1.21	.95
175	10.15	8.45	7 9	7.35	16.25	14.47	13.8	20.5	1.85	1.225	.965
180	10.28	8.56	8	7.44	16.5	14.68	14	20.8	1.88	1.24	.98
185	10.41	8.67	8.1	7.53	16.75	14.89	14.2	21.1	1 91	1.255	.995
190	10.54	8.78	8.2	7.62	17	15.11	14 4	21.4	1.94	1.27	1.01
195	10.67	8.89	8.3	7.71	17.25	15.32	14.6	21.7	1.97	1.285	1.025
200	10.8	9	8.4	7.8	17.5	15.53	14.8	22	2	1.30	1.04

SCHEDULE OF REASONABLE

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	16.56	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	19.86	15.7	13.44	11.31	9.8
270	51.2	37 06	27.9	23.08	18.26	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	18.0
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 for the next greater distance will prevail. When these rates and the classification conflict, these rates will govern.

MAXIMUM RATES—CONTINUED.

MILES.	CAR LOAD CLASSES IN CENTS PER 100 LBS.§				† * LIVE STOCK IN CENTS PER 100 LBS.				COAL IN CENTS PER TON OF 2,000 LBS.		
	Wheat, flour, millet, flaxseed and hungarian.	Corn, oats, barley, other grain and mill-stuffs.	Hard and soft lumber, lath, shingles, sash, doors and blinds.	Salt, lime, cement, plaster, stucco.	Horses and mules in car loads; minimum w'ght 20,000 lbs., 31-foot cars, inside measurement.	Fat cattle in car loads; minimum w'ght 19,000 lbs., 31-foot cars, inside measurement.	Hogs (single deck) in car loads; minimum w'ght 15,000 lbs., 31-foot cars, inside measurement.	Sheep (single deck) in car loads; minimum w'ght 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	17.87	16	15.22	22.3	2.04	1.32	1.06
220	11.34	9.46	8.82	8 2	18.25	16.47	15.64	22.7	2.08	1.34	1.08
230	11.61	9.69	9.03	8.4	18.62	16.95	16.06	23 1	2.12	1.36	1.10
240	11.88	9.92	9.24	8.6	19	17.42	16.48	23.5	2.16	1.38	1.12
250	12.15	10.15	9.45	8.8	19.37	17.89	16.9	23.9	2 20	1.40	1.14
260	12 42	10.37	9.66	8 99	19.75	18.37	17.32	24.3	2.24	1.42	1.16
270	12.69	10.59	9.87	9.18	20.12	18.84	17.74	24.7	2.28	1.44	1.18
280	12.96	10.81	10 08	9.37	20.5	19.32	18.16	25.1	2.32	1.46	1.20
290	13.26	11.03	10.29	9.56	20.87	19.79	18.58	25.5	2.36	1.48	1 22
300	13.53	11.25	10.5	9.75	21.25	20.26	19	25.9	2.40	1.50	1.24
310	13.8	11.48	10.71	9.95	21.6	20.53	19.13	26.7	2.44	1.52	1.25
320	14.07	11.71	10.92	10 15	21 95	20.79	19.25	27.1	2.48	1.54	1.26
330	14.34	11.94	11.13	10.35	22.3	21.05	19.37	27.5	2.52	1.56	1.27
340	14.61	12.17	11.34	10.55	22 65	21.32	19.5	27.9	2.56	1.58	1.28
350	14.88	12.4	11.55	10.75	23.	21.58	19.62	28.3	2.60	1.60	1.29
360	15.15	12.62	11.76	10.94	23.35	21.84	19.75	28.7	2.64	1.62	1.30
370	15.42	12.84	11.97	11.13	23.7	22.11	19.87	29.1	2.68	1.64	1.31
380	15.68	13.06	12.18	11.32	24.05	22.37	20	29.5	2.72	1.66	2.32
390	15.94	13.28	12.39	11 51	24.4	22 63	20.5	29 9	2 76	1.68	1.33
400	16 2	13.5	12 6	11.7	24.75	22.89	21	30.3	2.80	1.70	1.34
410	16.47	13.72	12.81	11.89	25.1	23.15	21.12	30.7	.....	.....	.....
420	16 73	13.94	13.02	12.08	25.45	23.41	21.25	31.1	2.88	1.74	1.36
430	17	14.16	13.23	12.27	25.80	23.67	21.37	31.5	.....	.....	.....
440	17.27	14.38	13.44	12.46	26.15	23.93	21.5	31.9	2.96	1.78	1.38
450	17.54	14 60	13.65	12.65	26.5	24.19	21.62	32.3	.....	.....	.....
460	17.80	14.82	13.86	12.84	26 85	24.45	21.75	32.7	3.04	1.82	1.40
470	18.06	15.04	14.07	13.03	27.2	24.71	21.87	33.1	.....	.....	.....
480	18.33	15.26	14 28	13 22	27.55	24.97	22	33.5	3.12	1.86	1.42
490	18.60	15.48	14.49	13.41	27.9	25.23	22 12	33.9	.....	.....	.....
500	18 87	15.70	14.70	13.6	28.15	25.49	22.25	34.3	3.20	1.90	1.44

† Stock cattle or feeders and calves take 75 per cent of fat cattle rate; 31-foot car (internal measurement) is adopted as the standard for minimum weight, as per heading in table; 28-foot cars, 90 per cent of above; 33-foot 6-inch cars, 108 per cent of above; other lengths of cars to take the same proportion as above.

§ Mill products, mixed car loads: The highest car load rate will apply on mixed car loads of mill products, such as flour, meal, bran, chop feed and grain in sacks.

* See page five for minimum weights on live stock—Exception to rule 5.

Iowa Classification No. 12

RULES AND CONDITIONS.

RULES AND CONDITIONS OF THE IOWA CLASSIFICATION.

Weights actual and estimated.

1. All articles will be charged at gross weight, without regard to weight given by shippers and inserted in bills of lading; except that when an estimated weight is given in the classification, such estimated weight will apply unless the actual weight is greater.

Articles not classified.

2. When articles are not classified, or not clearly analogous to articles which are, a special ruling must be asked for.

Articles falsely described.

3. When articles are shipped under false names, in order to deceive the carrier, or to avoid this classification, agents at destination may collect charges according to proper classification.

Articles provided for at "owner's risk" and "released."

4. When a reduced rate is given on account of owner assuming risk of carriage as herein defined, shippers may be required to note "Owner's Risk" or the letters "O. R." on shipping ticket or bill of lading. When this is refused the freight may be charged at the next higher rate.

Whenever the words "Owner's Risk" or the letters "O. R. B.," "O. R. C.," "O. R. L.," "O. R. R.," and the word "released" occur in this classification, meaning as stated in the "Explanation of Characters" given herein, the use of said words or letters is not intended to release in any way the liability of the railroad company or common carrier for damage caused by carelessness or negligence of its employes, and the use of said words or letters, or any of them, in this classification, shall not be considered as showing any intent on the part of the Board of Railroad commissioners of the state of Iowa, by the adoption of this classification, to alter or change in any way the liability of any railroad corporation or common carrier under the provisions of section 1308 of the Code of Iowa, which reads as follows, to-wit:

"No contract, receipt, rule or regulation shall exempt any corporation engaged in transporting persons or property by railway, from liability of a common carrier or carriers of passengers, which would exist had no contract, receipt, rule or regulation been made or entered into."

Maximum and minimum car load weights.

5. Unless specially provided for in the classification or by amendment, 20,000 pounds will be considered a car load on freight rated in carloads third class and higher, and 24,000 pounds on freight rated in carloads lower than third class, 34 foot cars, inside measurement, being taken as a standard. Minimum weights of cars of other lengths will increase or decrease 3 per cent. per foot. (Illustration: 34 foot car, 24,000 pounds; 33 foot and less than 34 foot, 23,280 pounds; 34 foot and less than 35 foot, 24,000 pounds.) When minimum weights are especially provided for in the classification or by amendment, those weights will govern regardless of the length of the car or of the above rule.

Car load freight will be rated and charged according to the current rules governing maximum and minimum weights of carloads as authorized by this commission and governed by this classification.

Provisions for car load ratings shown in the classification will apply only on shipments received in one day from one consignor, under one bill of lading, and delivered under one expense bill to one consignee. (See page 4 for minimum weights on live stock.)

Ratings on mixed car loads and on articles for which no C. L. rating are shown.

6. When rate for car load is not named, the classification which is given will govern regardless of quantity, and no two or more articles having a car load rate shall be shipped in mixed car load rate, unless so provided for in the Classification (see Rule 18).

Shipments in excess of one or more full car loads.

7. Excess or Less than Car Loads.—When the minimum car load weight or more of one article is shipped in one day by one consignor to one consignee, covered by one bill of lading, the established rate for a car load shall apply on the entire lot, although it may be less than two or more full car load lots. The first car or cars must be loaded to their full capacity, and are subject to established rules for minimum weights, the actual weight of the balance, provided it is loaded in box cars, to be charged for at the car load rate, reference being made on the way-bill for the balance of the lot to the way-bill for the full car load or loads. This is intended to apply on all articles that are classified in both less than car loads, and in car loads in the numbered and lettered classes, except on car load freight taking minimum weights of less than 20,000 pounds, and shipments of agricultural implements (including hand implements), vehicles, parts of vehicles, live stock, barrels, casks, emigrants' movables, furniture, household goods, kegs, lumber, articles taking lumber rates, sash, doors, blinds, woodenware, baskets, and all shipments any part of which is loaded in refrigerator cars; in such cases excess lots will be charged for at the less than car load rate.

Live stock loaded with emigrants' movables, bridge builders' and graders' outfits, and for passage of attendants.

8. Emigrants' Movables, Bridge Builders' and Graders' Outfits.—The number of live stock to a car of emigrants', bridge builders' or graders' outfit will be limited to ten; transportation of man in charge will be governed by current rules of the companies governed by this classification.

Provisions for stoves in cars with perishable freight and for passage of attendant.

9. Stoves in Cars.—During cold weather, when perishable property is liable to be damaged by frost, a pass may be given to one person who may be in charge of and accompanying shipments of one or more car loads of green fruits, potatoes or other vegetables, when a stove is used for the protection of such property from freezing. The stoves and lumber used in fitting up the car may be returned at one-half fourth-class rates.

Packages containing articles differently classified.

10. Where not otherwise specified in the Classification, any package containing articles of more than one class may be charged at the tariff rate for the highest classed article contained therein.

Articles requiring two or more cars.

11. Charges for long timber, boilers, and other articles which require two or more cars, should be computed at actual weight, subject to minimum weights established by this classification for each car used.

Racks used on flat cars.

12. The following allowances for weights of racks and blocks used in securing freight loaded on open cars will be made, viz.:

For racks, 1,000 pounds.
For blocks, 500 pounds.
For racks and blocks, where both are used, 1,000 pounds.

Ratings applicable on different kinds of packages.

13. Unless otherwise provided for in the Classification, all freight shipped in crates, racks, bales, bags or bundles will take when shipped in crates or racks the next class higher (greater) than in boxes, and when shipped in bales, bags or bundles one class higher (greater) than in crates. Where same rating is provided for articles shipped in bundles or boxes, the rating given will apply upon shipments of the same articles crated. When not otherwise specified in the Classification, where the same rating is provided for articles shipped in crates or boxes the same articles shipped in bundles will take the next class higher (greater). When not otherwise specified in the Classification, the rating given on shipments in boxes shall apply upon shipments in barrels or kegs. The terms "boxed," "in boxes," and "in barrels" used in the Classification are intended to mean sufficiently enclosed for protection, and the term "crated" or "in crates" to mean enclosed on all sides by wood frame work or slats. All parts of articles provided for boxed or crated must be protected by boxes or crates in order to entitle them to ratings provided, otherwise they are ratable as not boxed or crated. Shipments made in basket work packages (woven wood and wire) are ratable as crated.

Maximum charge for L. C. L. shipments.

14. The amount charged for less than a car load of freight should not exceed the charges on a minimum car load weight of the article.

Bulk freight.

15. Bulk freight need not be taken in less than car loads unless so specified in the classification. Owners will be required to load and unload bulk freight in car loads.

Minimum charge for articles loaded on open cars.

16. Articles loaded on open cars shall be charged at actual weight at classified rates; provided that in no case shall the charge for the shipment be less than for 5,000 pounds at first-class rates for each car used; subject, however, to the maximum charge prescribed by rule 14. (Where estimated weights are provided in the classification upon such articles, the weights shown will apply as exceptions to this rule—see provisions for farm traction engines, cable reels, chemical and steam fire engines, hook and ladder trucks and water towers, street cars, and vehicles loaded on open cars.) The provisions of this rule apply on all other shipments, including freight returned for repairs at reduced rates.

Empty packages returned.

17. When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the agent may satisfy himself that they have been used, when filled, in the transportation of a regular consignment over the road. If agents have reason to believe that the packages, when filled, were originally forwarded by competing lines, they may make a note to that effect on the way-bill, and may charge at the regular rates for new packages.

18. Where two or more articles are mentioned in one paragraph or bracketed paragraphs, they may be forwarded in straight or mixed car loads at the rate provided.

Car load ratings on articles included in one paragraph or within the same bracket.

19. Unless otherwise specified when parts or pieces constituting one or more complete articles are offered to carriers for transportation at one time by one shipper to one consignee and destination, they will be rated at the classification provided for the complete article, whether set up or knocked down, as specified in the classification.

LIVE STOCK, EXCEPTION TO RULE 5.

The minimum weights on live stock carloads, to be used in connection with the rates named on pages v and vii, will be as follows:

	Horses and mules.	Fat cattle.	Hogs, single deck.	Sheep, single deck.
Cars 27 feet, 6 inches	17,700	16,800	13,300	8,900
Cars 28 feet	18,100	17,100	13,500	9,000
Cars 28 feet, 6 inches	18,400	17,500	13,800	9,200
Cars 29 feet	18,800	17,800	14,100	9,400
Cars 29 feet, 6 inches	19,000	18,000	14,300	9,500
Cars 30 feet	19,400	18,400	14,500	9,700
Cars 30 feet, 6 inches	19,700	18,700	14,800	9,800
Cars 31 feet	20,000	19,000	15,000	10,000
Cars 31 feet, 6 inches	20,300	19,300	15,200	10,200
Cars 32 feet	20,600	19,600	15,400	10,300
Cars 32 feet, 6 inches	20,900	19,900	15,700	10,500
Cars 33 feet	21,200	20,100	15,900	10,600
Cars 33 feet, 6 inches	21,600	20,500	16,200	10,800
Cars 34 feet	21,800	20,700	16,400	10,980
Cars 34 feet, 6 inches	22,200	21,100	16,700	11,100
Cars 35 feet	22,600	21,500	16,900	11,300
Cars 35 feet, 6 inches	22,900	21,800	17,200	11,400
Cars 36 feet	23,200	22,000	17,400	11,600

*(Page 6.)

THE IOWA CLASSIFICATION.

No. 12.

EXPLANATIN OF CHARACTERS.

The Figures, given after articles, signify:
1=First Class.
2=Second Class.
3=Third Class.
4=Fourth Class.
5=Fifth Class.
1½=One and one-half times First Class.
D1=Double First Class.
2½=Two and one-half times First Class.
3 t 1=Three Times First Class.
4 t 1=Four Times First Class.

(Progression of Classes above 3 t 1 is by whole Classes.)
Classes A, B, C, D and E refer to Table of Rates.
C. L.=Car Load.
K. D.=Knocked Down.
L. C. L.=Less than Car Load.
Min. wt.=Minimum weight.
N. O. S.=Not Otherwise Specified in this Classification.
P. P.=Prepaid.
S. U.=Set Up.

The figures on left side of colume are for convenience in referring to ratings.

When articles are not classified, or not clearly analogous to articles which are, a special ruling must be asked for.

	ARTICLES.	L. C. L.	C. L.
	A		
1	**Advertising Boards**, in bundles	3	
2	† Advertising Matter N. O. S. printed matter and articles which are strictly limited to advertising purposes, and not adapted to other uses (exclusive of signs and show cards), Chinese, Japanese and Palm Leaf Fans, with advertisements printed on the face, Papier Mache Advertising Figures, and Almanacs, boxed or in bundles, prepaid	1	3 Min. wt. 24,000 lbs.
3	Advertising Racks (sheet iron) nested solid, boxed or crated	2	+
4	Advertisement Frames (consisting of pine board back for holding printed signs), crated	2	
5	**Agricultural Implements**, not including hand implements (see Rule 12), as follows:		
6	Agricultural Implements, also parts of Agricultural Implements, and Windmills, returned to manufacturers for repairs, will be charged hail tariff rates when returned by same railroad or railrosds as originally forwarded by, *all charges to be prepaid;* when returned by other railroad or railroads than originaiy forwarded by, **full tariff rates** will be charged.		
7	Barrel carts:		
8	Set up, on wheels	1½	
9	K. D. flat	1	
10	Beet Harvesters:		A
11	Set up	1	Min.
12	K. D., in bundles	2	wt.
13	K. D., boxed or crated	3	20,000
14	Bulky and Light Implements, N. O. S.:		lbs.
15	Set up	D 1	
16	K. D. flat, in bdls	1	

† Advertising Matter (printed matter and articles which are strictly limited to advertising purposes and not adapted to other uses), *not to exceed 500 lbs.*, may be shipped with car loads of articles advertised at the carload rate of article shipped. Advertising Matter, Printed, not framed, including printed paper bags, may be shipped in same packages with articles advertised at the same rating as the articles advertised.

* NOTE—This paging corresponds to pages in Commissioners Classification No. 12, as printed in pamphlet form.

(Page 7.)

	ARTICLES.	L. C. L.	C. L.
	A		
	Agricultural Implements—Continued.		
1	†Clover Hullers, Combined Corn Huskers and Ensilage Cutters, Corn Crushers, Corn Huskers, Power Corn Shellers, Separators or Threshers:		
2	One, S. U. (with or without horse power), requiring open car, min. wt. 5,000 lbs	1	
3	One (with steam power), C. L. rate		
4	Two (with or without horsepower), C. L. rate		
5	K. D., small parts in packages, loaded in box car, actual weight	1	
6	Corn Huskers, Combined Corn Huskers and Ensilage Cutters and Corn Shellers, sufficiently K. D., to be loaded in box cars, but carried mounted on wheels for convenience of carriers	1	
7	Corn Harvesters	1	
8	Combined Corn Harvester and Shocker:		
9	Set up	1	
10	K. D. flat, small parts in packages	3	
11	Corn Planters:		
11½	K. D. (two horse) small parts in packages		2
12	Set up	D 1	
13	Handles, wheels and shovels detached	1	
	K. D., flat or in bundles		2
14	Corn Shellers, Hand:		
15	Set up	1	
16	K. D. (tables, wheels and cranks removed)	3	
17	Cotton Picking Machines, wheels on or off, other detachable parts removed	1	
18	Cotton Planters:		
19	Set up	D 1	
20	Handles, wheels and shovels detached	1	
21	Cultivators (iron or wood):		
22	Set up	D 1	
23	K. D., flat in bundles		2
24	Disc Sharpeners, boxed or crated:		A
25	S. U.	1	Min. wt.
26	K. D.	2	20,000 lbs.
27	Drills:		
28	Corn and Grain (one horse):		
29	Set up	1	
30	K. D., in bundles, boxes or crates	3	
31	Field Roller	3	
32	Seed (seeders) N. O. S., including two-horse Grain Drills and Broadcast Sowers (sowing attachment for farm wagon):		
33	Set up	D 1	
34	K. D., small parts in packages	3	
35	Engines:		
36	Farm, Portable, min. wt. 5,000 lbs. each	1	
37	Traction, min. wt. 10,000 lbs. each	3	
38	Tenders (two-wheeled) for traction engines, taken apart, wheels and poles detached, actual weight	1	
39	Evaporators, Sugar:		
40	Set up	1½	
41	Taken apart in sections	2	
42	Grain Heading Machines, K. D., in pieces, small parts in packages	3	
43	Harrows:		
44	Coulter, packed flat	2	
45	Disc, and combined Disc Harrows and Seeders:		
46	Set up	1½	
47	In sections, levers, irons and seats removed and tied in bundles	3	
48	N. O. S.:		
49	Set up, with teeth	1½	
50	K. D. and tied in bundles, teeth removed	3	
51	Folded, rolled or flat, teeth in, but sharp points not exposed	3	
52	Harrow frames, without teeth, K. D., in bundles	3	
53	Harvesting Machines (self-binding harvesters):		
54	Set up	1	
55	K. D., small parts in packages, sickles detached from platforms or points of sections protected by wooden strips, and knives immovably fastened to prevent slipping	3	

†May be loaded with Gas engines in mixed C. L. at Class A, min. wt. 24,000 lbs. Tank Wagons and tenders may be loaded on open cars with Threshers or Separators and powers for same at Class A rates.

(Page 8.)

	ARTICLES.	L. C. L.	C. L.
	A		
	Agricultural Implements—Continued.		
1	Hay Carriers and Hay Carrier Returners	2	
2	Hay Carrier Track, in bundles	3	
3	Hay Forks (horse)	2	
4	Hay or Straw Stackers or Rickers, Hay Loaders, Mower Bunchers and Sweep Rakes:		
5	K. D. flat, tied in bundles, wheels racked, actual weight	2	
6	N. O. S	1	
7	Hay Pulleys in boxes or barrels	3	
8	Hay Racks, in bundles	2	
9	Hay Slings, in bundles	2	
10	Hay Tedders:		
11	K. D. flat, and tied in bundles	1	
12	N. O. S	D 1	
13	Hoes, Rotary (horse power):		
14	Set up	1½	
15	Poles, seats and rotaries removed	2	
16	Horse Powers, Tread and Sweep:		
17	Set up	1	
18	K. D. gear wheels on or off	3	
19	Horse Rakes:		
20	Iron N. O. S., or wood	1	
21	Sulky:		
22	Set up	D 1	
23	K. D. (wheels, shafts, tongues, frames, seats and cleaners detached)	3	
23½	Windrow attachments for Mowing Machines	1	
24	Manure and Fertilizer Spreaders:		
25	Set up	1½	
26	Knocked down	2	
27	Mills:		
28	Cane	3	A
29	Cider and Cob, and Combined Corn and Cob and Sweep Powers, Sweeps detached	2	Minimum weight 20,000 lbs.
30	Mowers, N. O. S.:		
31	Set up	1	
32	Wheels on or off, other detachable parts removed	3	
33	Pea Hullers:		
34	Set up, minimum weight, 5,000 lbs. each	1	
35	Taken apart and loaded in box car, actual weight	1	
36	Plows:		
37	Gang, Sulky, Rotary and Walking Wheeled:		
38	Set up	D 1	
39	†K. D. flat, and tied in bundles	3	
40	†K. D. crated, coulter blades attached, other requirements as shown in note below	3	
41	Listing, Riding:		
42	Set up	D 1	
43	K. D. flat, and tied in bundles	3	
44	†K. D. crated, coulter blades attached, other requirements as shown in note below	2	
45	Listing, Walking:		
46	Set up	1	
47	K. D., in bundles	3	
48	K. D. boxed or crated	3	
49	N. O. S.:		
50	Set up	1	
51	K. D., in bundles	2	
52	K. D. boxed or crated	3	
53	Potato Diggers, Wheeled:		
54	Set up	D 1	
55	K. D., wheels on or off, other detachable parts removed and in packages	2	
56	Potato Planters, taken apart, wheels on or off, small parts tied in bundles	2	
57	‖Presses, Hay:		
58	Wheels on or off, other detachable parts removed, small parts in packages	3	
59	With or without power, loaded on open car, minimum weight, 5,000 lbs. each	1	
60	Reapers:		
61	S. U	1	
62	Wheels on or off, other detachable parts removed	3	

†Shipments of Gang and Sulky Plows, to be entitled to K. D rating, should have poles detached; whiffletrees and eveners detached and tied in bundles; levers detached and tied in bundles or laid down flat and tied to beams; and seats, wheels and coulter blades detached.

‖May be loaded in mixed C. L. with Gasoline Engines at Class A, minimum weight 24,000 lbs.

(Page 9.)

	ARTICLES.	L. C. L.	C. L.
	A		
	Agricultural Implements—Continued.		
1	Rollers, Field	3	
2	Sage Brush Grubbers:		
3	Set up, with teeth	1½	
4	K. D. and tied in bundles, teeth removed	2	
5	Folded, rolled or flat, teeth in, but sharp points not exposed	2	
6	Stalk Cutters:		
7	Roller:		
8	Set up	D 1	
9	K. D., in pieces, small parts in packages	3	
10	N. O. S	1	
11	Tobacco Transplanters:		
12	Set up	D 1	
13	K. D. flat, and tied in bundles	1	
14	Tree Diggers:		
15	Set up	D 1	
16	K. D., in bundles	1	
17	Twine, Binding, for Harvesters, in bales	4	
18	Wagons, Tank (for farm engines), taken apart, loaded in box cars, estimated weight 2,000 pounds each	1	
19	Wagons, Farm, C. L.		
20	§Windmills, †Windmill Pumps, Pump Cylinders, and †Pipe for connecting Pump Heads and Cylinders, Windmill Tanks, wooden, in pieces, Windmill Towers, †Angle Iron and Timber prepared for Windmill Towers, and †Iron Supporters for Water Tanks, C. L. (When windmill pumps are included, min. C. L. weight to be 24,000 pounds.)		
21	Wire, Binding, for Harvesters, on spools, boxed	4	
22	†Wire Hay Bale Ties, C. L.		
23	**Agricultural Implements, Parts of:**		A
24	All parts, N. O. S.	1	Minimum weight 20,000 pounds.
25	Automatic Corn Drill Droppers, in boxes or barrels	2	
26	Band Cutters and Self Feeders	1	
27	Binder Trucks	3	
28	Binding Attachment for Harvesting Machines, boxed or crated	3	
29	Bundle Carriers, in bundles	3	
30	Check Rowers	3	
31	Check Rower Wire, in bundles or on reels	2	
32	Clevises, C. L.	3	
33	Draper Sticks or Apron Slats, and Reel sticks (for reapers and harvesting machines):		
34	In bags	2	
35	In bundles	3	
36	In boxes	4	
37	Iron Master or Bull-Wheels, N. O. S.	2	
38	Iron Castings (cast iron parts of Agricultural Implements N. O. S.), plain or dipped to preserve from rust, not further manipulated:		
39	Each weighing 100 pounds or over	4	
40	In boxes or barrels	4	
41	N. O. S., loose	1	
42	Iron Seats (for agricultural implements), nested	2	
43	Knives, Mower or Reaper:		
44	In bundles or encased in boards	1	
45	In boxes	2	
46	Spring Keys or Cotters, in boxes or barrels	2	
47	Steel Cutter Bars, in bundles	1	
48	Sweep Bars, Levers	2	
49	Threshing Machine Teeth, in boxes, barrels or kegs	4	
50	Adjustable Grass Catchers, in bundles, boxes or casks	1	
51	Clevises, Plow and Wagon:		
52	In boxes and barrels	4	5
53	In barrels, with cloth tops	2	
54	Coulter Plates, Rolling Coulters, and Harrow Plates and Discs:		
55	In bundles	3	5
56	In boxes or casks	4	
57	Doubletrees, Equalizers, Neckyokes, Singletrees and Whiffletrees:		

†Mixed C. L. only, with articles included in bracket.

§Shipments of Pipe for connecting Pump Heads and Cylinders must not exceed one-third of the total weight of Pumps and Pipe.

(Page 10.)

	ARTICLES.	L. C. L.	C. L.
	A		
	Agricultural implements—Continued.		
	Doubletrees, etc.—Continued.		
1	Finished	2	A
2	In the white (not further finished than dipped, primed or shellacked), ironed	3	
3	Plow Points and Plow Handles, C. L.		
4	Grain Baggers used in connection with Separators, for bagging grain, min. C. L. wt. 24,000 lbs	2	5
5	Plow Beams (iron or steel)	4	5
6	Plow Beams (wooden) N. O. S.:		
7	In bundles	2	B
8	In boxes or crates	3	
9	Plow Handles, in bundles, boxes or crates	3	
10	Plow Points, Bottoms, Shares, Lays, and Wings or Mouldboards (iron or steel):		
11	In boxes, crates, racks or casks	4	5
11½	(May be shipped in C. L. at 5th class without packages):		
12	Poles:		
13	Finished	1	
14	In the white (not further finished than primed or shellacked), ironed	3	
15	Press Drill Shoes (attachments for seeding machines):		
16	In bundles	2	5
17	In boxes or casks	3	
18	†Rake Teeth (iron or wood), in bundles	3	4
19	†Rasps for Clover Hulling Cylinders	3	
20	†Reaper and Mower Knife Sections, boxed	2	
21	†Springs (for agricultural implements), in boxes or barrels	3	
22	Steel Plates or Shapes (for Plowshares, mouldboards and cultivator shovels), sheared to shape, not further finished	4	5
23	Teeth, Cultivator, Draw or Harrow and Cultivator Shovels:		
24	In barrels or boxes	4	5
25	In bundles	3	
26	Thresher Screens (made of pressed Sheet Metal), boxed or crated	3	
27	Wheels, Agricultural Implements, N. O. S., min. C. L. wt. 20,000 lbs.	3	5
28	**Agricultural Implements—Hand:**		
29	Broadcast Seeders (hand implement for sowing grain), crated	1	
30	Corn Planters (hand), in bundles, boxes or crates	1	3
31	Cultivators, handles in bundles, other parts boxed or crated	1	
32	Corn Hooks and Knives:		
33	In bundles	1	
34	In boxes	2	
35	Forks, in bundles, boxes or crates:		
36	Barley (wood or iron)	1	
37	Hay and Manure	2	
38	Grain Cradles:		
39	Set up	3 t 1	
40	K. D., in bundles	1	
41	K. D., and completely boxed	2	
42	Grain Scoops, in bundles, boxes or crates	2	
43	Hay Knives:		
44	In bundles	1	
45	In boxes	2	
46	Hoes:		
47	Eye, in barrels	3	
48	Wheel, boxed or crated	1	
49	N. O. S., including Rotary Hoes, in bundles, boxes or crates.	2	
50	Lawn Mowers, handles in bundles, other parts boxed	1	3
51	Lawn Mower, Handles, in bundles	1	
52	Potato Hooks, in bundles	2	
53	Potato Planters, handles taken off, in bundles, boxes or crates	3	
54	Rakes, in bundles, boxes or crates:		
55	Wooden	1	
56	Iron	2	
57	Reaping Sickles:		
58	In bundles	1	
59	In boxes	2	
60	Rollers, Garden and Lawn	2	
61	Scythes:		
62	In bundles	1	
63	Boxed	2	
64	Scythe Snaths, in bundles, boxes or crates	1	
65	Scythe Stones, in boxes, barrels or crates	3	
66	Seed Drills, handles in bundles, other parts boxed or crated	1	
67	Shovels and Spades, in bundles, boxes or crates	2	

† May be shipped in mixed C. L. with Agricultural Implements, parts of.

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	ARTICLES	L. C. L.	C. L.
	A		
	Agricultural Implements, Hand—Continued.		
1	Fanning Mills:		2
2	Set up	D 1	Min. wt.
3	K. D., flat in bundles	1	12,000
4	With boxes detached and packed inside main frame	1	lbs.
5	Feed and Ensilage Cutters:		3
6	Set up	1	Min. wt.
7	K. D., small parts in packages	3	16,000
8	Alaskan Images or Totem Poles (carved wood), boxed or crated, prepaid	3	lbs.
9	Albums, boxed	1	
10	Almond Shells, in bags or casks	4	
11	Aluminium Ware, in boxes or bbls	1½	
12	Animal Food (not Condition Powders) in double bags	3	
	In pulpboard drums	2	
	In wooden drums covered with pulpboard	3	
13	Animal Food, including Chicken Manna (chicken food) and Condition Powders:		4 Min. wt. 24,000 lbs.
14	In sacks	2	
15	In boxes or barrels, or wooden drums covered with pulpboard	3	
16	In cans or pails with covers securely fastened	3	
17	Mocking Bird Food in packages	2	3
18	Poultry Food (ground meat and bone) in bags	4	B
19	Animal Heads and Horns:		
20	Deer Horns, boxed	1	
21	Elk Heads and Horns, S. U. mounted, boxed, or crated	D 1	
22	Wild Animal Heads, in the rough, unmounted, boxed or crated	D 1	
23	Animal Pokes	1	
24	Animals, Alive, N. O. S., in boxes or cages	3 t 1	
25	Animals, Stuffed, in boxes	3 t 1	
26	Anti-Pest (paste for protection of trees from insects), in drums; and Quassaine (vermin exterminator), in tin cans, boxed	2	4
27	Apple Driers, in bundles, boxes or crates	D 1	
28	Apple Parers, in boxes or crates	2	
29	Aquariums:		
30	Fish Globes, in boxes, barrels or casks	D 1	
31	N. O. S., boxed	3 t 1	
	A-B		
32	**Artists' and Photographers' Materials:**		
33	Burnishing Machines, Photographers', boxed	2	
34	Cameras, boxed	D 1	
35	Camera Stands and Background Holders, Photographers':		
36	Set up, crated or wrapped	D 1	
37	K. D., tied in bundles	1½	
38	K. D., boxed or crated	1	
39	Crayons, Artists', boxed	2	3
40	Easels (common pine), in the white, K. D., crated	3	
41	Engraving boards, in bundles	3	
42	Leather Kodak Boxes, boxed or crated:		
43	Nested	D 1	
44	Not nested	3 t 1	
45	Negative Cotton	3 t 1	
46	Photographers' Head Rests (iron), K. D., boxed	3	
47	Photo-Dry Plates, boxed	1	
48	Photographic Material, N. O. S., boxed	1	
49	Photograph Cards, boxed	1	
50	Picture Matting, boxed or crated	2	
51	Stretcher Frames:		
52	Artists', K. D., crated	3	
53	Common Pine, K. D., in bundles, boxes, crates or casks	3	
54	Stretchers, boxed or crated	1	
55	Astists' Materials, N. O. S., boxed	1	
56	Ash Sifters, in boxes, crates or bundles	1	
57	Autographic Sales Registers (metallic), boxed	1	
58	Automatic Cork Pullers, boxed	2	
59	Automatic Stock Watering Fountains	3	
60	Awning Frames, Roller, K. D., castings, boxed wooden rollers in bundles	3	
61	Awnings and Awning Frames, in bundles, boxes or casks	1	3
62	**Babbitt Metal**	3	4
63	Baby Jumpers, in boxes, crates or bundles	1	
64	Baggage Barrows or Vans:		A Min. wt. 20,000 lbs.
65	Set up	1½	
66	K. D.	1	

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	ARTICLES.	L. C. L.	C. L.
	B		
1	**Bagging:**	3	5
2	Bagging and Bags, Clayed, in bales or bundles	4	
3	Bags, Bur ap, Gunny or Jute, in bales or bundles		
4	Bags, Cotton, Cotton Seed, Grain or Salt, in bales or trusses, min. C. L. wt. 24,000 lbs.	3 1	5
5	Bags, Planters' Picking, in bales or bundles	4	5
6	Bagging (for baling cotton) in rolls	2	3
7	Bagging or Bags, N. O. S., in bales, min. C. L. wt. 24,000 lbs.	4	5
8	†Burlap Cloth, in bales or bundles	2	
9	Bur ap and Jute Webbing, in bales	1	
10	Burlap Press Cloth:		
11	In Bales	3 t 1	C
12	Balloons, boxed, hoops tied in bundles, fixtures packed securely in covered baskets		Min. wt. 20,000 lbs.
13	Bark:	3	E
14	Tanners':	4	
15	In bags, boxes or casks		
16	In bulk, C. L.		
17	Spent, in packages, min. C. L. wt. 24,000 lbs	1	
18	N. O. S.:	2	
19	Loose, in bags or barrels	3	
20	Pressed in bales		B
21	Machine compressed, boxed	3	
22	Barrel Storage Racks, K. D. flat, and packed in bundles, min. C. L. wt. 24,000 lbs	2	
23	Barrel Racks (for grocers' use)	D 1	
24	**Baskets** (see also "Woodenware."):	3	
25	In cases	4 t 1	Min. wt. 10,000 lbs.
26	K. D. flat, in bundles, C. L.	3 t (	
27	Over-handled, in bundles, with ends placed in each other	1½	
28	Paper, Fruit or Pench, in bundles	1	
29	Slave, Splint, Rattan or Willow, nested, in boxes, bundles or crates	4 t 1	
30	Splint, with covers, closely nested, racked	D 1	
31	N. O. S., not nested, in bundles		
32	N. O. S., nested, in bundles	3	B
33	Baskets, K. D. flat, Basket Bottoms and Covers (solid wood) and Basket Material, Splint, Stave or Slat, in bundles		B
34	Baskets, Fruit, nested and Fruit Basket Crates, K. D.	1½	
35	Laundry Shipping Baskets with tight wooden covers	D 1	4
36	Laundry Shipping Baskets, N. O. S.	1	Min. wt. 20,000 lbs.
37	Over-handled Baskets, covers and handles packed separately, baskets nested in bundles	1	
38	Bee-Comb Foundation (beeswax in sheets), boxed	1	D
39	Bee Hives:	3	Min. wt. 15,000 lbs.
40	Nested		D
41	K. D.	D 1	
42	K. D. and Honey Box Lumber	D 1	⅗
43	Bee Smokers, in boxes or barrels	D 1	
44	Bees, in hives, all openings to be securely closed with wire cloth (one man may be passed one way in charge of one or more cars)		
45	Beer Casks, metal	1½	
46	Beer Coolers, metal (applicable only on the article used in breweries):	1	
47	In box cars	1	E
48	On flat car, min. wt. 5,000 lbs		
48½	Beer and Liquor Coolers, copper lined box with beer pump attached	1	
49	Beet Pulp	3	
50	Bellows, N. O. S.	2	
51	Bells, including Yokes and Attachments:	3	4
52	Iron	2	
53	N. O. S.	3	
54	Bicycle Step-Ladder Poles (finished), boxed or crated	1½	
55	Bins, Flour:	3	
56	Wooden, S. U.	½	
57	Wooden, K. D. boxed or crated	2	3
58	Tin, plain or lapanned, boxed or crated		
59	Bird Gravel or Sand, in packages		
60	Bird Seed and Broken Cuttle Fish Bone, C. L.		

†On shipments of second-hand Burlaps, charges must be prepaid.

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	ARTICLES.	L. C. L.	C. L.
	B.		
1	**Blackboards:**		
2	Blackboard Cement, in cans boxed, or in wood	4	5
3	Blackboards, Slate or Wooden, and School Drawing Boards, without legs, boxed or crated	3	4
4	Blackboards and Desks Combined, folded flat, crated	2	
5	Blackboards, Folding, Toy or Kindergarten, boxed	1	
6	Liquid Slate for Blackboards in cans boxed, or in wood	4	5
7	Paper and Cloth, Silicated, for Blackboards, in bundles	1	
8	Wood Pulp Boards, Silicated, boxed or crated	3	
9	**Blacking:**		
10	Harness Blacking, Leather Dressing and Harness Oil, carriers' liability limited to 50 cents per gallon (see Rule 4):		
11	In glass or stone, packed in boxes or barrels	1	
12	In cans, jacketed	1½	
13	In bulk, in barrels	2	
14	N. O. S., in boxes or kegs	2	4
15	Shoe Blacking, Dressing or Polish:		
16	In glass or stone, packed in boxes or barrels	1	
17	N. O. S., in boxes or kegs	2	
18	**Boats and Ship Chandlery:**		
19	Boat Sails	1	
20	Canvas Boats, folded, in roll or packed in chests	1	
21	Metallic Life Rafts	D 1	
22	Oars, in bundles, boxes or crates	1	
23	Racing Shells	4 t 1	A
24	Rigging, including Wire Rope and Attachments, in bundles	3	
25	Row Boats, K. D. flat, crated	1	
26	Sectional Boats taken apart, sections nested	D 1	A
27	Steam Yachts, min. C. L. wt. 10,000 lbs		2
28	N. O. S.	4 t 1	A
29	Bone Ash	4	B
30	Bone Black	2	4
31	Bone, Cuttle Fish:		
32	Broken, in packages	2	
33	N. O. S., in packages	1	
34	Bone Dust	4	B
35	Bone, Ground or Cracked	4	B
36	Books, boxed	1	
37	Books, Library, in boxes, hinged and locked	1	
38	**Boots and Shoes, and Findings:**		
39	Boots and Shoes:		
40	Boxed	1	
41	In sample trunks (metal sample trunks and wooden sample trunks, iron bound and ribbed)	1	
42	In sample trunks, N. O. S., trunks boxed	1	
43	Boot Crimps, boxed	1	
44	Cobblers' Outfits, consisting of Tools, Nails, Lasts and Stands	2	
45	Cut Soles, Counters, Heels and Taps	2	4
46	Heel Plates, in boxes or casks	4	
47	Lasts and Shoe Stands, Cast Iron, not further finished than as from mould, in boxes or casks	4	5
48	Lasts and Shoe Stands, Cast Iron, N. O. S., in boxes or casks	3	
49	Lasts, N. O. S., in boxes or barrels	2	
50	Leather Boot Legs and Shoe Uppers, boxed	1	
51	Rivets, Tubular and slotted, in boxes, barrels or kegs	2	
52	Shoe Findings, N. O. S., boxed	1	
53	Shoe Pegs:		
54	In bags	1	
55	In boxes, barrels or kegs	2	
56	Shoe Shanks (steel) in packages	2	
57	Shoes, Wooden, in boxes or barrels	2	
58	Shoe Button Fastening Staples, boxed	1	
59	**Bottles:**		
60	Beer, Soda or Mineral Water Bottles (new) in boxes without covers	1	

(Page 14.)

	ARTICLES.	L. C. L.	C. L.
	B		
	Bottles—Continued.		
1	‡Glass, min. C. L. wt 24,000 lbs:		
2	In boxes, barrels, crates or casks	3	5
3	In bulk		5
4	In barrels with gunnycloth heads	2	5
5	In barrels without heads, or boxes without covers	1	5
6	In barrels, contents secured by cleats at top of barrel	1	5
7	N. O. S. in open boxes, L. C. L.	1	
8	Demijohns:		3
9	In boxes, casks or crates	1	Min. wt.
10	N. O. S.	D 1	16,000
11	Packed in cork and burlap	1	lbs.
12	Disinfectant Bottles, in metal jackets	1	
13	Bottle Caps:		
14	Tin in packages	3	
15	Pulp board, boxed	1	
16	Bottle Fittings (consisting of cartons, labels, corks and caps), boxed	1	
17	Bottle Stoppers (metal and having metal tops with rubber bottoms), boxed	2	
18	Bottle Wrappers:		
19	Paper or Wood Bottle Wrappers, and Wood Partition Bottle Packing, flat, in barrels, boxes or bundles	3	5 Min. wt.
20	N. O. S., flat, in boxes or bundles, P. P	2	20,000 lbs.
21	Straw Bottle Wrappers, flat, in barrels, boxes or bundles, min. C. L. wt. 20,000 lbs	2	4
22	Strawboard Cartons, K. D. in bundles, crates or boxes:		
23	Plain	3	5
24	Lined or faced and printed	2	4
25	†Boxes and Crates:		
26	Ballot	D 1	
27	Berry:		
28	Nested, in bundles	1	
29	Nested in crates	1	3
30	Min. C. L. wt. 10,000 lbs		
31	K. D., in crates	3	C
32	K. D., min. C. L. wt. 24,000 lbs		
33	Bit Boxes, in boxes, barrels or crates	2	
34	Boxes and Store Drawers (hardwood) N. O. S., nested, boxed	1	
35	Blacking (tin).		
36	Boxed or crated	1	
37	Nested in boxes, barrels or crates	2	5
38	Cigar, empty-		
39	In bundles or crates	D 1	
40	Boxed	1½	
41	K. D. flat, in packages	2	
42	Cracker (tin):		
43	With glass fronts, boxed	D 1	
44	N. O. S., empty:		
45	Boxed, crated, or in jackets, min. C. L. wt. 15,000 lbs	1	4
46	N. O. S.	D 1	
47	Crates, Wooden, K. D., tops, sides, ends and bottoms made up, min. C. L. wt. 20,000 lbs	3	B
48	Druggists' (paper), including Pill Boxes, boxed	1	
49	Fibre or Cardboard Egg Shipping Boxes, with corrugated paper fillers:		
50	S. U., boxed or crated	D 1	
51	K. D., flat, in bundles, crates or boxes	2	5
52	Fibre Packing Boxes, nested	1	A
	K. D. min. C. L. wt. 24,000 lbs.	4	5
	N. O. S., empty, minn. C. L. wt. 12,000 lbs.	D 1	2
53	Fish Boxes, new, lined with sheet metal	1	
54	Fig (paper sides, wood tops and bottoms), nested, boxed	1	
55	Folding Boxes (wooden), folded flat	3	B
56	Jewelers':		
57	Plush, boxed	D 1	
58	Paper, boxed	1	
59	Lunch (leatheroid), nested, boxed or crated	1	
60	Ointment (tin), in boxes or barrels	1	
61	Packing, K. D, made from wood pulp board and lumber, min. C. L. wt. 24,000 lbs	4	B

† Ratings for nested paper boxes will apply only on packages in which one-third of the space is saved by nesting.

‡ Exclusive of glass fruit jars, glass jars with self-closing tops, carboys and demijohns.

(Page 15.)

	ARTICLES.	L. C. L.	C. L.
	B		
	Boxes—Continued.		
1	† Paper or Pasteboard boxes, including Bandboxes, Paper Flower Pots or Flower Pot Covers, Strawboard Egg Delivery Boxes, Strawboard Partitions for Candy Pails, Strawboard Cracker Pails, and Leatheroid Boxes N. O. S.:		
2	Nested, boxed or crated	D 1	
3	Not Nested, boxed or crated	3 t 1	
3½	Not Nested, but boxed, crated or in bundles	D 1	
4	K. D. flat, in bundles, crates or boxes	3	5
5	Pasteboard Covers, boxed	D 1	
6	Round Strawboard Cans or Boxes, nested, boxed	1	
7	Shelf boxes (combined wood and strawboard), boxed or crated	D 1	
8	Stereotype and Electrotype, boxed or crated	1	
9	Strawboard (plain) K. D., in bundles, boxes or crates	3	5
10	Tailors' Dummies or Cloth Rolls, boxed	3 t 1	
11	Thread Trays, made of wood and pasteboard, boxed	D 1	
12	Tobacco (hardwood)	1	3
13	Wooden and Fiber, N. O. S., empty	D 1	Min. wt.
14	Crates, N. O. S., (new) empty	D 1	10,000 lbs.
15	Wooden Packing Boxes containing a small quantity of chaff, sawdust, shavings or other cheap article, shipped with the intention of evading the classification, are ratable as Wooden Boxes		
16	Wooden (turned), in barrels, boxes or crates	2	
17	Wooden, K. D. flat, covers made up, iron strap hinges and cover fasteners attached	4	B
17½	Wooden, nested, three in a nest	3	B
18	Box Frames and Covers, wooden, frames nested three or more in a nest, covers tied in bundles	3	B
19	**Brass Articles:**		
20	Bars (bronze), Tubing (brass), Flues, Tubing, (bronze), Rolls:		
21	In boxes, barrels, casks or kegs	2	4
22	N. O. S.	1	
23	Blanks, Bolts, Nails, Plates, Rivets Rods, Screws, Sheets:		
24	In boxes, barrels, casks or kegs	2	
25	N. O. S.	1	
26	Brass Scrap, in boxes, barrels or kegs	3	D
27	Copper Scrap, in boxes, barrels or kegs		
28	Brass Residue or Ashes:		
29	In barrels	4	
30	In bulk or in packages		D
31	Castings	2	
32	Chain, in boxes or casks	2	
33	Faucets, in boxes or casks	2	
34	Fenders, Stove or Hearth, in boxes, barrels or crates	2	
35	Fittings, including brass and bronze valves, in boxes, barrels or kegs	2	
36	Ingots	3	4
37	Railing, boxed	1	
38	Sheet Brass Screen Plates (used in paper mills):		
39	In boxes, barrels, casks or kegs	2	
40	N. O. S.	1	4
41	Shovels, Tongs, Pokers, and stands for same (fire sets), packed	2	
42	Vessels, brass:		
43	In boxes or barrels	2	
44	N. O. S.	1	
45	Brattice cloth, in bales or rolls	4	5
46	Bread, boxed or in barrels:		
47	Hard bread	2	4
48	N. O. S., P. P. or guaranteed	1	
49	**Brick:**		
	Bath, in barrels or boxes	4	B
51	Common, N. O. S.	5	E
52	Enameled or Glazed:		
53	In barrels or boxes	4	
54	In carloads		B
55	Loaded in cars with common and pressed brick		5

† Ratings for nested paper boxes will apply only on packages in which one-third of the space is saved by nesting.

(Page 16.)

	ARTICLES.	L. C. L.	C. L.
	B		
	Brick—Continued.		
1	Fire (except stove lining) and Fire Clay	4	E
1½	Brick, drain tile and sewer pipe, straight or mixed C. L		E
2	Fire Brick, Fire Clay, Drain Tile, Sewer Pipe and Flue Lining		D
3	†Paving		E
4	Porous	4	E
5	Pressed, and Ornamental Figured	4	
6	Shaped, carriers' liability limited to $5.00 per ton and so receipted for (see Rule 4):		E
7	In boxes, barrels or crates	4	
8	In bulk		
9	Silicate	4	E
10	Slate, and Ground Slate (used in brick making)	4	D
11	Stove lining:		
12	Loose	1	
13	In boxes or barrels	4	5
14	In barrels with cleated heads	4	
15	In barrels without heads	2	
16	Brick Drying Shelves (shooks or pellet boards), in bundles, boxes or crates	3	B
17	Brick Moulds (wooden):		
18	In bundles	1	
19	In boxes, barrels or crates	2	
20	Bridge Builders' Outfit, including Horses, Tools, Wagons, etc., second-hand (see Rule 8), minimum weight 24,000 lbs		A
	Bridge Material:		
21	Iron (turn buckles and bolts in packages)	4	
22½	Bridge Piers, iron tubular	4	5
22	Iron and wooden		5
23	Wooden	4	B
24	Britannia Metal in sheets or rolls, in boxes barrels, half-barrels or casks	3	
25	Britannia Ware, in boxes or barrels	1½	
26	Bronze Castings:		
27	Unfinished, weighing 100 lbs or over	4	5
28	N. O. S.	2	
29	Broom Corn:		
30	LOOSE, NOT TAKEN.		
31	Pressed in bales, minimum C. L. weight 12,000 lbs	1	A
32	Broom Corn Balers, K. D	2	
33	Brooms:		
34	In bales, racks or bundles, minimum C. L. weight 10,000 lbs	1	3
35	Brooms and Brushes (manufactured from broom corn):		
36	In packages, minimum C. L. weight 10,000 lbs	1	3
37	Broom Racks:		
38	Set up	D 1	
39	K. D., flat, boxed or crated	2	
40	Brushes:		
41	Bristle, N. O. S., and Hair, in boxes	1	
42	Steel Bristle:		
43	In bundles	1	
44	In boxes	2	
45	Vegetable Fibre, N. O. S.:		
46	In bundles	1	
47	In boxes	2	
48	In splint baskets	1	
49	Brush Blocks and Eraser Blocks, in boxes, crates or bundles	3	5
50	Brush (for street sweeping machines):		
51	In bundles, minimum C. L. weight 16,000 lbs	2	4
52	Buckets, Ore (wooden or iron)	1	
53	Buhr Blocks	3	
53½	Builders' Outfit (see Rule 8) minimum weight 20,000 lbs		A
54	Bullion, and Mint Sweepings, carriers' liability limited to $100 per ton and so receipted for (see Rule 4)	4	
55	Bung Discs or coverings (sheet metal) in packages	3	
56	**Burial Cases or Coffins, and Grave Vaults** (Burial Cases not boxed, crated or wrapped, NOT EXCEPTED):		
56½	Coffins in the white, S. U., not wrapped or crated	1	
57	Crystal or Glass (metal frame, glass panels), boxed	1½	
58	Cement or Wood, including Wooden Cases lined with sheet zinc or copper:		3 Minimum weight 15,000 lbs.
59	Boxed	2	
60	Wrapped	1½	
61	Wrapped and crated	1	
62	Metalic, and Metalic Linings for Burial Cases, boxed	1½	
63	Grave Vaults	2	
64	Coffin Boxes, plain packing, empty, nested	2	3
65	Coffin Stock in the rough, (not further finished than being sawed to shape), in packages	3	B
66	In the white	2	A
67	Coffin Trimmings:		
68	Plated, boxed	2	

†Brick, vitrified (for paving purposes) in carloads, 82 per cent. of Class E.

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	ARTICLES.	L. C. L.	C. L.
	B-C		
	Burial Cases or Coffins—Continued.		
1	Cooling Boards (for undertakers), boxed or crated	2	
2	Pedestals (for undertakers' use), boxed or crated	1	
3	Burial Tray Baskets	1½	
4	Button Blanks, in boxes or bags	2	
4½	Butcher Shop Refuse, in barrels with wooden tops	4	
	In barrels with cloth tops	3	
5	**Cabinets:**		
6	Carpets, taken apart, in packages	1	
7	Cash Register, boxed	D 1	
8	Dental, crated	1	
9	Drug, boxed or crated	1	
10	Dye, boxed	1	
11	Filing, S. U.:		
12	Boxed	1	
13	Crated or wrapped	D 1	
14	Ice Cream, boxed, crated or wrapped	1	
15	Jewelers', boxed	1	
16	Painters', boxed	1	
17	Ribbon Rolls or Cabinets:		
18	With Glass, boxed, bottoms crated	D 1	Min wt 10,000 lbs.
19	Without Glass, boxed or crated	1	
20	Surgical Instrument:		
21	N. O. S., crated	1	
22	With glass fronts and sides:		
23	Boxed, bottoms crated	D 1	
24	Thread:		
25	Empty or filled with thread, boxed	1	
26	Cages:		
27	Birds:		
28	Boxed	D 1	
29	Nested, boxed	1	
30	Menagerie (wood and iron, without glass)	1	
31	Calf Weaners, boxed	2	
32	Candy Coolers (heavy iron castings)	4	
33	Canes in the rough, not further finished than being cut to length and shape:		
34	In bags	2	
35	In bundles	3	
36	Boxed	4	
37	N. O. S.	1	
38	Cane Stakes (used for staking plants), in bundles, min. C. L. wt. 20,000 lbs	D 1	4
39	Can Jackets, Wooden:		
40	Loose	1	Min. wt. 10,000 lbs.
41	Nested, in crates or boxes	2	
41½	Can Keys, in packages	2	
42	**Canned Goods:**		
43	Capers:		
44	In glass, boxed	1	
45	In tin, boxed	3	
46	Condensed Milk and Evaporated Cream:		
47	In glass, boxed	3	
48	In cans, jacketed	2	5
49	In cans, boxed	4	
50	In barrels or half barrels	4	
51	In cans, crated C. L.		
52	Evaporated Cream, in cans, loose	1	
53	Fruit and Vegetables:		
54	In tin cans, boxed	4	
55	In cans, crated, C. L.		5
56	In glass or stone jars, boxed	4	
57	Pickles, Kraut, Cucumber, Tomato, Cauliflower and Onion:		
58	In tin cans, boxed, or in barrels, kegs or kits	4	
59	In tin cans, crated, C. L.		
60	In glass, boxed	4	
60½	In stone, boxed	4	
61	In pails or tubs	2	
62	Table Sauces, including Catsup, Horseradish prepared, Mustard prepared, Pepper Sauce and Salad Dressing:		5
63	In glass, boxed	4	
64	In tin, boxed	4	
65	In tin, crated, C. L.		
66	In bulk, in barrels	4	
67	Canned Meats and Soups, including Canned Sausage, Meats, potted and pickled, Corn Beef, Corned Beef Hash and Canned Meats with vegetable ingredients, and Dried or Smoked Meats in glass:		
68	In tin, boxed	4	
69	In cans, crated, C. L.		5
70	In glass or stone jars, boxed	4	
71	Walnut Juice and Walnut Pulp:		
	In glass, boxed	1	
	In tin, boxed	3	

	ARTICLES.	L. C. L.	C. L.
	C		
1	**Cans:**		
2	Fruit Cans (tin):		
3	Boxed or crated	2	
4	In bulk, C. L.		4
5	Tin Cans, N. O. S., Tin Lard Pails, Tin Paint Pails, Lithographed Cans, Japanned Cans and Tin Boxes, N. O. S.:		Minimum weight 20,000 lbs.
		1	
6	Boxed, crated or jacketed	2	
7	Nested, in boxes, barrels or crates	D 1	
8	N. O. S.	1	
9	Lithographed Cans, wrapped with paper and crated		
9½	Tin Ointment Cans, may be shipped in mixed C. L. with cans		
10	Galvanized Iron Cans, Jacketed Tin Cans, empty; Lard Coolers (made of galvanized iron, with iron rims and iron straps), with Covers and Strainers; and Iron Garbage or Ash Barrels:	1	
11	Boxed or crated or in wooden or metal jackets	2	3
12	Nested, in boxes, barrels or crates	D 1	Minimum weight 15,000 lbs
13	N. O. S.	1	
14	Leatheroid and Pasteboard Cans, with tin tops and bottoms:		
15	Boxed or crated	2	
16	Nested in boxes, barrels or crates	D 1	
17	N. O. S.	1	
18	Oil cans (paper, metal trimmed):		
19	Boxed or crated	D 1	
20	N. O. S.	1	
21	Railroad Milk Shipping Cans		4
22	Oil Cans (glass):		Minimum weight 16,000 lbs.
23	In tin or wooden jackets: Boxed or crated	2	
24	In wire jackets: Boxed	2	
		D 1	
25	Roving Cans, used in cotton mills as receptacles for warp or yarn	2	
26	Capstans		Soft coal, (lump) Rates.
27	Carbon Clinker (taken from gas retorts), in boxes, barrels, hogsheads or sacks	4	
28	Carpets and carpeting, in packages	1	
29	Carpet binding (metallic), in boxes or barrels	2	
30	Carpet Exhibitors, boxed	1	
31	Carpet Lining:		
32	Grass	2	
33	Sewed:		
34	In bales, compressed	1	3
35	In bales, compressed, and Felt Paper for Carpet Lining	4	B
36	Straw Paper, minimum C. L. weight, 24,000 lbs	4	
37	Carpet Samples, in telescopes	1	
38	Carpet Stretchers, boxed	2	
39	Carpet Sweepers, boxed	1	
40	Carpet Warp, in bundles, or on beams	1	
40½	Casket Carriages, boxed or crated	D 1	
41	**Carriers, New, Empty:**		
42	Banana Crates:		
43	S. U.	D 1	
44	K. D. (hoops, slats and burlap bagging)	3	4
45	Barrels, Oil, Iron, not less than 75 lbs. each, minimum C. L. weight, 20,000 lbs	1	D
46	Bicycle Crates, K. D.	1	
47	Bottle Carriers (boxes with wooden partitions)	4	4
48	Breeding Crates, K. D.	3	5
49	Butter Carriers (glass jars and tops)	3	
50	Butter Carriers (glass), packed one each in galvanized iron pails	1	
51	Can Racks, crated or in bundles, no finished surface exposed	1	
52	Cowboys, minimum C. L. weight, 16,000 lbs	2	3
53	Carriers, N. O. S.	1	
54	Chicken Coops,		
55	Compactly folded	2	
56	N. O. S.	D 1	
56½	Cores, strawboard for roll paper	2	3
57	Cracker Can Crates, folded flat in bundles	2	
58	Drums (iron and steel, new), under ten feet in length, minimum C. L. weight, 24,000 lbs	3	A
59	Fruit Chests, minimum C. L. weight, 15,000 lbs	D 1	3
60	Fruit Crates, Folding, folded flat	3	B
61	Kegs, Powder (iron)	1	
62	Paper Frames, in bundles	1	
63	Powder Magazines, N. O. S.	1	C
64	Quicksilver Flasks	4	
65	Soda Water Retainers (metal)	1	C
66	Spools, Barbed Wire, K. D.	3	A
67	Spools or Bobbins (wooden, for woolen mills), boxed	2	C
68	Wire, Wire Rope and Cable Reels:		
69	S. U.	2	Min. wt. 16,000 lbs.
70	K. D.	3	

	ARTICLES.	L. C. L.	L. C.
	C		
1	‡**Carriers, Empty, Returned, Prepaid or Guaranteed,** Subject to Rule 17:		
2	Ale, Beer, Tonic, Mineral Water and Porter packages, at following estimated weights (exception to Rule 1), one-half fourth class rates: Barrels, 100 lbs. each. Half-Barrels, 55 lbs. each. Quarter-Barrels, 30 lbs. each. Eighth-Barrels, 20 lbs. each. Bottles, in cases with or without covers: 2 doz. qts., 50 lbs. per case. 4 doz. qts., 50 lbs. per case 2 doz. pts., 35 lbs. per case. 3 doz. pts., 50 lbs. per case. 4 doz. pts., 75 lbs. per case. Bottles, in casks with or without heads: 6 doz. qts. or 10 doz. pts., 125 lbs. per cask.		
3	Acid, Ammonia and Glycerine Cylinders, or Drums, one-half fourth-class:		
4	Bags, Cement, one-half fourth-class:		
5	Bags or Sacks, N. O. S. in bundles or bales	4	
6	Beams, Bobbins, Cores, N. O. S.; Reels (except Cable), Spools, Paper frames, tied in bundles and Carboy frames, returned to manufacturers, one-half fourth-class rates.		
7	Bottles, Soda and Pop, in boxes, barrels or casks, with or without covers or heads, one-half fourth-class rates.		
8	Bottles, N. O. S., and Jugs, in boxes, barrels or casks, with or without covers or heads, actual weight	4	
9	Bottle Cases	4	
10	Butter Crocks or Jars, boxed	4	
11	Butter Stands	4	
12	Butter Tubs and Firkins	4	
13	Cans, in boxes, barrels or crates	4	
14	Cans, jacketed	3	
15	Carboys	4	
16	Car Seal Boxes	4	
17	Cheese Boxes	4	
18	Cider Barrels	4	
19	Coops	4	
20	Cracker Boxes	4	
21	Cracker Boxes (tin), boxed	4	
22	Crates	4	
23	Egg Carriers or Cases	4	
24	Fish Boxes or Cars	4	
25	Fruit Baskets, Boxes, Chests and Crates	4	
26	Fruit Refrigerators	4	
27	Fruit Tree Boxes	1	
28	Garment Boxes	4	
29	Glycerine Barrels	4	
30	Iron Lard Drums		5
31	Iron Drums, N. O. S.	4	
32	Iron Lard Cans	4	
33	Iron Oil Barrels	4	
34	Kegs, Powder (wooden or iron)	4	
35	Lamp Boxes	1	
36	Liquor packages (wooden)	4	
37	Meat Boxes or Carriers	4	
38	Milk and Cream Cans	4	
39	Mineral Water Cans	4	
40	Oil Barrels	4	
41	Oil Cases	4	
42	Oyster Pails	4	
43	Piano Boxes	D 1	
44	Powder Magazines	4	D
45	Railway Trucks (used to transport rolling stock)		D
46	Reels, Cable and Wire Rope: In box cars	4	Min. wt. 24,000 lbs.
47	On flat car, min. wt. 5,000 lbs	4	
48	Safe Harness (iron)	4	
49	Sheet Lead Carriers (boxes)	4	
50	Tar Barrels	4	
51	Telephone Packing Boxes	4	
52	Wine Bottles (empty) returned one-half of fourth-class.		
52½	Wooden Boxes, N. O. S., nested	4	
53	Vinegar Barrels	4	A
54	Cars, Photograph, wt. 5,000 lbs		
55	Cases, Coin (metalic), nested, boxed	3	
56			

‡Charges for any shipment of carriers returned should not exceed what would accrue by application of ratings shown for the same packages new.

(Page 20.)

	ARTICLES.	L. C. L.	C. L.
	C		
	Cases—Continued.		
1	Cases (metalic, for screws, bolts and shot) in boxes or barrels	3	
2	Cases, Screw and Bolt (wooden) boxed or crated	1	
3	Cases, Spectacle and Eye Glass, boxed	1½	
4	Cases, Watch-Glass, boxed or crated	1	
5	Cash Railways and Pneumatic Cash Delivery Outfits, boxed	1½	
6	Cattle Prods:		
7	In bundles	3	A
8	Boxed or crated	4	
9	Cattle Stanchions, in bundles	2	B
10	Cedar Chests, crated	1½	
11	Celluloid Goods, N. O. S., boxed	D 1	
12	Cellulose, in sacks	1	
13	**Cement:**		
14	Asbestos	4	5
15	Building and Flooring (consisting of powdered mineral suwdust and mineral.		
16	Building in sacks	4	
17	Domestic N. O. S., in barrels or in bags	4	C
18	Mortor Color, in barrels or bags	4	
19	Portland (domestic or imported), in barrels or in bags,	4	
20	Fruit Can Cement	2	4
21	N. O. S., in boxes or casks	2	
22	Cement Well Tubing, in crates or hhds	4	B
23	Cement Window Caps, Sills, Chimneys, Chimney Tops, Wall Coping, Cement Flower Beds, Hitching Posts, Carriage Blocks, and similar articles for building purposes, manufactured from Cement	4	B
24	**Cereals and Cereal Prodrcts:**		
25	Barley, Pearl:		
26	In sacks	3	5
27	In boxes, barrels or kegs	4	
28	Barley, Roasted:		
29	In sacks	3	5
30	In boxes, barrels or kegs	4	
31	Barley, Rolled:		
32	In sacks	3	5
33	In boxes, barrels or kegs	4	
34	Barley Sprouts and Malt Sprouts, dry	4	C
35	Bran or Shorts:		
36	In bags	4	B
37	In bulk, C. L		
38	Bread Meal, in bags, boxes or kegs	3	4
39	Brewer's Refuse:		
40	Dry, in bags	4	B
41	N. O. S.:		
42	In bags	4	E
43	In bulk, C. L		
44	Buckwheat:		
45	In bags or boxes	4	B
46	In bulk, C. L		
47	Cereal Products, N. O. S., in boxes or barrels	3	4
48	Chopped Feed, Corn Meal, Flour and Bran, may be shipped in mixed carloads, at the highest rate applying on any of the articles.		
49	Corn Chaff:		E
50	In sacks or boxes	1½	Min. wt.
51	In bulk, or in barrels, boxes or sacks		10,000 lbs
52	Corn Cobs:		
53	In sacks or boxes	2	
54	C. L. min wt. 20,000 lbs		E
55	Corn Meal, Corn Flake, (Cerealine), Brewers' Corn Meal, Curry Flour, Frumentum, Grits, Hominy, Maeeze, Maizea and Maizone:		
56	In paper sacks	3	
57	In cotton sacks	4	5
58	In barrels or boxes	4	
59	Corn, Pop:		
60	In the ear	3	5
61	Shelled, in boxes, barrels or sacks	3	
62	Corn (popped, plain or sugared), and Pop Corn Balls:		
63	In boxes or barrels	D 1	
64	In baskets with wooden covers securely fastened	2½ t 1	
65	Corn, Roasted and Buttered (used on saloon counters), in barrels	1	

(Page 21)

	ARTICLES.	L. L. C.	L. C.
	C		
	Cereals and Cereal Products—Continued.	D 1	
1	Corn Stalk Pith, in boxes, sacks or crates		
2	Cracked, Granulated or Rolled Wheat, actual gross weight:	2	
3	In paper sacks	3	5
4	In cotton sacks	4	
5	In boxes or kegs	4	
6	In barrels or half barrels		
7	Crystal or Silver Rice (manufactured cereal product):	4	5
8	In boxes or barrels	3	
9	In gunny sacks	4	5
10	Farina and Farinose, in boxes or barrels.		
11	Feed, N. O. S., including Gluten Meal and Cereal Poultry Meal:	4	B
12	In bags		
13	In bulk, C. L	4	B
14	Flax or Linseed Meal in boxes, barrels, casks or sacks		
15	Flour:		
16	Buckwheat:	4	
17	In barrels, 200 lbs. per barrel (exception to Rule 1)	4	5
18	In cotton sacks or boxes, actual weight	3	
19	In paper sacks, actual weight		
20	Potato, at actual weights:	4	
21	In pails, covers well secured	4	5
22	In barrels	4	
23	In cotton sacks or in boxes	3	
24	In paper sacks		
25	N. O. S., including Flourine in jute sacks, Self-Rising, or Pancake Flour, Semita (wheat product used in Mexico for making bread):	4	
26	In pails, covers well secured	4	5
27	In barrels, 200 lbs. per barrel (exception to Rule 1)	4	
28	In cotton sacks, or in boxes, actual weight	3	
29	In paper sacks, actual weight	4	B
30	Grain N. O. S., in bags, boxes or barrels		
31	Grain Screening:	4	B
32	In bags		
33	In bulk, C. L	2	
34	Granose Flakes, in boxes or barrels	3	
35	Granola Meal, in bags, boxes or barrels		B
36	Kaffir Corn:	4	Min. wt.
37	In bags, boxes or barrels		24,000 lbs.
38	In bulk, C. L	4	
39	Malt, in bags or barrels		B
40	In bulk, C. L	4	
41	Maltoid (wheat product for brewers' use)	2	4
42	Matzos (unleavened bread), in boxes or barrels	2	Min. wt.
			24,000 lbs.
43	Matzos Meal, in boxes or barrels	4	B
44	Oat Hulls, or Oat Dust, min. C. L. wt. 24,000 lbs		
45	Oat Meal, Oat Groats and Rolled Oats, L. C. L., shipments at actual gross weights:	2	
46	In paper sacks	3	5
47	In cotton sacks	4	
48	In boxes or kegs	4	
49	In barrels or half barrels	4	B
50	Oil Cake	4	
51	Oil Cake Meal		
52	Rice Bran, Hulls or Chaff, min. C. L. wt. 24,000 lbs.:	4	B
53	In bags		
54	In bulk, C. L		
55	Rye, Rolled, L. C. L., shipments at actual gross weight:	2	
56	In sacks	3	5
57	In boxes or kegs	4	
58	In barrels or half barrels		
59	Starch Refuse:	4	B
60	Dry, in barrels		
61	N. O. S.	4	E
62	In barrels		
63	In bulk, C. L	1½	
64	Chafing Dishes, boxed		

(Page 22.)

	ARTICLES.	L. C. L.	C. L.
	C		
1	**Chemicals and Drugs:**		
2	Acids:		
3	Boracic, in barrels	2	
4	Dry, N. O. S., in boxes or barrels	1	
5	Hydrofluoric:		
6	In gutta-percha or ceresine wax bottles, hermetically sealed, packed in sawdust, boxed	1	
7	In lead carboys, boxed	1	
8	In casks	1	
9	Carbolic, in tin cans, boxed	2	
10	Liquid Carbonic, including Liquid Carbonic Acid Gas, in metal drums	3	
11	N. O. S., including Oil of Vitrol:		
12	In glass bottles boxed	1	Min. wt. 24,000 lbs.
13	†In carboys completely enclosed, necks protected on all sides by wood, P. P. or guaranteed	D 1	
14	In carboys, P. P. or guaranteed	D 1	
15	In iron drums or in wood	2	
16	In tank cars furnished by shippers, min. C. L. wt., capacity of tank		A
17	Acids and Marble Dust, min. wt. 24,000 lbs		A
18	Alum	3	5
19	Aluminum, Liquid Chloride of, in barrels, min. wt. 24,000 lbs	3	4
19½	Anhydrous Sulphurous Oxide, in copper carboys or drums, completely boxed	1	2
20	Ammonia:		
21	Anhydrous Liquid:		
22	In iron cylinders, boxed or crated, or with valves protected by iron caps	1	2
23	In iron cylinders with valves exposed, not taken unless boxed or crated		
24	Dry, in boxes or barrels	2	
25	Muriate of, in boxes or barrels	2	
26	Sulphate of, min. C. L. wt. 24,000 lbs	1	5
27	N. O. S.:		
28	In bottles, packed in sawdust in barrels, min. C. L. wt. 24,000 lbs	1	A
29	In carboys, prepaid or guaranteed	2½ t 1	
30	†In carboys completely enclosed, necks protected on all sides by wood, P. P., or guaranteed	D 1	5 Min. wt. 24,000 lbs.
31	In iron drums	3	
32	In cans, boxed	1	
33	In barrels	2	
34	In cans not boxed, NOT TAKEN		
35	Argols, in boxes or barrels	4	
36	Ash, Pearl or Soda:		
37	In barrels or casks	4	
38	In cans, boxed	3	
39	Potash N. O. S., in barrels or casks, or in cans boxed	4	
40	Soda, Ash, in bags	3	
41	Carbonate of Potash:		5
42	In cans boxed	3	
43	In cans, jacketed	2	
44	In barrels or casks	4	
45	Battery Fluid, in carboys	1	
46	Bismuth, in packages	D 1	
47	Bleaching Fluid, in wood	3	
47½	Bleach Liquid, for bleaching sugar and syrup, in wood	3	
48	Blue Vitrol	4	5
49	Boiler Compound:		
50	Dry, in barrels, boxes or casks	3	A
51	Liquid:		
52	In barrels or casks	3	
53	In cans, boxed	3	A
54	In cans, jacketed	1	
55	Borax	3	4
56	Brimstone:		
57	In boxes or kegs	2	C
58	In sacks, barrels or hhds	4	
59	Brimstone and Sulphur		C
60	Bromide of Potassium, in boxes, barrels or kegs	1	
61	Calcium:		
62	Carbide of, including Acetylene Gas Powder:		

†Necks of carboys surrounded by two and one-half inch strips, the spaces between the strips not exceeding two and one-half inches, may be considered protected.

(Page 23.)

	ARTICLES.	L. C. L.	C. L.
	C		
	Chemicals and Drugs—Continued.		
	Calcium, Carbide of—Continued.		
1	§ In iron drums, in tin cans boxed or completely jacketed or in square galvanized iron cans	3	5
2	Chloride of	4	5
3	Calcium Solution.		
4	In barrels	3	D
5	In tank cars, min. C. L. weight capacity of tank		D
6	In barrels		D
6½	Solution of Arsenic and Bicarbonate of Soda, for killing weeds, in barrels	4	5
7	Carbon, Bisulphide of:		
8	In iron drums	2	4
9	‡ In cans, boxed	3 t 1	
10	Carboys and contents, N. O. S.	2½ t 1	
11	† Carboys, completely enclosed necks, protected on all sides by wood	D 1	
12	Chloride of Barium of Splate, crude, in bulk, in casks	4	5
13	Chlorine, liquid, in metal cylinders, boxed or crated or with valves protected by iron caps	1	
14	Copperas, or sulphate of iron	4	5
15	Drugs and medicines, N. O. S., in boxes, barrels or kegs	1	
16	Embalming Fluid:		
17	In glass or jugs, boxed	1	
18	In barrels or kegs	4	
19	Ether, in cans, sealed and boxed or in iron drums	1	
20	Ether, Butyric, in carboys	D 1	
21	Ether in cans, not sealed and boxed, NOT TAKEN.		
22	Frigorifuge (liquid anti-freezing compound), in casks	4	5
23	Gas Liquor (water saturated with gas fumes after having been used in clarifying gas):		
24	In barrels	4	D
25	In tank cars furnished by shipper, min. C. L. weight capacity of tank		D
26	Glycerine, N. O. S.:		
27	In glass, boxed	1	
28	In cans, boxed or jacketed	2	3
29	In barrels, drums or casks	3	4
29½	Glycerine bleach, in barrels or kegs	1	
30	Gum camphor	1	
31	Hydro Carbon or Gas Drips, in iron drums	3	
32	Iron, Sulphide of	4	5
33	Lead:		
34	Nitrate of:		
35	In boxes or bags	2	5
36	In casks or barrels	4	
37	Sugar or Acetate of:		
38	In boxes or bags	2	5
39	In casks or barrels	4	
40	Lime:		
41	Acetate of, in barrels or casks	4	5
42	Bisulphide of, in barrels	3	D
43	Carbonate of, in barrels or hogsheads	4	5
44	Chloride of (bleach, bleaching salts or bleaching powder):		
45	In barrels, boxes, casks, or iron drums	4	5
46	In pails with tight covers	3	5
47	Medicated, in barrels, boxes or casks	4	5
48	Phosphate of, in barrels or boxes	4	5
49	Sulphite of, in barrels or hogsheads	4	5
50	Lime Water, in barrels	3	D
51	‖ Lye, Concentrated Spent (refuse matter taken from the bottom of soap tanks, without further manipulation), in irom drums	4	D
52	Lye, Powdered or Consentrated, in boxes or barrels	4	5
53	Magnesia, Carbonate of, Oxide of, and Calcined Magnesite:		
54	In boxes	1	5
55	In bags, barrels or casks	3	

‡ The right of any of the railway companies adopting this classification to refuse to receive Bisulphide of Carbon, in cans boxed, for transportation under any circumstances, is granted.

§ Packages must be plainly labeled "Dangerous if not kept dry." Packages other than those specified *will not be accepted*.

† Necks of carboys surrounded by two and one-half inch strips, the spaces between the strips not exceeding two and one-half inches, may be considered protected.

‖ Provision for Concentrated Spent Lye may be applied on Lye concentrated by a single boiling process, without the addition of chemicals to the resulting liquid.

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	ARTICLES.	L. C. L.	C. L.
	C		
	Chemicals and Drugs—Continued.		
1	Magnesium Chloride	4	5
2	Manganese, Black Oxide of, in barrels or casks	4	5
3	Medicine Capsules, boxed	1	
4	Mercury, Bichloride of, boxed	D 1	
5	Naphthalene, including Moth balls:		
6	In boxes	2	
7	In kegs or casks	3	5
8	In pulp board drums with wooden heads	1	
9	Opium, boxed	D 1	
10	Patent Medicines, Liquid, in shipments of one kind only, min. C. L. wt. 24,000 lbs		2
11	Pepsin Preparations	1	
12	Phosphorous, taken only in tins hermetically sealed and packed in whiting	D 1	
13	Potash:		
14	Caustic, in Iron drums, or in tin cans boxed	4	5
15	Chlorate of, in cans boxed, or in barrels or casks	3	4
16	Chlorate of Potash Tablets, boxed	1	
17	Citrate, Iodide and Sulphate of	1	
18	Cyanide of, in boxes	2	
19	Muriate of, in casks or sacks	4	5
19½	Prussiate of, boxed	1	
20	Refrigerating compound, in boxes or barrels	4	5
21	Sal Ammoniac, in boxes or barrels	2	
22	Sal Soda:		
23	In cans boxed	3	
24	In boxes, barrels or casks	4	5
25	Saltpetre	4	5
26	Salts:		
27	Epsom (sulphate of magnesia):		
28	In boxes or casks	2	
29	In tin cans jacketed	1	5
30	Rochelle, in boxes or kegs	1	
31	Soda:		
32	Bicarbonate of, or Saleratus, in boxes, kegs or casks	4	5
33	Carbonate of, in barrels	4	5
34	Caustic, in tin cans boxed, or in drums or pails	4	5
35	Cyanide of, in boxes	1	
36	Hyposulphite and Sulphate of (Glauber's salts), Soda Sulphide and Salt Cake	4	5
37	Nitrate of, in bags or casks	4	5
38	Silicate of, in barrels	4	5
39	Soda and Sal Soda		4
40	Sodium:		
41	Peroxide of, in zinc-lined cans	1	
42	Phosphate, in casks	4	5
43	Sulphate of Alumina (used in the manufacture of alum):		
44	In bags, sacks or barrels	3	
45	In bulk, C. L.		5
46	Sulpher and Sulpher Candles:		
47	In boxes or kegs	2	C
48	In sacks, barrels or hogsheads	4	
49	Tanners' Bate (Alkali solution for removing lime from hides)	3	5
50	Tartarine, in iron drums or in wood	2	
51	Triple Chlorite (liquid Saline product for melting snow and ice), in casks	4	5
52	Zinc:		
53	Chloride of, in barrels, boxes or casks	4	5
54	Sulphate of	3	
55	Chimneys (earthenware)	4	B
56	China and Japan Goods N. O. S., including Chinese Candles (consisting of sticks of bamboo wrapped with cotton):		
57	In cases	1	
58	In baskets	D 1	
59	Chutes, Dehorning Cattle, and Horse Shoeing Suspensory Racks (used in shoeing restive animals):		
60	K. D.	3	B
61	N. O. S.	1	B
62	Cigars and Cigarettes:		
63	In boxes, strapped with wood or iron straps at the ends, and corded in the center; cord to pass in and out through each and every board on the four sides of the box, to be tightly drawn and secured with lead seals	1	

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	ARTICLES.	L. C. L.	C. L.
	C		
	Cigars and Cigarettes—Continued.		
1	In tin packages with wire drawn through sides and ends of top and bottom and sealed	1	
2	In zinc lined boxes, locked, corded and sealed, enclosed in crates and strapped with iron bands	1	
3	N. O. S., boxed	D 1	
4	Cigar Cutters (iron) boxed	2	
5	Cigar Lighters, including Electric Cigar Lighters, boxed	1	
6	Cigar Makers' Boards (hardwood), in bundles, boxes or crates	3	B
7	Cigar Mould (wooden), in boxes, barrels or crates	2	
8	Cinders		E
9	Cinders, Mill, in barrels	4	
10	Circus Seats (upholstered or with backs):		
11	S. U., wrapped or crated	D 1	
12	S. U., boxed	1	
13	K. D., in bundles or boxes	2	
14	Cistern Cleaners	1	
15	Cloak Racks and Hangers, boxed or crated	2	
16	Clocks and Weights, boxed	1	
17	Cloth Frames (reel sticks for winding cloth)	3	
18	Cloth Rollers, boxed or crated	1	
19	Clothes Line Props, crated	3	
20	Clothes Line (wire), in bdls. or boxes	3	
21	†**Clothing:**		
22	Clothing, N. O. S., including corsets, boxed	1	
23	Clothing (except personal effects):		
24	In sample trunks (metal sample trunks, and wooden sample trunks, iron bound and ribbed)	1	
25	In sample trunks N. O. S., trunks boxed	1	
26	Laundried Clothing and Bedding, in baskets or crates	1	
27	Overalls, Jumpers and Oiled Clothing, in bales	1	
28	Overgaiters and Leggings, boxed	1	
29	Suspenders, boxed	1	
	N. O. S., in bales not taken		
30	Coal Chutes, wagon and window	3	
31	Cocoa Beans, in bags, boxes or casks	2	3
32	Cocoa Butter or Cocoa Grease, in barrels, boxes or kegs	1	
33	Cocoa Butter, in sacks	1½	
34	Cocoanut Shells, in bags or casks	4	C
35	Coffee and Hot Water Urns, Restaurant (nickel plated), boxed	1½	
36	Compoboard (combined wood and strawboard for floor and walls)	4	C
37	Cones, Fir, in sacks	1	
38	**Confectionery:**		
39	Candy, Chewing Gum, Cough Candy Drops and Confectionery:		
40	In boxes, barrels or pails, in tin pails, crated, or in galvanized steel bushel measures, with tight wooden covers	1	
41	In baskets, with tight wooden covers, carriers' liability limited to 10 cents per pound, and so receipted for (see Rule 4)	1	
42	In barrels, pails, cases or drums, in tin pails, crated, or in galvanized steel bushel measures, with tight wooden covers, carriers' liability limited to 10 cents per pound, and so receipted for (see Rule 4)	3	
43	In glass packed in boxes or barrels	1	
44	Candied or Crystalized Fruits in boxes, barrels or pails, or in glass boxed	1	

†Ratings on Clothing are exclusive of articles of clothing more specifically provided for (see Fur Garments, Hats, Caps, Bonnets, Boots, Shoes and Personal effects), but include Ladies' and Mens' Under Garments and Shirts.

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	ARTICLES.	L. C. L.	C. L.
	C		
	Confectionery—Continued.		
1	Chicle Paste, in barrels or in cans, boxed or crated	2	
2	Chocolate Coating, boxed	1	
3	Confectioners' Paste (mixture of glucose and condensed milk), in barrels or in cans, boxed or crated	2	
4	Confectioner's Paste N. O. S., in packages, boxed or crated	2	
5	Cream Frosting, in glass, boxed	2	
5½	Dates, stuffed, in boxes or in barrels	1	
6	Icing powder, boxed or in barrels	2	
7	Pop-Corn Confectionery N. O. S., carriers' liability limited to 10 cents per pound and so receipted for (see Rule 4), in boxes or barrels	2	
8	Soda Tablets, Effervescent, carriers' liability limited to 10 cents per pound and so receipted for (see Rule 4), in boxes or barrels	3	
9	Coolers, Water, boxed	1	
10	Cooling Room Material (doors, frames and sections), refrigerators, K. D., and Grate Bars for cooling rooms, min. C. L. wt. 24,000 lbs	3	B
11	**Cooperage:**		
12	Barrels, Empty:		
13	Apple, Flour, Lime, (Min. wt. 30 lbs. each)	1	
14	Beef, Cider, Glucose, Liquor, Molasses, Oil, Pork, Syrup, Vinegar, (Min. wt. 75 lbs each)	1	
15	†Barrels, Casks, Tierces, Kegs, Drums and Well Buckets, empty:		
16	K. D., min wt. 20,000 lbs		D
17	S. U., min wt. 7,000 lbs		4
18	Beer Barrels and Kegs (new), at the following estimated weight (exception to Rule 1):		
19	Barrels, 90 lbs. each	1	
20	Half-barrels, 50 lbs. each	1	
21	Quarter-barrels, 30 lbs. each	1	
22	Eighth-barrels, 18 lbs. each	1	
23	Butter and Lard Tubs and Kits (including wooden butter and lard pails, plain, unpainted and ungrained), min. wt. 20,000 lbs		B
24	Casks, Large	D 1	
24½	Casks, cocoanut oil, min. wt. 400 lbs	1	
25	Cheese Box Stuff, N. O. S.	3	D
26	Cheese Box Heading	4	
27	Cisterns, Wooden:		
28	S. U.	D 1	B
29	K. D.	3	D
30	Coopers' Flags, in bundles, min C. L. wt. 16,000 lbs	1	3
31	Drums (wooden), K. D., min. C. L. wt. 24,000 lbs	4	D
32	Hogsheads; min. wt. 130 lbs. each	1	
33	Hoop or Hop Poles	4	D
34	Hoops (wooden) and Hoop Poles		D
35	Hoops (wooden):		
36	Coiled	2	D
37	Shaved	4	
38	Staves, Heading, Head Lining (except tank or vat stuff)	4	
39	Wooden Hoops N. O. S., C. L		
40	Butter and lard Tub, and Butter Box Stuff:		D
41	Boxed or crated	4	
42	Carloads		
43	Tierces, 100 lbs. each (exception to Rule 1)	1	
44	Hoops for Woven Wire Barrels		
45	Wired Box Material, in bundles or rolls	4	D
46	Wired Staves, in rolls, and Heading	4	
47	**Copper Articles:**		
48	Bolts, Bottoms, Blanks, Nails, Plates, Rivets, Rods, Screws, Copper and Zinc Plates for Engravers, and Sheets:		
49	In boxes, barrels or casks	2	4
50	N. O. S	1	4

†Where actual weight of Beer Barrels and Kegs in C. L. cannot be obtained, the estimate weights shown for L. C. L. shipments may be used.

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	ARTICLES.	L. C. L.	C. L.
	C		
	Copper Articles—Continued.		
1	Flues, Rolls, Tubings		
2	Bond Wire (copper wire for electrical connections):		4
3	N. O. S.	1	
4	In boxes, barrels or casks	2	
5	Copper Chain, in boxes or casks	2	
6	Copper Coils	D 1	
7	Copper Guttering, boxed or crated	1	
8	Copper Ingot or Pig, N. O. S.; Bronze Ingots, Phosphor Bronze in pigs, and Copper Cement:		
9	In boxes or casks	3	
10	N. O. S.	2	4
11	Copper Ingots, loose, weighing 60 lbs or over	3	
12	Copper Matte, and Oxide of Copper, carriers' liability limited to $100 per ton (see Rule 4)	4	5
13	Copper Mouldings, boxed	D 1	
14	Copper Plates, Electroplated, quartz mills	1	
15	Copper Residue:		
16	In barrels	4	
17	In bulk, or in packages		D
18	Copper Scrap, in boxes, barrels or kegs	3	5
19	Copper Ventilating Ridges, K. D. boxed	D 1	
20	Copper Vessels:		
21	Nickel plated, in boxes or barrels	1	
22	N. O. S., including Copper Cheese Kettles:		
23	N. O. S.	1	
24	In boxes or barrels	2	
25	Copper Wash Boilers	1	
26	Copper N. O. S., in boxes	2	4
27	Cordage:		
28	Lath Yarn and Rope N. O. S., including Hide Rope:		
29	In bundles.	1	
30	In bales, boxes or barrels.	3	4
31	One-quarter inch or over in diameter, in coils or on reels	3	
32	Rope (old), in bales, boxes, barrels or crates	4	D
33	Twine N. O. S., including Waxed String:		
34	In bundles.	1	
35	In barrels, bales and boxes.	2	4
36	Cork Fenders, in packages, or bundles securely tied	1	
37	Cork, Ground or Granulated, machine compressed in bales.	4	E
38	Cork Seine Floats, in bundles	1	
39	Cork Shavings	D 1	E
40	Cork Waste, compressed in sheets	2	
41	Cork N. O. S., or Corks, in bundles or bales	1	
42	Cornice and Brackets, Copper, Galvanized Iron or Zinc; and Galvanized Iron Facings and Fronts:		
43	N. O. S	3 t 1	3
44	Cornice, Cornice Brackets, Panels and Trusses, and Front Mouldings (galvanized Iron) K. D., nested and boxed or crated	1	Min. wt.
45	Cornice Ornaments (stamped metal), nested, boxed or crated	1	10,000
46	C. L., or when flat car is required		lbs.
47	Corn Poppers:		
48	N. O. S.	D 1	
49	Nested, boxed.	1	
50	Cosmoline:		
51	In glass, boxed	1	
52	In cans, boxed	1	
53	Cotton, in bales or sacks	1	
54	Cotton Seed Cake, Hulls, Meal Pulp and Ashes	4	B
55	Cotton Seed Meats, hulls removed in bags, boxes or barrels	3	4
56	Cotton Waste, Cotton Mill Sweepings, Cotton Motes and Cotton Linters N. O. S.:		
57	In bags	1	4
58	In bales	3	Min. wt.
59	Cotton Waste, in hogsheads or barrels	3	20,000 lbs.
60	Cow Stalls, Adjustable, K. D	3	
61	**Creamery and Dairy Products and Supplies:**		
62	Automatic Milk Weighers	D 1	

(Page 28.)

	ARTICLES.	L. C. L.	C. L.
	C		
	Creamery and Dairy Products and Supplies—Continued.		
1	Butter, Butterine and Butter Grease:		
2	In baskets, or in boxes or barrels with tops slatted or covered with cloth	D 1	
3	In crocks	D 1	
4	In crocks, jars or glass, boxed	2	
5	In waterproofed paper packages, boxed	2	
6	In wood, N. O. S., or in tin	2	
7	In hermetically sealed cans, boxed	3	
8	Butter Color and Cheese Color:		
9	In glass, boxed	1	4
10	In cans, boxed or in barrels	3	
11	In cans, jacketed	1½	
12	Butter, Eggs, Dressed Poultry, Butterine, Butter Grease and Oleomargarine, C. L.		3
13	Butter Oil, in wood or tin	2	4
14	Butter Tub Cover Fasteners (tin strap and tack combined), in boxes or casks	2	
15	Butter Tub Cover Fasteners, plain, without tacks, in boxes or barrels	4	5
16	Butter Workers:		
17	Set up	1½	
18	K. D.	1	
19	Cylindrical, K. D. (dismounted, castings detached and boxed frames K. D. flat, and drums crated)	1	
20	Cheese:		
21	In barrels with cloth tops	1	
22	In boxes, tubs or casks	3	
23	In glass, boxed	3	4
24	Imported Cheese, in willow baskets	1	
25	Cheese, loose, not taken.		
26	Cheese Hoops, iron, nested in bundles	1	
27	Churns, Factory, gudgeons and wheels detached and crated separately	2	3 Min. wt.
28	Churns and Butter Workers, Combined	1	15,000 lbs.
29	Churns (steel) and Frames, crated	1	
30	Churns (tin), boxed or crated	1½	
31	Creameries, used for refrigerating cream, minimum C. L. weight, 16,000 lbs.	2	A
32	Cream Separators, detachable parts removed, boxed or crated	1	
33	Creamery and Cheese Factory Machinery, consisting of:		
	†Belting		
	†Boilers		
	Butter Workers		
	Cans		
	Cheese Presses		
	Churns, Crane Irons		
	Combined Churns and Butter Workers		
	Cream Coolers		
	Cream Setters and Separators		A
	Cream Testing Machines		Minimum weight 20,000 lbs.
	Curd Mills		
	†Engines		
	Force Pumps		
	Milk Weighers		
	Pasteurizing Machines		
	Milk Testing Machines		
	†Pipe and Connections		
	†Pulleys		
	Refrigerator Cream Tanks		
	†Shafting and Hangers		
	†Smoke Stack		
	Tanks		
	†Vats		
34	Curd	3	
35	Malted Milk, in glass, boxed	1	4
36	Milk Food, in cans, boxed	1	3
37	Milk, N. O. S., and Cream, in cans	2	
38	Milk and Cream Aerators and Coolers, boxed or crated	1	
39	Milk Heaters	1	

†Mixed carloads only, with articles included in bracket.

(Page 29.)

	ARTICLES.	L. C. L.	C. L.
	C-D		
	Creamery and Dairy Products and Supplies—Continued.		
1	Milk Testers, boxed or crated	1	
2	Milk Vat Pans, crated	D 1	
3	Oleomargarine:		
4	In crocks	D 1	
5	In wood or tin	2	
6	Premost in boxes, tubs or casks	2	3
7	Presses, Cheese	1	
8	Refrigerator Cream tanks	2	
9	Rennet:		
10	In glass or jugs, packed in open boxes, kegs or jackets	D 1	
11	In glass or jugs, completely enclosed in boxes, kegs or jackets	1	
12	Prepared in barrels or kegs	2	
13	Tablets in boxes	1	
14	Scale Boards (for packing cheese), min. C. L. wt. 24,000 lbs.	2	A
15	Vats, Cream or Cheese:		3
16	Set up	D 1	Min. wt.
17	Legs and detachable parts taken off, crated	1	10,000 lbs.
18	‡Crockery, Queenware, and Earthenware N. O. S. including Potters' Pins and Sills (made of clay, used as stands for earthenware in kilns) Glazed Pottery Ornaments, for fish globes and aquariums, and Tripoli Filter Blocks:		
19	In barrels boxes or kegs	2	5
20	In barrels with cloth tops	1	Min. wt.
21	In ordinary crockery crates, casks, tierces or hhds	4	24,000 lbs.
22	Flower Pots unglazed and unpainted, in crates	4	
23	In bulk, value not to exceed $500 per car, to be so stated by shipper in shipping receipt loaded by shipper and unloaded by consignee (see Rule 4)		5 Min. wt. 20,000 lbs.
24	Crockery, in barrels, with slatted tops	1	
25	China, Onyx, Wedgwood Jasper Ware and Majolica Ware, including Jardinieres and Earthenware Jardiniere Bases:		
26	In boxes, barrels, casks or tierces	1	
27	Umbrella Stands or Holders in packages	1	
28	Cuspidors:		
29	Cast Iron:		
30	N. O. S.	2	
31	Crated	3	
32	In boxes, barrels or hhds	4	5
33	Copper:		
34	Boxed	2	
35	In barrels having cloth tops	1½	
36	Custard, dry, in glass, boxed	2	
37	Cutlery (not plated) N. O. S., including Finished Machine Knives, Sheep Shears and Hair and Horse Clippers, boxed	2	
38	Cutlery, Silver Trimmed, boxed	1½	
	D		
39	Dextrine, in bags, bbls, or boxes	2	4
40	Dish-Washing Machines, boxed or crated	1	
41	Disinfectants:		
42	Dry:	1	
43	In bags	1	
44	In tin kegs, not jacketed	1	
45	In barrels, in tins boxed or in paper packages, boxed	3	5
46	Fluid:		
47	In barrels or tin cans, boxed	2	
48	In bottles completely enclosed in metal jackets	2	
49	In bottles, boxed	2	
50	In double baskets, packed in straw	1	
51	In tin kegs, not jacketed	1	
52	Display receptacles (combination wood and wire bins for displaying goods), crated	D 1	
53	Diving Apparatus, consisting of Helmet, Shoes, Clothing and Pumps	D 1	

‡ Ratings for Crockery, in boxes, barrels, crates, kegs, casks, tierces, and hhds., are applicable on shipments in covered packages only.

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	ARTICLES.	L. C. L.	C. L.
	D		
1	Dog Cakes or Biscuits, in sacks	3	5
2	Dog Kennels:		
3	Set up	1½	3
4	K. D	2	3
5	Door Hangers and Rail:		
6	Barn Door Hangers (iron), boxed or crated	3	5
7	Barn Door Rails (iron), in bundles	3	5
8	Barn Door Hanger Rails (wooden), in bundles	3	
9	Barn Door Stay Rollers, and Barn Door Stays or Holders, in boxes or crates	3	
10	Door Trusses and Braces (iron):		
11	Boxed or crated	3	5
12	N. O. S.	2	5
13	Parlor Door Hangers, boxed	2	
14	Parlor Door Hanger Rail (wooden), in bundles	3	
15	Door Knobs, Mineral, without metal attachments, in barrels or casks	4	5
16	Drawers, Cash or Money:		
17	Cash Registers, Automatic, boxed	D 1	
18	Cash Registers, second-hand, returned	1	
19	Combined Desk and Money Drawer, with registering attachment	1	
20	Money Drawers, N. O. S., boxed or crated	1	
21	Drawer Easeliners (wooden), in boxes or crates	2	
22	**Dry Goods:**		
	†Cotton Piece Goods, viz: Any of the following named articles, made wholly of cotton, when same are specified together with shipper's name, in shipping receipt and bill of lading (the contents and name of shipper should be marked on outside of the package), viz: Calicoes, Canton Flannels, plain or dyed; Canvas, Corset or Cotton Jeans, Cottonades, Cotton Warp, Cotton Yarn Crash (Linen or Cotton), Domestic Checks, Stripes and Checkers, Cotton Duck, Denims, Drills, Domestic Ginghams, Glazed Cambrics, Osnaburgs, Sheetings (bleached or brown), Tickings, Window Hollands, in bales, O. K. C., or in boxes. Also Bags, Sacks and Bagging, other than Burlap, Gunny or Jute, any quantity	3	
22½	Artificial leather, in boxes or bales	1	
23	Batting, in boxes or bales	1	
24	Blankets, Comfortables, N. O. S. and Quilts, in boxes or bales	1	
25	Buggies:		
26	Wire or Steel and Wire Dress Forms, nested, in boxes	1	
27	N. O. S., in boxes	D 1	
28	Canvas	1	
28½	Canvas Wagon Tops, bundles	1	
29	Corset or Dress-Stay Steels:	1	
30	Not covered, in boxes or barrels	2	
31	N. O. S., in boxes or barrels	1	
32	Down Comfortables and Feather Comforts, in boxes or bales	D 1	
33	Dry Goods, N. O. S., including Chamois Fibre, Corsets, Mosquito Netting, Silk Noiles, Cotton Webbing (unfinished material for underwear), and Camel's-hair Cloth N. O. S.:		
34	In bales or pulp board boxes	1	
35	In basket work packages	1½	
36	In boxes	1	
37	In sample trunks (metal sample trunks and wooden sample trunks, iron bound and ribbed)	1	
38	In sample trunks, N. O. S., trunks boxed	1	
39	Wrapped in straw paper and enclosed in woven wood and wire packages	1	
40	Enameled Cloth and Opaques, including Artificial Leather, boxed	1	
41	Hosiery, in bales	1	
42	Oil Cloth Coat lining, in bales	1	
43	Raw Silk, boxed	1	
44	Rubber Duck and Rubber Drill, boxed	1	
45	Wadding, in boxes or bales	1	
46	Whalebone	1	
47	Yarn (all kinds), in bales	1	
48	Yarn, N. O. S., in boxes	1	
49	Drying Closets, Laundry, Hot Air, including Stoves for same; Closets K. D., and Stoves crated	2	
50	**Dye Stuffs:**		
51	Aniline Salts, used in mixing dyes	1	
52	Bichromate of Potash	1	
53	Dye Stuffs, N. O. S	1	

† NOTE—All Dry Goods, except the articles above specifically named, will be classed as "Dry Goods, N. O. S." The articles named will also be classed as "Dry Goods, N. O. S." unless the above conditions are complied with. Any package containing articles of more than one class will be charged at the tariff rate for the highest classed articles contained therein.

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	ARTICLES.	L. C. L.	L. C.
	D-E		
	Dye Stuffs—Continued.		
54	Dye Woods, including Quasia Wood:		4
55	Chipped, in bags or barrels	3	Min. wt.
56	Ground in sacks, and in the log	2	24,000 lbs.
57	Gambier	3	4
58	Gum Catch or Terra Japonica, in sacking or matting	3	
59	Indigo, in boxes or casks	1	
60	Logwood and Fustic Extract:		
61	Liquid, in barrels	2	3
1	Logwood extract, solid, in boxes	2	4
2	London Purple, in boxes or casks	2	4
3	Madder, in boxes or casks	2	
4	Sumac, in boxes, casks or sacks	3	
5	†Egg Box Stuff (wooden), in bundles or racks	4	
6	Egg Carrier Fillings (strawboard and wood), and Carton Egg Case Fillers, K. D., boxed or in folding egg cases folded flat, C. L.		B
7	Egg Carrier Fillings (straw-board and wood), K. D., and Carton Egg Case Fillers, K. D., boxed or in folding egg cases folded flat	4	B Min. wt. 24,000 lbs.
8	Egg Cases and Carriers (wooden), new, min. C. L. wt. 10,000 lbs	1	3
9	Egg Cases or Carriers, Folding, folded flat, min. C. L. wt. 20,000 lbs	3	B
10	Egg Box Stuff, Egg Carrier Fillings, Egg Carriers (wooden), min. wt. 10,000 lbs.		3
11	§Eggs:		
12	In baskets	D 1	
13	In tin cans, hermetically sealed, packed in barrels or boxes	2	3
14	In patent carriers	2	
15	Packed in boxes or barrels, P. P.	2	
16	Eggs, condensed or desiccated, in cans, boxed	3	5
17	Frozen in cans, shipped in refrigerator cars	2	3
18	Egg Yelks, in barrels	2	
19	Election Booths (canvas) in bundles or bales	1	3
20	**Electrical Appliances, Machinery and Supplies:**		
21	Arc Light Frames and Globes, in boxes or bbls	1	
22	Arc Light Frames, with controlling works (arc light lamps), in boxes or barrels	D 1	
23	Arc Light Windlasses, in boxes or barrels	3	
23½	Controlling Works for Arc Lights, boxed	D 1	
24	Armature Cores, returned for rewinding	4	
25	Armored Tubing and Iron Electrical Insulating conduits, N. O. S.	4	5
26	Batteries:		
27	Dynamite (for exploding dynamite), boxed	1½	
28	Electric Storage (wood or lead)	1	
29	Faradic, boxed	D 1	
30	Galvanic, boxed	D 1	
31	Galvanic Battery Slot Machines, boxed	D 1	
32	Batteries, Electric Storage, Parts of, C. L.		4
33	Battery Boxes, Storage (lead lined)	2	
33½	Battery jars or wells (clay) in crates or hhds, min. C. L. wt. 24,000 lbs.	4	E
34	Battery Plates, Storage (lead)	3	
35	Battery Zincs, Local, in boxes or barrels	3	5
36	Cable:		
37	Electric, Telephone and Power, enclosed in lead, on reels	4	5
38	Telegraph (wire)	4	5
39	Car Trucks, Electric Motor	1	5
40	Carbon Points, Electric (light) boxed, min. C. L. wt. 30,000 lbs	1	3
40½	Carbon Cups and Cylinders, boxed or crated	2	
41	Chemical Mixing Boxes (lead lined)	2	
42	Combined Steam Engines and Dynamos, light and easily breakable parts removed and boxed	1	4
43	Conduits:		
44	Ashpalt and Paper, car loads		D
45	Interior Insulating, N. O. S., and Fittings, boxed, crated or in bdls	1	3

† Shipments meeting the requirements for Box Lumber, viz.: not further manufactured than being cut to length, may be rated as Box Lumber.

§ When the actual weight of eggs cannot be ascertained at the initial or destinction points, cases of eggs containing thirty (30) dozen or less may be received and charged for transportation at an estimated weight of fifty-five (55) lbs. per case; cases containing thirty-six (36) dozen at an estimated weight of sixty-five (65) lbs. per case; any excess number of eggs above thirty-six (36) dozen to be rated at two (2) lbs. for each additional dozen.

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	ARTICLES.	L. C. L.	C. L.
	E		
	Electrical Appliances, Machinery and Supplies—Continued.		
	Conduits—Continued.		
1	Underground (for electric wires), Stone, Clay or Cement	4	D
2	Wooden (creosoted)	3	5
2½	Controlling works for arc lights, boxed	D 1	
3	Cross Arms, Wooden (for telegraph, telephone and electric light poles)		Lumber tariff rates.
4	Dynamos		
5	Dynamo Base Frames (wooden)	1	
6	Electric Motors (for railway car trucks) and Electric Locomotives	3	4
7	Electric Cable Supports	1	
8	Electric Exhaust Fans	2	5
9	Electric Fans, N. O. S	D 1	
10	Electric Light Machinery, consisting of:	D 1	
	Arc Light Lamps (not including globes) and Frames		
	Cross Arms		
	Dynamos and parts of		
	Electric Motors for railway car trucks, K. D., crated		
	Parts of Electric Motors (for railway car trucks), K. D., boxed		
	Engine		
	Insulators		4
	Pins		
	Transformers, Electric		
	Trolley Poles and Bases		
	Wire		
11	Electric Light Bulbs, or Lamps (glass):		
12	In boxes or barrels		
	Not packed, NOT TAKEN	D 1	
13	Electric Street Car Heaters, boxed or crated		
14	Electric Street Mains and Couplings	2	
15	Electrical Appliances and Supplies N. O. S. in boxes or barrels	4	5
16	Insulating Compound, asphaltum, in tin cans, boxed	1	
17	Iron Poles, for Electric Railways, including Iron Center Poles and Brackets or Cross-Bars for same	2	
18	Mast Arms and Hangers for Electric Light Poles	4	5
19	Motor Bars for Electric Car Trucks	4	5
20	Ozone Cabinets (electric machines for generating ozone)	4	
21	Pasteboard Insulating Material, in bundles, crates or boxes	D 1	
22	Porous Cups, (earthenware or canvas, for electric batteries), in boxes	3	5
23	Static Machines, boxed	2	3
24	Steps, Cross Arms and Pins, Cross Arm Braces, Anchor Rods and Bolts (iron), for Telegraph or Telephone Poles, in boxes, barrels, or kegs, Anchor Rodsand Cross Arm Braces, in bundles	D 1	
25	Stoneware and Porcelain Insulating Tubes, Cleats and Knobs, in barrels, casks, tierces or hhds	4	5
26	Telegraph or telephone Cross Arms, wooden, loose	3	5
27	Telegraph Brackets and Pins (wooden) in packages	3	C
28	Brackets and Pins, loose, C. L	3	
29	Telegraphic Insulators, in boxes and barrels		
30	Telegraph or Telephone Instruments and Fixtures boxed	4	5
31	Telegraph, Telephone or Electric Light Poles (iron)	1	
32	Telegraph or Electric Light Poles N. O. S. (see Rules 11 and 12)	1	4
33	Telephone Booths, set up	2	Lumber tariff rates.
34	K. D	D 1	
35	Minimum C. L. weight 24,000 lbs.	3	B
36	Transformers, Electric, boxed or crated		
37	Trolley Poles, without attachments, in bundles	1	4
38	Emery in boxes or barrels	2	
39	Emery Cloth, boxed	2	4
40	Emery Wheel Frames	2	
41	Emery Wheels, boxed	1	
		2	

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	ARTICLES.	L. C. L.	C. L.
	E-F		
1	†Emigrants' Movables, property of intending settlers only, carriers' liability on household goods limited to $5.00 per 100 lbs., in case of loss or damage, and so declared on shipping ticket or bill of lading by shipper, prepaid or guaranteed (see Rule 8) min. wt. 20,000 lbs		B
1½	Engraver's plates, copper and zinc, boxed (L. C. L.)	2	
2	Excelsior in bales, min. C. L. wt. 20,000 pounds	3	C
3	Excelsior Wrapping Mats, in barrels, boxes or bundles, min. C. L. wt. 20,000 lbs	3	5
4	Extracts:		
5	Bulk Extracts N. O. S., in barrels or kegs, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 9)	2	
6	Extract of Beef and Bouillon, boxed	1	
7	Extract Root Beer	1	3
8	Malt Extract, min. C. L. wt. 24,000 lbs		5
9	Tanning Extracts, in barrels	4	5
10	N. O. S., including Essential Oils:		
11	In boxes or barrels	1	
12	In glass packed in baskets	D 1	
13	In tin cans, jacketed	D 1	
14	Facings, Foundry, in barrels or casks:		
15	Clay and coal	4	
16	Soapstone and coal	4	
17	Soapstone and talc	4	
18	Coal	4	
19	Charcoal	4	D
20	Graphite	3	
21	In bulk, C. L	2	
22	N. O. S		
23	Feathers, N. O. S.:	2	
24	In bags, bales, boxes or bundles	2½	
25	§In sacks, machine compressed, two or more sacks bound together, ends covered with burlaps	1½	2
26	§In two or more sacks, machine compressed and tightly bound together	1½	Min. wt.
27	§Domestic, machine compressed, in bales	1½	12,000
28	Imported, in original packages (iron hoop ed bales weighing not less than 600 lbs)	2	lbs.
29	Chicken and Turkey Feathers, in sacks or bales, machine compressed	1	
30	Quills, packed	D 1	
31	Feather Beds and Pillows, in bales, bags or bundles	2½ t 1	
32	Feather Dusters, boxed	1	
33	§Feather Pillows, machine compressed, in bales	1½	2
	In bales, bags or bundles	2½ t 1	Min. wt. 12,000 lbs
34	Feather Sweepings, machine compressed in bales	2	
35	Feed Troughs:		
36	Folding:		
37	In bundles	2	
38	Crated	3	
39	Fire Clay	4	
40	Hog savers (automatic feeding troughs with gas generating attachment)	4	
41	Fencing:		
42	Balcony Railing	2	C
43	Combination Wire and Wood, in rolls	3	
44	Lumber and Posts used in connection with Combination Wire and Wood Fence, C. L		Min. wt. 24,000 lbs.

†The term "Emigrants' Movables" applies to household goods; Tools and Implements of calling (including Hand and Foot Power Machines but not including Machinery driven by steam, electrical or water power, other than Agricultural Implements); Books of professional men; second-hand store fixtures of merchants; second-hand Farm Machinery and Vehicles; Live Stock, not to exceed ten (10) head (subject to declared valuations and premium charges shown under "Live Stock"); 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, New Furniture, Sash, Blinds, Provisions, Grain (unless intended for seed, or for feeding animals while in transit), General Merchandise, nor any articles intended for sale or speculation. Shipment of Emigrant Movables must contain a sufficient quantity of furniture to make the intention of a permanent residence at destination evident. Household goods not the property of intending settlers are ratable as provided for Household Goods.

§Compressed by mechanical as distinguished from hand pressure.

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	ARTICLES.	L. C. L.	C. L.
	F		
	Fencing—Continued.		
1	Expanded Metal, in bundles or crates, min. C. L. wt. 24,000 lbs	2	4
2	Fence Posts:		Lumber Tariff Rates
3	Cedar	3	
4	Combined Iron and Tile, plain	4	5
5	Combined Wood and Cement	4	5
6	Iron or Steel:		
7	Plain	4	5
8	Ornamental	2	
9	May be loaded with car loads of Fence of which they form a part at rating provided for such Fence.		
10	Tile Posts	3	E
11	Iron, K. D., in bundles	3	5
12	Iron, N. O. S., or Railing, including Iron Fence in panels	2	5
13	Iron Gates and Attachments, including Posts and Timbers, K. D.	3	5
14	Oak, Factory-made Fence, Gates and Sawed Posts	3	B
15	Wire:		
16	In rolls, and Gates in bundles	4	5
17	In panels, loose	2	5
18	Crated	3	
19	With Steel Posts and Tubular Railing, in rolls or bundles	4	B
20	Wire Fencing, consisting of: "Ornamental Strip," "Wire Fence Board," and "Wire Panel," in rolls and "Wire Netting" (not wire cloth), in rolls	4	5
21	Wire Fence or Wire Work (for interior finish), boxed	1	
22	Wooden, N. O. S.:		
23	In sections, and Gates	1	B
24	K. D., in bundles	3	
25	Fencing Material and Supplies:		
26	Barbed Wire Stretchers, in barrels with cloth tops	2	
27	Barbed Wire Stretchers, Lifters and Twisters:		
28	In bundles	1	
29	In boxes or barrels	3	
30	Fence Looms:		
31	Set up	1½	
32	K. D. in pieces, in bundles, boxes or crates	1	A
33	Completely K. D. and boxed	2	
34	Turnstiles, tops boxed, arms securely wrapped	2	
35	Wire barbs, in kegs or boxes	4	5
36	Wire Fence Stays and Clamps in bundles	4	5
37	Wire Fence Staples, in boxes, kegs or barrels	4	
38	Wire, Iron or Steel (except insulated wire); Barbed Wire; Wire Fence, in rolls; Wire Fence Gates; Iron Fence Posts, plain; Wire Fence Stays and Clamps, in kegs; Barbed Wire Stretchers, Lifters and Twisters, in boxes or barrels; Wire Staples, Wire Nails, Iron Nails and Spikes and Hay Bale Ties		5
39	Fertilizers:		
40	Acid Phosphate Fertilizer	4	E
41	Guano, in sacks or casks	3	
42	House Plant Fertilizer	3	
43	Land Plaster, in sacks or barrels	4	E
44	Marl	4	E
45	Phosphates and Phosphate Rock used for fertilizing purposes	4	E
46	N. O. S., including Dried Blood and Kainit	4	E
46½	Tobacco Powder or Dust, when not exceeding $25.00 per ton, N. O. S.	4	E
47	**Fibre:**		
48	Bamboo	1	
49	Cactus Fibre N. O. S., pressed in bales, min. C. L. wt. 24,000 lbs	2	4
50	Cane, Rubbing, in bales	2	B
51	Cocoa Fibre, in dholls, or pressed in bales, min. C. L. wt. 24,000 lbs	2	4
52	Fibre N. O. S., in bales	2	B
53	Flax, Flax Fibre, Flax Moss, and Tow, in bales, min. C. L. wt. 24,000 lbs	2	B
54	Hemp, in bales, min. C. L. wt. 20,000 lbs	2	B
54½	Hemp Stalks, loose, C. L. min. wt. 12,000 lbs		2
55	Ixtle, in bales, min. C. L. wt. 24,000 lbs	2	4

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	ARTICLES.	L. C. L.	C. L.
	F		
	Fibre—Continued.		
1	Jute and Jute Butts, in bales	3	B
2	Manila, in bales, min. C. L. wt. 20,000 lbs	2	4
3	Oakum, in bales, min. C. L. wt. 24,000 lbs	2	4
4	Ramie, Crude, in bales, min. C. L. wt. 24,000 lbs	2	4
5	Rattan, in packages	1	
6	Sisal, in bales, min. C. L. wt. 20,000 lbs	2	4
7	Tampico, in bales, min. C. L. wt. 24,000 lbs	2	4
8	Upholsterers' Floss (vegetable fibre), in bales	1	
9	Vulcanized Fibre	3	
10	Figures, Wooden or Wire Display, N. O. S.:		
11	Set up	3 t 1	
12	Boxed or crated	1½	
13	Filters:		
14	Wooden	2	3
15	Metallic, in boxes or barrels	1	
16	N. O. S., boxed	1	
17	**Fire Apparatus:**		
18	Carriages, Hose (four wheel), including Hose Wagons with Chemical Engine Attachments, loaded in box car, 3,000 lbs. each	1	
19	Carts, Hose:		
20	Horse.		
21	Loaded in box car, 2,000 lbs. each	1	
22	Loaded on flat car	1	
23	Hand:		
24	Loaded in box car	D 1	
25	Loaded on open car	1	
26	Horse and Hand, K. D., boxed or crated, loaded in box car	D 1	A
27	Engine, Fire:		Min. wt. 24,000 lbs.
28	Chemical:	D 1	
29	Hand, actual weight	1½	
30	K. D., boxed or crated, loaded in box car	1	
31	N. O. S., min. wt. 6,000 lbs. each	D 1	
32	Hand, N. O. S.	1	
33	Steam, Min. wt. 8,000 lbs. each	D 1	
34	Steam, Hand	D 1	
35	Fire Engines (or mounted pumps) without boxes loaded in box car.		
36	Hook and Ladder Trucks, and Water Towers (fire department):	1	
37	Set up, min. wt. 8,000 lbs. each	3 t 1	
38	Wheels taken off, loaded in box cars		
39	Chemical Fire Pails (tin, glass lined, or galvanized iron):	1	4
40	In crates	2	4
41	Nested, with covers closely packed	2	
42	Fire Alarm Boxes, boxed or crated		
43	Fire Escapes, Iron:	3	
44	Boxed or crated	1	
45	N. O. S.	4	5
46	K. D. flat (beams, channels, columns and stringer plates)		
46½	Risers, Treads, Balcony Platforms, in sections, Railings, in pieces, and Brackets for fire escapes	4	5
47	Fire Escapes, Rope, boxed	2	
48	Fire Extinguishers:	1	
49	Chemical Powder, boxed	1	
50	Hand Grenade, boxed	1	
51	N. O. S.		
52	Fire Extinguishing Fluid, N. O. S.:	4	5
53	In barrels or casks	1	
54	In cans, jacketed	3	4
55	Hose Bridges, K. D. in buildings		
56	**Fish:**	2	5
57	Anchovies, boxed	3	
57½	In kegs or barrels	4	
58	Caned Fish, boxed		
59	In crates, C. L.	4	
60	Clam Broth and Clam Juice in tin, boxed		
61	In crates, C. L.		
62	Dried or Salted Fish, N. O. S.:	4	5
63	In bundles, bales, barrels or boxes, except boxes with glass tops	3	
64	Herring, Dried or smoked, in boxes, barrels or kits	4	
65	Oysters, Pickled or Cove, packed		
66	Pickled Fish, N. O. S.:	4	
67	In casks	4	
68	In pails with tight covers	3	
69	Smoked Fish, N. O. S., in barrels or boxes	2	5
70	Clam Broth and Clam Juice, in glass, boxed		

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	ARTICLES.	L. C. L.	C. L.
	F		
	FISH—Continued.		
1	Dried or Salted Fish, in boxes with glass tops	3	4 Min. wt. 20,000 lbs.
2	†Fresh Fish, including Lobsters (gross weight), P. P. or guaranteed	1	
3	Fish, Live, in iron tanks, P. P	D 1	
4	Fresh, in glass, packed in barrels or boxes	2	5
5	Oysters and Clams:		
6	Fish, in tubs, cans or kegs (gross weight), prepaid or guaranteed	1	
7	Shell, in barrels or sacks, prepaid or guaranteed	2	3
8	In barrels with cloth tops, P. P. or guaranteed	1	3
9	Fish Eggs, P. P. or guaranteed, in casks	1	4
10	Flag Poles:		
11	Iron, and Attachments, K. D	2	5
12	N. O. S	1½	
13	Flower stands (cast iron bases with wrought iron center rods), boxed or crated	1½	
14	Flower and display Stands (wooden)	D 1	
15	Flowers, Cut, P. P., in packages	D 1	
16	Fluters, Boxed	2	
17	Fly Poison Plates, boxed	1	
18	Food, Prepared N. O. S. (for infants and invalids), boxed	1	
19	Foundry Flasks (new or second hand), and Fallow boards, min. C. L. wt. 24,000 lbs	3	B
20	Frames:		
21	Frames, Picture and Mirror:		
22	Wrapped	1½	
23	Boxed or crated	1	
24	Glazed, picture only, boxed	1	
25	Glazed, picture only, crated	1½	
26	Picture and Mirror Frames, and Mouldings, wrapped or packed, min wt. 10,000 lbs., C. L.		2
27	**Fruit:**		
28	Apples.		
29	In baskets or bags, or barrels covered with gunny cloth or sacking, P P. or guaranteed	1	5
30	In baskets, with solid or slatted wooden tops	2	Min wt.
31	In barrels N. O. S., or boxes, P. P. or guaranteed	3	24,000 lbs.
32	In bulk, C. L		
33	Apples and Pears, C. L.		3
34	Apple Cores and Skins, in barrels, boxes and sacks, min. C. L. wt. 24,000 lbs	4	B
35	Berries, Fresh, prepaid, in boxes or crates	1	3
36	Cranberries (domestic or imported):		
37	In baskets, cover securely fastened	1	
38	In bozes	2	4
39	In barrels	3	Min. wt.
40	In barrels with cloth tops	1	20,000 lbs
41	In crates	1	
42	Currants, Fresh, prepaid, in boxes or crates	1	
43	Dates, in boxes or mats	2	
44	Figs:		
45	In drums or sacks	1	3
46	In boxes or casks	2	
46½	Fruit Butter in Stone Jars, in barrels with cloth tops	3	5
47	Fruit, Dried, Desiccated or Evaporated (including apples, apple chops, berries, currants, grapes, peaches, prunes and raisins, but exclusive of dates, figs and citron, lemon and orange peel), in cans, boxes, barrels or sacks	3	4 Min. wt. 24,000 lbs.
48	Fruit, Fresh, N. O. S., prepaid or guaranteed:		
49	In boxes, crates or casks	1	
50	In baskets, with tight or slatted covers.	1	3
51	Fresh Fruits, Cocoanuts and Cranberries, P.P. or guaranteed, in boxes, barrels or crates, C. L.		3
52	Oranges, Lemons and Grape Fruit, in boxes, crates or casks	1	3
54	Prunells, in boxes or casks	2	

†Consignments of Fresh Fish not in water-tight packages will be taken only in refrigerator cars.

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	ARTICLES.	L. C. L.	C. L.
	F		
1	Fruit Box Fillers, Strawboard, K. D. or folded flat, boxed, min. C. L. wt. 24,000 lbs	4	B
2	Fruit Driers, N. O. S. (cast iron parts detached and boxed or crated)	1½	
3	Fruit Pitters, boxed	2	
4	Fruit Pulp, in barrels	4	5
5	Pine Apple Pulp, in tin cans, boxed	4	Same as Hard Coal
6	**Fuel:**		
7	Brignette, in hhds., barrels, boxes or bags	4	See Tariff
8	Briquettes, soft coal:		Same as Soft Coal
9	In hhds., bbls., boxes or bags	4	(lump) See Tariff
10	In bulk, C. L		
11	Charcoal:		D Min. wt.
12	In barrels, hhds. or sacks	3	20,000 lbs.
13	In bulk, C. L		
14	Coal and Lignite:		
15	In hhds., brls., bxs. or bags	4	See Tariff
16	In bulk, C. L		Same as Soft Coal
17	Coke:		(lump) See Tariff
18	In bxs., brls., hhds. or sacks	4	
19	In bulk		
20	Fire Kindlers, N. O. S	3	B
21	Kindling Wood, in bundles	4	
22	C. L. min. wt. 24,000 lbs		D
23	Fuel Blocks or Fuel Brick (combination of rosin and cottonseed hulls)		4
24	Fuel, Composition, and Coal Saving Compound, in bxs., barrels or kegs	3	
25	Fuel or Stove Cartridges, boxed	1	
26	Peat	4	D
27	Peat Fuel Blocks		D
28	Wood (fuel):		B
29	In boxes	3	E
30	In bundles, sawed to length, not dipped, C. L		Soft Coal
31	In bulk, C. L		(lump)
32	**Furniture**, New and Second-hand Furniture forwarded for sale or speculation, C. L:		Rates
33	Arm Rails, Back Bar Mirrors, Bottle Cases; Counters; Counter Fittings; Door, Window and Bar Screens; Foot Rails; Metal Brackets for arm and foot Rails; Partitions; Wainscoting and Office Railings; Wooden Mantels and Work Boards; when forming a part of Bank, Store, Saloon or office furniture, in mixed carloads, or when loaded with articles of Furniture (mixed carloads only)		2 Min. wt. 10,000 lbs.
34	Bedslats, min. C. L. wt. 24,000 lbs		D A
35	Bedsteads (wooden, not folding beds), Extension Bed Lounges (not upholstered) and tables K. D		Min. wt. 20,000 lbs.
36	Bedsteads, Iron, min. wt. 20,000 lbs		4
37	Chairs, Common, (complete chairs, cane, leather or wood seat, not upholstered, but exclusive of chair frames, upholstered chairs and rattan chairs), and Settees, min. wt. 14,000 pounds. (This provision does not apply on Revolving Desk)		4 A
38	Chair Seats (perforated wood), min. wt. 24,000 lbs		B
39	Chair Splints, in bales, min. wt. 24,000 lbs.		
40	Cot and Mattress Frame Material (wood), in the white, completely K D., min. wt. 24,000 lbs		C
41	Furniture (new), and furniture frames, straight or mixed carloads, including all straight or mixed carloads of furniture for which specific rating is not provided		3 Min. wt. 16,000 lbs.
42	Furniture Stock:		B
43	In the rough, sawed to shape, not further finished, min. wt. 24,000 lbs.		A
44	In the white, K. D , min. wt. 24,000 lbs		

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	ARTICLES.	L. C. L.	C. L.
	F		
	Furniture—Continued.		
1	Kitchen Cabinets, Portable Pantries and Cupboards, min. wt. 16,000 lbs		A
2	Lounge Legs, min. wt. 24,000 lbs		A
3	Mattresses, other than wire, min. C. L. wt. 12,000 lbs.		2
4	Mirrors and Looking Glasses, framed or unframed, and Slabs (marble, slate or stone) for furniture, boxed or crated, may be loaded in mixed carloads with articles of furniture of which they form apart, at the carload rating for such furniture.		
5	Refrigerators, with or without Beer Pump Attachment inside, min. wt. 16,000 lbs.		3
6	Refrigerator Tanks (cast iron), min. wt. 24,000 lbs		5
7	School Desks and Seats, min. wt. 24,000 lbs		4
8	School Desk Castings		5
9	Side Bed Rails (iron)		5
10	Spring Beds and Woven Wire Mattresses, min. C. L. wt. 12,000 lbs.		2
11	Tables, N. O. S., K. D. and Table Slides, min. wt. 24,000 lbs		4
12	Theatre Seats, min. wt. 16,000 lbs		3
13	**Furniture, New, and Second-hand Furniture,** forwarded for sale or speculation, L. C. L., as follows, viz:		
14	Arm and Foot Rails:		
15	Brass, boxed	1	
16	Wooden, in bundles or boxes	1	
17	Bamboo Furniture, including Bamboo Easels, wrapped or crated	3 t 1	
17½	Bamboo Furniture Poles, in packages	1	
18	Bank Counters:		
19	K. D. (in sections not over 16 feet in length)	1	
20	N. O. S	D 1	
20½	K. D., flat crated	3	
21	Barbers' Mirror Cases (not including Mirrors which are ratable separately), crated or wrapped	1	
22	Bases for Revolving Chairs:		
23	Loose	1½	
24	In bundles or crates	1	
25	Bases (iron) for Store Stools, in boxes, casks or crates	1	
26	Bases (iron) for Surgical Chairs	2	
27	Beds, Folding (folding beds), boxed, wrapped or crated:		
28	Iron	1	
29	N. O. S	1½	
30	Cast Iron Weights for Folding Beds, shipped either with or without the beds of which they form a part:		
31	Under 100 lbs. each, loose	1	
32	Each 100 lbs. or over, loose	4	
33	In boxes or casks	4	
34	Bedslats, in bundles:		
35	Wooden	3	
36	Steel (for iron bedsteads)	2	
37	Bedsteads:		
38	Brass, K. D	1	
39	Iron, K. D	2	
40	Wooden, K. D.	2	
41	Bed Lounges, Extension (not upholstered)	2	
42	Bed Teasters or Canopies, boxed, crated or wrapped	D 1	
43	Book Cases:		
44	Set up, boxed, wrapped or crated	1½	
45	K. D., tied in bundles	1½	
46	K. D., boxed or crated	1	
46½	Sectional Book Cases, boxed or crated	1	
47	Book Cases and Desks, Combined, boxed, wrapped or crated.	1	
48	Bottle or Liquor Cases (not carriers), with glass fronts and wooden sides, boxed or crated	1	
49	Bureaus, wrapped or crated	1	
50	Bureau Glass Frames, in bundles, wrapped or crated	1	
51	Cane Seats, for Chairs, in bundles, crates or boxes	1	
52	Cane, Woven (for chair seats), in bundles, crates or boxes	1	
53	Canvas Cot Frames, in the white, entirely taken apart with the exception of the legs being attached to the sides	3	

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	ARTICLES.	L. C. L.	C. L.
	F		
	Furniture—Continued.		
1	Car Seats and Chairs, (upholstered), boxed or crated	1	
2	Casters, Roller, packed	2	
3	Chairs:		
4	Barber, Dental, Reclining or Surgical:		
5	S. U	D 1	
6	†Partially K. D	1	
7	Completely K. D	2	
8	Camp and Folding Seat, wrapped or crated	2	
9	Cane seat:		
10	K.D., tops nested and wrapped in bdls., and bottoms tied in bdls	1	
11	K. D., flat in packages	2	
12	Cane, Split and Wood Seat, S. U., wrapped or crated	1½	
13	Wood Seat, K. D. (bases detached on line with the seats and tops and bases nested), in bundles or boxes	1	
14	Hammock, Folding, in bundles, boxes or crates.	2	
14½	Invalid (wheeled) wrapped or crated	D 1	
15	Lawn, bases detached and packed on top of seats	1	
16	Leather seat:		
17	S. U., wrapped or crated	1½	
18	K. D., tops nested and wrapped in bdls., and bottoms tied in bdls.	1	
19	Office Chairs, Cast Iron Parts of, in boxes, barrels or casks.	4	
19½	Revolving Office Chairs, bases detached and packed on seats, wrapped in burlap	1	
20	Rattan or Willow, including Chairs wrapped with rattan:		
21	Set up, wrapped, boxed or crated	3 t 1	
22	K. D., wrapped or crated	D 1	
23	Rocking:		
24	Bases detached, taken apart and tied to backs, or backs and seats detached, packed flat on bases	1	
24½	Rocking Chairs, K. D., flat, rockers detached, in bundles or crates.	2	
25	Bases, K. D. flat, tops tied together, one chair reversed and resting on arm of one beneath it	1	
26	Chairs, N. O. S., including Wood Framed Chairs with rattan insertion in the back, frames not wrapped with rattan:		
27	Bases and tops separated, nested in bundles.	1	
28	Set up, wrapped or crated	D 1	
29	Completely boxed	1	
30	K. D., flat, in bundles or boxes	2	
31	Chair Bases (Wooden, front and back stretchers removed), nested, in bundles, crates or boxes	2	
32	Chair Bases, stretchers not removed, nested, in bundles	1	
33	Chair Frames:		
34	In the white, nested	D 1	
35	K. D., in bundles or boxes	2	
36	N. O. S	3 t 1	
37	Chair Rockers, in bundles or boxes	2	
38	Chair Seats (perforated wood):		
39	Tied in bundles	1	
40	Crated or boxed	4	
41	Chair Splints, in bales	2	
42	Chair Stock bent to shape, not further finished	2	
43	Chiffoniers, crated or wrapped	1	
44	Church Furniture:		
45	Altars, boxed or crated	D 1	
46	Pulpits and Confessional Boxes, boxed, crated or wrapped:		
47	S. U	D 1	
48	K. D	1½	
49	Pews, in the white, K. D., in bundles and cleated.	2	
	Varnished, K. D., crated	2	
50	Pews, S. U., crated or wrapped	D 1	
50½	Pews, K. D., stained, varnished or polished, in bundles	1	
51	Closets:		
52	S. U	1½	

†In order to entitle shipments of Barber Chairs to partially K. D. ratings, backs and foot rests should be detached or folded flat. Bases should also be removed and packed on top of seats if space will thereby be economized. Surgical and Dental Chairs should have head rest removed, backs removed or turned forward flat, and foot rests removed or folded flat.

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	ARTICLES.	L. C. L.	C. L.
	F		
	Furniture—continued.		
	Closets—Continued.		
1	K. D., in bundles, boxes or crates	2	
2	Coffee Bins and Cabinets, boxed or crated	1	
3	Commodes, wrapped or crated	1	
4	Cots:		
5	Wire	1	
6	Wire, Upholstered	1	
7	N. O. S., K. D., or folded	3	
8	Cribs:		
9	Brass, S. U	D 1	
10	Brass, K. D., in bundles, boxes or crates	1	
11	Ends taken out, nested, in packages	2	
12	N. O. S., K. D., or folded	2	
13	Cupboards:		
14	S. U	1½	
15	K. D., in packages	2	
16	Tops taken off, glass doors detached and packed inside	1	
17	Desks, boxed, wrapped or crated	1	
18	Dictionary Holders and Parts, boxed	2	
19	Display Cases, N. O. S.:		
20	Cheese, boxed or crated	1	
21	Combined Butter Display Cases and Refrigerators, boxed or crated	1	
22	Combined Cheese Display Cases and Refrigerators, boxed or crated	1	
23	Cracker and Fruit Bin:		
24	Without legs, or legs taken off	1½	
25	N. O. S.	D 1	
26	Grocery Display Counters	1	
27	Hat Display stands, discs with wire standards attached, nested, crated	1½	
28	Pickle Display Stands (wooden), with jars enclosed	2	
29	Sponge Display Counters	1	
30	Wire Netting Display Racks	1½	
31	Furniture Brackets (wooden), boxed or crated	1	
32	Furniture Easels, N. O. S., wrapped, boxed or crated	D 1	
33	Furniture Frames:		
34	In the white, nested	D 1	
35	N. O. S.	3 1 1	
36	Furniture N. O. S., including Bar Screens, Combined Desks and Soap Sample Cases, Dining Room China Closets, Folding Bed Bases K. D. flat, Wall Cases, Jewelers' Wall Cases and Furniture (except chairs) upholstered, wooden framed, wrapped with rattan.		
37	Set up, crated or wrapped	D 1	
38	K. D., tied in bundles	1½	
39	K. D. boxed or crated	1	
40	Furniture Stock, in the rough (not further finished than sawed to shape), in packages	3	
41	Garment Holder Cabinets	1	
42	Glass, forming an integral part of Bureaus, Dressing Cases, Hat Racks, Sideboards and Folding Beds, may be rated the same as the article of which it is a part		
43	Hall Stands:		
44	S. U., wrapped, crated or boxed	D 1	
45	K. D., wrapped, crated or boxed	1	
46	Hardware Cabinets, taken apart, boxed or crated	1	
47	Hassocks and Foot Stools wrapped	1	
48	Hat cases, Revolving:		
49	S. U., boxed, crated, or wrapped	1½	
50	K. D., tied in bundles	1½	
51	K. D., boxed or crated	1	
52	Hat Racks:		
53	S. U., wrapped, crated or boxed	D 1	
54	K. D., wrapped, crated or boxed	1	
55	Hotel Registering and Advertising Desks, boxed or crated	1½	
56	Iron Furniture, N. O. S.:		
57	S. U	D 1	
58	K. D., in packages	1	
59	Kitchen Cabinets and Portable Pantries:		
60	S. U	1	
61	K. D	2	

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	ARTICLES.	L. C. L.	C. L.
	F		
	Furniture—Continued.		
1	Kitchen Cupboards, with wooden doors, shipped taken apart in the center	1	
2	Lounges and Couches, wrapped or crated:		
3	Upholstered, without backs, or with backs taken off, or folded flat on seats	1½	
4	Upholstered, backs and legs detached	1	
5	Upholstered, N. O. S.	D 1	
6	Willow or Rattan	3 1 1	
7	Lounge Frame Fronts in the white, further finished than being sawed to shape	2	
8	Lounge Frames:		
9	S. U	3 1 1	
10	Backs taken off or without backs	D 1	
11	Lounge Legs:		
12	In bundles, or in barrels with canvas tops	3	
13	In boxes	4	
14	Map Cases, boxed, crated or wrapped	D 1	
15	Mattress Frame Material, (wood), in the white, completely K. D., in packages	3	
16	Mattresses:		
17	Common (other than hair or wire), boxed, crated or wrapped in burlaps	1	4
18	Hair, boxed, crated or wrapped in burlaps	1½	
19	Wooden Wire, including supported wire mattresses	1	
20	Wire, enclosed in iron frames, with tubular iron head and foot pieces attached, head and foot pieces folded under mattresses	1	
20½	Mirror Towel Racks, wrapped, crated or boxed	1½	
21	Music Cabinets, set up, crated or wrapped	D 1	
22	K. D., tied in bundles	1½	
23	K. D., boxed or crated	1	
24	Ornamental Screens, including Fire Screens and Frames (wood or composition), packed flat, boxed	D 1	
25	Parlor Cabinets and Parlor China Closets	D 1	
26	Preserves, Fruit and Vegetable:		
27	S. U., boxed or crated	D 1	
28	K. D., boxed or crated	1	
29	Reed Furniture, N. O. S., wrapped or crated	3 1 1	
30	Refrigerators:		
31	Cigar (wooden, metal lined)	2	
32	N. O. S. (with or without Beer Pump Attachment inside), and Slides (slides in packages)	2	
33	Refrigerator Tanks (cast iron):		
34	Under 100 lbs. each, loose	1	5
35	100 lbs. or over, each	4	
36	Boxed or in casks	4	
37	Revolving Book Racks, crated	1	
38	Rustic Furniture, S. U	D 1	
39	School Desks, compactly folded, wrapped	2	
40	School Desks and Seats:		
41	S. U	1	A
42	K. D., in packages	2	
43	School Desk Castings, crated, or in bundles, ends protected	2	
44	Settees, folded and packed flat	2	
45	Settees, N. O. S.:		
46	S. U., wrapped or crated	D 1	
47	Boxed	1	
48	K. D., in bundles or boxes	2	
49	Shoe Receptacles (upholstered wooden boxes used as receptacles for shoes, rubbers, etc.), nested, boxed	1	
50	Side Bed Rails (iron)	4	
51	Sideboards, and Combined Sideboards and China Closets, wrapped or crated	1	
52	Sofas and Tete-a-Tetes, wrapped or crated	D 1	
53	Spiral Spring Supports for Wire Mattresses and Spring Bottoms for Lounges:		
54	S. U	1½	
54½	Folded and tied in bundles	1	
55	K. D., boxed	2	
56	Spring Beds:		
57	Not compressed	D 1	
58	Four or more compressed, crated and wired	1	

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	ARTICLES.	L. C. L.	C. L.
	F		
	Furniture—Continued.		
1	Spring Bed Material (consisting of ties, spring-bed plates and links, and staples, in boxes, barrels or casks; hoop iron in bundles)	4	
2	Springs:	2	
3	In boxes, barrels or casks	3	
4	Nested, in boxes or barrels		
5	Stools:	1	
6	Office, boxed or crated	1	
7	Store (including Parts of N. O. S.), boxed or crated	2	
8	Office and Store, K. D., in bundles or boxes		
9	Tables:	1	
10	Brass Tables or Stands:	D 1	
11	K. D., flat, in boxes		
12	S. U., boxed or crated		
13	Carving Tables:	1	
14	Galvanized Iron		
15	N. O. S.:	D 1	
16	Wrapped or crated	2	
17	K. D. in packages	D 1	
18	Combined Metal Tables and Lamps, boxed or crated	3	A
19	Combined Tables and Display Stands, folded flat and crated	4	
19½	K. D., boxed	3	
20	Extension Pillar, K. D., packed	2	
21	Invalids' Tables, taken apart and packed flat		
22	Kitchen, with Flour and Spice Bin Attachments:	D 1	
23	Wrapped or crated	2	
24	Legs detached on line with bins, in packages	D 1	
25	N. O. S., wrapped or crated	2	
26	N. O. S. (except extension tables), K. D. or folded, in packages	2	
27	Skirt Ironing Tables (cast iron standard with ironing board attached	3	
28	Table Legs, Leaves and Supports (extension tables K. D.) in packages	3	
29	Table Slides (for extension tables), in packages		
30	Theatre Seats:	1½	
31	S. U.	2	
32	K. D., in packages	D 1	
33	Ticket and Railway Folder Cases, S. U., boxed, crated or wrapped		
34	Tobacco Cabinets (consisting of revolving stand with glass doors), boxed or crated:	D 1	
35	S. U.	1	
36	K. D.	1	
37	Wall Pockets, boxed or crated	1½	
38	Wall Racks, Coat and Hat, wrapped, crated or boxed		
39	Wardrobes:	D 1	
40	S. U., wrapped or crated	2	
41	K. D., wrapped or crated	1	
42	Washstands, wrapped or crate*	3 † 1	
43	Willow Furniture, N. O. S., wrapped or crated	1	
44	Wooden Sinks, N. O. S., wrapped or crated	1	
45	Wooden Frames (for bed canopies), K. D., flat, boxed or crated	1	
46	Work Boards, for saloon counters		
47	**Furs and Skins, including Manufactured Furs, as Wearing Apparel, Coats, Caps, etc.:**	1	
48	Buckskins, in bales	1½	
49	Buffalo Robes, in bales	1	
50	Chamois Skins, dressed, in cases		
51	Chamois Scrap, Dog, Goat and Raccoon and Skunk Skin Clippings, in boxes, barrels or bags	3	
52	Deer Skins, in bales or bundles	1	5
53	Dog Skins, Green, in bundles	3	
54	Furs:		
55	Bear, Beaver, Fisher, Lynx, Marten, Mink, Otter and Seal, in cases	D 1	
56	N. O. S.:	3 † 1	
57	In sacks or bales	1	
58	In boxes		
59	Fur Lined Sleeping Bags:	1½	
60	In bales	1	
61	In boxes		
62	Fur Waste or Clippings, N. O. S., P. P.:	3 † 1	
63	In sacks or bales	1	
64	In boxes		

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	ARTICLES.	L. C. L.	C. L.
	F-G		
	Furs and Skins—Continued.		
	Furs—Continued.		
1	Galloway or Cattle Skin Coats:		
2	In sacks or bales	3 † 1	
3	In boxes	1	
4	Goat, Dog, or Cattle Skin Robes:		
5	In bales	1½	
6	Boxed	1	
7	Pelts and Peltries (raw, undressed furs) other than sheep, goat or dog, in packages, rel	1	
8	Sealskins (salted, in pickle), in casks	1½	
9	Sheep Skins, boxed	1	
10	Skins, N. O. S., in bales	1	
11	Fuse and Squibs, boxed	1	
12	**Gambrels** and Ham Sticks, in boxes, barrels or crates	4	
13	**Game and Poultry:**		
14	Game, prepaid, subject to State Laws, in packages	1	
15	Poultry:		
16	†Alive, *in coops*, P. P. or guaranteed. No allowance for feed or water	D 1	4 Min. wt. 10,000 lbs.
17	Dressed:		
18	In barrels or boxes	1	
19	In barrels or boxes, with slatted or cloth tops	1	3
20	In baskets with cloth tops	1½	
21	Rabbits:		
22	In boxes or barrels, min. C. L., wt. 24,000 lbs		4
23	In bulk, C. L.		3
24	Rabbits, Alive, min. C. L. wt. 18,000 lbs		2
25	Alive, in coops, P. P. or guaranteed	D 1	
26	Venison, prepaid subject to State Laws	1	3
27	Gas Black used in making stove polish, in barrels	2	
28	Gas, Nitrous Oxide, P. P. or guaranteed, in metal drums	1	
29	Gas, Oxygen and Hydrogen, in metal drums, P. P. or guaranteed	1	
30	Gas Fixtures (including incandescent gas burners and terra cotta gas legs), in boxes, barrels or hhds	1	
30½	Gas mantles, shipped in mixed packages with burners to which they belong	1	
31	Gas House or Purifying Trays, in bundles, boxes or crates	3	B
32	Gas Mantles, Incandescent	D 1	
33	Gas Reservoir Material (consisting of beams, columns, circular frames for top, weights, chains and pulleys for same, and plate iron punched)		5
34	Gas Sponge	4	5
35	Gasoline Miners's Blasts (apparatus for softening ground by heat), boxed	D 1	
36	Gasoline Soldering Furnaces, boxed or crated	3	
37	German Silver, in sheets or rolls, in boxes barrels, half-barrels or casks	3	
38	German Silver scrap	3	
39	German Silver Ware, boxed	1½	
40	Geographical Globes, boxed	D 1	1
41	Stands for Geographical Globes, K. D., boxed	2	
42	‡**Glass:**		
43	Beer, Boxed:		
44	Carriers' liability limited to 15 cents per square foot	1½	
45	Not so limited	D 1	
46	Broken Glass or Cullet:		
47	In boxes, barrels or hhds	4	D
48	In bulk, C. L.		
49	Chipped, Colored, N. O. S., Decorated, Enameled, Figured, Ground, Leaded, including sash containing leaded glass, Sanded Opal, Stained:		

† 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.

‡ Shipments of Glass loaded on open cars are amenable to the minimum charge prescribed by Rule 16. Shippers will be required to load and unload shipments of Plate and Looking Glass requiring flat or gondola cars.

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	ARTICLES.	L. C. L.	C. L.
	G		
	‡Glass—Continued.		
1	Boxed, in packages not exceeding 20 feet united measurement (length and width added)	1	3
2	Boxed, in packages exceeding 20 feet united measurement (length and width added). [See rule 16]	3 t 1	
3	Looking Glasses and Mirrors, including Detached Back Bar or Side-board mirrors, boxed:		
4	External measurement of package exceeding 5½ feet in length, loaded in box car:		
5	Carriers' liability limited to 25 cents per square foot	D 1	
6	Not so limited	3 t 1	3
7	External measurement of package 5½ feet and under in length, loaded in box car:		
8	Carriers' liability limited to 15 cents per square foot	1	
9	Not so limited	1½	
10	When of such size as to require flat car (see Rule 16)	3 t 1	
11	Mirror Plate Glass, and Shock Glass, boxed:		
12	External measuremeut of package exceeding 5½ feet in length, loaded in box car:		
13	Carriers' liability limited to 25 cents per square foot	D 1	
14	Not so limited	3 t 1	
15	External measurement of package 5½ feet and under in length, loaded in box car:		3
16	Carriers' liability limited to 15 cents per square foot	1	
17	Not so limited	1½	
18	When such size as requires flat car, released (see Rule 16).	3 t 1	
19	Plate Glass, boxed:		
20	In packages not exceeding 100 united inches (length and width added), carriers' liability limited to 15 cents per square foot:		4 in Box Cars.
21	In packages exceeding 7½ feet high or more than 19 feet united measurement (length and width added). [See Rule 16]:		
22	Carriers' liability limited to 25 cents per square foot	3 t 1	
23	Not so limited	4 t 1	
24	In packages not exceeding 7½ feet high and not more than 19 feet united measurement:		3
25	Carriers' liability limited to 15 cents per square foot	1	
26	Not so limited	1½	
27	Rough Glass (for vaults or skylights), N. O. S., boxed or crated	4	
28	In packages exceeding 7½ feet high or more than 19 feet united measurement, boxed or crated	1	5
29	Rough Rolled or Ribbed Glass (colored or uncolored), N. O. S., boxed or crated	4	
30	In packages exceeding 7½ feet high or more than 19 feet united measurement, boxed or crated	1	5
31	Rough Rolled Glass, Wired (colored or uncolored), boxed or crated	4	

‡Shipments of glass loaded on open cars are amenable to the minimum charge prescribed by Rule 16. Shippers will be required to load and unload shipments of Plate and Looking Glass requiring flat or gondola cars.

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	ARTICLES.	L. C. L.	C. L.
	G		
	‡ Glass—Continued.		
1	Window Glass, Common, and Glass Cuttings or Strip Glass for door and window lights, boxed:		
2	External measurement of package exceeding 86 united inches (length and width added). [See Rule 16]	1	5 Loaded in Box Cars.
3	External measurement of package not exceeding 86 united inches (length and width added)	2	
4	External measurement of package not exceeding 68 united inches (length and width added)	4	
5	**Glassware:**		
6	Cut-glass Ware, including Cut Glass Bottles and Jars, in boxes or casks.	D 1	3
7	Glass Covers, for barrels and pails, and Glass Cracker Box Covers, in boxes, barrels or crates	2	4 Min. wt. 20,000 lbs.
7½	Cracker Box Covers, in bundles, glass surfaces completely protected by boards	2	4
8	Glass Fruit Jars, Fruit Jar Tops and Self-Closing Glass Jars with Screw Tops, in boxes or barrels	3	5 Min. wt. 20,000 lbs.
9	Glass Lamp Chimneys, in boxes, barrels, casks, or crates, minimum C. L. weight 16,000 lbs	1	3
10	Glass Lamps, Glass Lamp Founts and Glass Globes may be loaded in mixed C. L. with Glass Lamp Chimneys at Lamp Chimney rating.		
11	Glass retorts, in boxes, barrels or casks	D 1	
12	Meat Pots and Jars, in boxes, barrels, crates or casks, minimum C. L. weight 24,000 lbs	3	5
13	N. O. S (including glass battery jars glass lamp shades, jelly glasses, lantern globes, glass nursing bottles and attachments, glass bottles, with siphons in same package, and seltzer bottles and attachments), in boxes, barrels, casks or crates	2	4 Min. wt. 16,000 lbs.
14	Glass Bottles: Glass Fruit Jars and Tops; Self-Closing Glass Jars with Screw Tops, and Demijohns, in boxes, barrels, crates or casks, may be loaded in mixed car-loads with Glassware N. O. S. at 4th Class rate		
15	Glass-House Pots (earthenware, used in glass manufactories for melting glass)	2	4 Min. wt. 24,000 lbs.
15½	Glazed Paper Pail Linings, in Packages	2	
16	Glaziers' Points, boxed	2	
16½	Glaziers' Glass Cutting Boards, crated or wrapped	2	
17	Glucose, Corn Syrup, Glucose Jelly and Syrup, and Grape Sugar, in wood	4	
18	Glucose Syrup, in tin, boxed	4	5
19	Grape Sugar in cloth bags	4	
20	Glucose Refuse, Sorghum Chips, and Corn Germ or Corn Germ Feed:		
21	Dry:		
22	In bags, sacks or barrels	4	B
23	In bulk, C. L.		
24	N. O. S.:		
25	In bags, sacks or barrels	4	E
26	In bulk, C. L.		
17	Glue:		
28	Dry, in packages	3	4
29	Jelly (partially manufactured glue, of the consistency of gelatine):		Min. wt.
30	In barrels	3	24,000 lbs.
31	In bulk, C L.		
32	Liquid, including Bookbinder's Flexible Glue:		
33	In glass, boxed	1	
34	In tin, boxed	2	
35	In bulk, in barrels.	2	3

‡ Shipments of Glass loaded on open cars are amenable to the minimum charges prescribed by Rule 16. Shippers will be required to load and unload shipments of Plate and Looking Glass requiring flat or gondola cars.

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	ARTICLES.	L. C. L.	C. L.
	G		
1	Glue Cooling Pans	1	
2	Glue Pots	2	
3	Gold and Silver Foil, Schlag Metal. Taken only by special contract:		
4	Gopher Guns, boxed	1½	
5	†Graders' Outfit, second hand, min. C. L. wt. 20,000 lbs		A
6	Grain Spouts, flexible	1	
7	Grasses, N. O. S., in boxes or barrels	1	
8	Gravel:		
9	In packages	4	E
10	In bulk, C. L		
10½	For road purposes		Soft Coal (lump) Rates.
11	Greese:		
12	Axle:		
13	In cans, buckets, pails or tubs	2	
14	In boxes, barrels, kegs or kits or flat top jacketed cans	4	5
15	N. O. S.:		
16	In buckets, tubs or pails	2	
17	In barrels or boxes	4	5
18	In barrels with cloth tops	2	
19	In pails, crated	3	
20	Grindstones, including Pulp Grinding Stones:		
21	N. O. S	4	
22	Mounted	2	
23	Grindstones, shipped in same package with grindstone frames K. D. flat	3	
24	Grindstone Frames:		B
25	S. U	1	
26	K. D. and tied in bundles	3	
27	Grindstone Fixtures (iron), in bundles, boxes or crates	3	
28	**Groceries:**		
29	Allspice or Pimento, in bags, boxes or barrels	2	
30	Ambrosia, Nuttose, Nut Butter and Nut Meal, boxed	2	
31	Baking Powder:		
32	In glass, boxed	3	4
33	In packages N. O. S., min. C. L. wt. 24,000 lbs	3	4
34	Bluing:		
35	Dry, in boxes or casks	1	4
36	Liquid:		
37	In glass or jugs, packed in boxes or barrels	3	
38	In bulk, in barrels or casks	3	4
39	Brandied Cherries and Brandied Pineapple, in glass or stone jars, boxed	2	
40	Bromose Tablets and Malted Nuts, boxed	1	
41	Candles, boxed	4	5
42	Cassia:		
43	In mats	1	
44	In boxes	2	
45	Caviar, in tin cans, boxed	D 1	
45½	In kegs	1½	
46	Celery Salt, in packages	1	
47	Chocolate, boxed	1	
48	Citron, Lemon and Orange Peel, in boxes or drums	1	2
49	Cloves, in sacks or boxes	2	
50	Cocoa, boxed	1	
51	Cocoanut:		
52	Concentrated or desiccated, boxed	2	
53	Desiccated, in glass, boxed or in pails	2	
54	Cocoa Shells, in bags or boxes	1	
55	Coffee and Coffee Pellets:		
56	Condensed, in glass, boxed	1	5
57	Condensed, in cans, boxed	3	5
58	Extract or essence, boxed	3	
59	Green, in sacks	4	5
60	Ground or Roasted:		
61	In tight baskets with wooden covers securely fastened	2	
62	In barrels with cloth tops	D 1	
63	Ground:		
64	‡In cabinets (wood or iron) boxed or crated, or in boxes or barrels	3	

†Applies only to Live Stock, not exceeding ten head (see Rule 8), Tools, Tents, and Fixtures, Grading Machines and Wagons.

‡Provision for Coffee in cabinets applies on shipments packed in cabinets or bins used in grocery stores to contain coffee, and is not applicable on coffee packed in articles of household furniture, such as bureaus and chiffoniers.

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	ARTICLES.	L. C. L.	C. L.
	G		
	GROCERIES—Continued		
	†Coffee and Coffee Pellets:		
1	In pails, covers securely fastened	2	
2	In tin cans crated	2	
3	In glass jars packed in barrels or boxes	2	
4	Roasted or Crused (not ground), including Crushed Chicory, Stick Chicory, Malt Coffee and Wheat. Vegetable and Cereal Coffee, substitutes Coffee:		
5	In sacks	3	
6	Packed in wooden or metallic drums, boxes or barrels	4	
7	In strawboard or pulpboard drums, boxed	4	
8	In strawboard or pulpboard packages, not boxed or crated	D 1	5
9	In tin cans boxed. crated or jacketed	4	Min. wt.
10	In cans, not packed	3	24,000 lbs.
11	†In cabinets (wood or iron) boxed or crated	4	
12	In fuit jars, packed in boxes or barrels	3	
13	In tubs, with wooden covers securely fastened	4	
14	In wooden or fibre pails with tight covers	3	
15	Crackers, Cakes, Fruit Biscuit, Pretzels and Shredded Wheat Biscuit:		
16	In boxes or barrels	3	
17	In baskets with tight wooden covers	2	
18	In tin cans, loose	1	4
19	In tin cans, with glass fronts, loose	1½	Min. wt.
20	In tin cans, with glass fronts, crated	1	20,000 lbs.
21	In paper cartons, crated	1	
22	Cracker Meal, in bags, boxes or barrels	3	
23	Cream Tartar, boxed, or in pails with tight covers	2	
24	Gelatine and Isinglass, boxed	1	
25	Ginger and powdered Ginger, boxed	2	
26	Ginger Root, in boxes or sacks	2	
27	Ground Chicory, in sacks or boxes	4	5
28	Jelly Powders, boxed	2	
29	Liquid Washing Compound:		
30	In carboys	1	
31	In barrels	3	4
32	In bottles, packed	2	
33	Macaroni, Noodles, Spaghetti and Vermicelli, boxed	2	3
34	Macaroni, prepared, cooked and canned, in tin, boxed	4	
35	Mincemeat and Crystalized Pie Preparation:		
36	In glass, boxed	3	
37	In barrels, kits or kegs	4	
38	In buckets, pails or tubs	1½	5
39	In buckets, pails or tubs, boxed	4	
40	In paper boxes, boxed	3	
41	Mustard (Dry):		
42	In cans boxed, or in pails having covers securely fastened	2	
43	In bulk in barrels	3	
44	Mustard, prepared, in pails	3	
45	Mustard Cakes, in bags	3	
46	Nutmegs, in bags, boxes or casks	1	
47	Olives:		
48	In glass, stone or tin	3	
49	In wood	4	5
50	Pepper, in bags, boxes or casks	2	
51	Pepper Mixture and Spice Adulterant, in bags, boxes or casks	2	
52	Polishing and Buffing Compounds N. O. S. (except liquid)	4	5
53	Prepared Pie Crust, in boxes, barrels or kegs	3	
54	Rennene, boxed	1	
55	Rice, Rice Flour, Rice Meal or Broken Rice, in bags, barrels or tierces	4	5
56	Sago Flour, boxed or in bags	2	
57	Saratoga Chips, packed	1	

†Provision for coffee in cabinets applies on shipments packed in cabinets or bins used in grocery stores to contain coffee, and is not applicable on coffee packed in articles of household furniture, such as bureaus and chiffoniers.

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	ARTICLES.	L. C. L.	L. C.
	G—H		
	Groceries—Continued.		
1	†Soap, boxed; Soft Soap, in barrels; Liquid Soap, in tin cans, boxed or in barrels; Soap Powder, Washing Powder, Powdered Washing Soda, Washing and Scouring Compounds N. O. S. (exclusive of bluing), and Crystals	4	5
2	†Soap, in barrels with cloth tops	3	
3	Soap N. O. S.	2	
4	Soap not boxed or in barrels, NOT TAKEN.		
5	Soup Tablets, and Soup Powders, in tin or paper packages, boxed	4	
6	Spice, N. O. S., and Curry Powder:		
7	In pails or cabinets, crated	2	
8	In pails with wooden covers	1	
8½	In tin cans, completely jacketed	2	
9	N. O. S., in bags	1	
10	N. O. S., in boxes or barrels	2	
11	Spice Meal, in bags, boxes or casks	2	
12	Starch and Starchose:		
13	In bags	3	5
14	N. O. S., in boxes or barrels	4	5
15	Liquid, or Starch Polish, in glass, boxed or in wood	1	
16	Sugar:		
17	Flavored Icing, in boxes	2	
18	Maple or Lemon, in bags, boxes, casks or pails, with tight covers	2	4
19	Maple, in baskets, with tight covers	1	Min. wt. 24,000 lbs.
20	N. O. S., in boxes, barrels or pails, with tight covers	4	5
21	N. O. S., in sacks or bags other than paper	4	Min. wt. 24,000 lbs.
22	Sugar Color, in casks	2	
23	Syrup (flavoring), including Fruit Syrups, in casks, boxes or kegs	1	
24	Syrup N. O. S. (including Rock Candy, Corn Syrup, and Glucose Syrup, and molasses):		
25	In cans, not packed	D 1	
26	In tin cans, jacketed	1½	5
27	In tin cans, packed in barrels with cloth tops	2	5
28	In glass or jugs, boxed	4	5
29	In pails	D 1	
30	In barrels, kegs or kits	4	
31	In tin kegs, flat tops, enclosed in veneer or sheet metal jackets	4	5
32	In cans (square or round), boxed or in barrels	4	
33	Tamarinds.		
34	In glass or stone jars, boxed	2	
35	In barrels	4	
36	Tapioca, Tapioca Flour and Sago, boxed or in bags, min. C. L. wt 24,000 lbs	2	4
37	Tea:		
38	In boxes, chests or caddies	1	
39	In barrels with cloth tops	D 1	
40	Wall Cleaning Paste or Compound	5	
41	Yeast Cakes, Crumbs or Powders, boxed, min. C. L. wt. 20,000 lbs.	3	4
42	Yeast, Compressed, boxed	1	
43	Yeast, Liquid, in glass, boxed or in casks	1	
44	Groceries N. O. S., in packages	1	
45	**Gums:**		
46	Copal, Damar, Shellac or Kowrie, in packages	2	
47	Granulated Gum, in barrels	3	
48	Gum Chicle, in sacks	1	4
49	N. O. S., in packages	1	
50	Pontianac (East India gum used as rubber substitute)	4	
51	**Hair:**		
52	Curled Hair and Deer's Hair:		
53	‡In bales	1	
54	In sacks	D 1	

†Invoiced value of soap certified not to exceed ten (10) cents per lb. on shipping ticket or bill of lading by consignors "Certified invoice value" refers to the value before the Soap is packed in shipping cases, but includes the value of the paper wrappings and paper boxes enclosing the goods. Ratings will not apply on packages of Soap, any part of which exceeds ten (10) cents per lb. in value.

‡Provision for Hair, in bales, applies on a solid compact package bound with cords or straps and is exclusive of shipments in sacks two or more pressed and bound together.

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	ARTICLES.	L. C. L.	C. L.
	H		
	Hair—Continued		
	Curled Hair and Deer's Hair—Continued:		
1	In sacks, two or more sacks pressed and bound together	1½	
2	Goats', Hogs' and Plastering Hair:		
3	In paper or burlap sacks, machine compressed, in solid bundles or bales	3	5
4	In sacks	1	Min. wt.
5	†Pressed in bales	3	20,000 lbs.
6	Horse Hair:		
7	†In bales	1	
8	In sacks	D 1	
9	In sacks, two or more sacks pressed and bound together	1½	
10	Human Hair, including Wigs and Switches	D 1	
11	Hair, Curled and Hair Rope, min. C. L. wt. 12,000 lbs	3	2
12	Hair Rope, in packages	1	
13	Hammocks:		
14	N. O. S.:		
15	In boxes	1	
16	In bundles	1½	
17	In bales	1	
18	Wire, in rolls, packed flat in boxes or barrels	2	
19	Hammock Spreaders, in packages	3	
20	Hammock Stands, K. D., in bundles or crates	2	
21	**Handles:**		
22	Axe, hewn or sawed to shape, not further finished, in bdls	4	B
23	Axe:		
24	In bundles	2	
25	In boxes or crates	4	
26	Wooden, N. O. S.:		A
27	In bundles	3	Min. wt.
28	Boxed or crated	4	24,000 lbs.
29	Mop (with or without heads), and Broom:		
30	In bundles	3	
31	In boxes or crates	4	
32	Hardware N. O. S. (including base knobs, button hooks, can keys, car seal fasteners, curling irons, bronzed or japanned butts iron typewriter copyholders, rut cutters, sad-iron handles and toilet paper boxes or holders saddle checks, saddle rods, check rods, gudgeon bolts, walking beam stirrups, gudgeons, gudgeon bands, floor circles and floor hooks, used in connection with well drilling machines, in packages	2	
33	**Harness and Saddlery:**		
34	Bridge pads, boxed	2	
35	Combined Iron and Rubber Horse Shoes, in kegs	1	
36	Curry Combs, boxed	2	
37	Fly Nets, in bundles, boxes or bales	1	
38	Hames:		
39	Wood, in bundles	2	
40	Wood, in boxes	4	A
41	Iron, Tinned or Japanned, boxed	4	
42	N. O. S., in bundles or boxes	2	
43	Harness:		
44	Steel, in packages	2	
45	N. O. S., in bundles, boxes or bales	1	
46	Horse Collars:		
47	Sacked or in bundles	1	
48	Boxed	2	
49	Ink, Harness, in tin cans, boxed, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 4)	2	
50	Rope Halters:		
51	Boxed	1	
52	In bales	1	
53	Rough Elm Forks (for saddle-trees):		
54	In bundles	2	
55	In boxes or crates	3	
56	Saddlery Hardware, in boxes or casks	2	
57	Saddlery N. O. S.:		
58	In boxes	1	
59	In bales	1	

†Provision for Hair, in bales, applies on a solid compact package bound with cords or straps and is exclusive of shipments in sacks two or more pressed and bound together.

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	ARTICLES.	L. C. L.	C. L.
	H		
	Harness and Saddlery—Continued.		
1	Saddles, in bales or boxes	1	
2	Saddletrees, in packages	1	2
3	Stirrups:		
4	In boxes or crates	3	
5	Wooden, in bundles or sacks	2	
6	Stitch Horses and Horse Collar Blocks:		
7	Set up	1	
8	K. D., in packages	2	
9	Sweat Collars or Sweat Pads, boxed or in bales, min. C. L. wt. 16,000 lbs	2	3
10	Whips, Whip Handles and Whip Stocks, N. O. S.:		
11	In bundles	1½	
12	Boxed	1	
13	Whip Stocks (wooden):		
14	In bundles	1	
15	In boxes or crates	2	
16	Hat Blocks, wooden, boxed	1	
17	Hat and Caps (including straw bonnets, hats and caps), untrimmed:		
18	In boxes	1	
19	In sample trunks (metal sample trunks and wooden sample trunks, iron bound and ribbed)	1	
20	In sample trunks, N. O. S., trunks boxed	1	
21	**Hay and Straw:**		
22	Flax Straw, C. L.		
23	Hay and Cane Fodder:		
24	Baled, but not pressed	1½	D
25	Baled and pressed	3	Min. wt. 20,000 lbs.
26	Straw and Swamp Cane:		
27	Baled, but not pressed	1½	
28	Baled and pressed	3	
29	†Hay or Straw, or Hay and Straw mixed carloads		D
30	Hay Caps, in packages	1	3
31	Herbs:		
32	Deer Tongue, in bales or barrels	3	
33	N. O. S. (including sage):		
34	In glass, boxed	1	
35	Loose, in bags or barrels	1	
36	Pressed, in bales	2	
37	Machine compressed, boxed	3	
38	High Explosives, including blasting or fulminating Caps, 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.		
39	Hods, Mortar and Brick	2	A
39½	Hog Stomach Linings, in barrels, casks, tierces	3	
40	Hog Racks, K. D., in bundles	1	A
41	Honey:		
42	In pails, and in cans, N. O. S.	D 1	
43	In cans, boxed	4	
44	In cans, crated	3	
45	In glass jars, boxed	2	
46	In glass tumblers, boxed	2	4
47	In kegs	4	
48	In barrels or casks	4	
49	In boxes, N. O. S.	1	
50	In boxes, with glass fronts exposed	1	
51	Granulated, in pails, boxed	2	
52	Honey Beans or St. John's Bread	2	
53	Honey Extractors:		
54	Loose	D 1	
55	In boxes or barrels	1	
56	Nested, in boxes, barrels, or crates	2	
57	Hoof Ointment, in packages, boxed	3	
58	Hoof Stuffing:		
59	In pails, covers securely, fastened, or in packages, boxed	4	5
60	Hops	2	
61	Hose:		
62	Leather or Canvas:		
63	Boxed	2	
64	N. O. S., in packages	1	
65	Rubber and Rubber Belting		A
66	Rubber:		
67	In burlaps or boxes	2	
68	Not boxed, crated or wrapped in burlaps	1	
69	Hose or Stocking Blocks, boxed	1	
70	Hose Clamps	2	
71	Hose Jackets, for protecting Hose in the street, crated	1	
72	Hose Reels.		
73	Folding, folded flat, tied in bundles	1	

†Minimum weights on Hay and Straw, etc., C. L., exception to Rule 5.

Cars 34 feet long inside measurement, being the standard, will be rated at 18,000 pounds. For each foot less than 34 feet in length the minimum will be 1,000 pounds less than 18,000, and for each foot more than 34 feet in length the minimum will increase 1,000 pounds. Provided, that a minimum of any car of hay shall not be less than 14,000 pounds.

No change from above rule will be made on fractions of a foot.

To illustrate: 34 feet and less than 35 feet will take 18,000 pounds; 33 feet and less than 34 feet will take 17,000 pounds, and so on.

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	ARTICLES.	L. C. L.	C. L.
	H-I		
	Hose Reels—Continued.		
1	Garden or Lawn, N. O. S.		
2	S. U.	D 1	
3	K. D. in packages	1	
4	Iron, K. D. in packages	2	
5	Stationary, N. O. S., boxed or crated	1	
6	Hose Sprinkler in packages	2	
7	†Household Goods *not for sale or speculation* (including Personal Effects Second-hand Furniture, Stoves, etc.,) **carriers' liability limited to $5.00 per 100 lbs. in case of loss or damage, and so declared on shipping ticket or bill of leading by shipper** (see Rule 4) prepaid or guaranteed	1	B Min. wt. 20,000 lbs.
8	†Household Goods, prepaid or guaranteed, N. O. S., *not for sale or speculation*	1½	A Min wt. 20,000 lbs.
9	House Movers' Outfits (secondhand), min. wt. 20,000 lbs		A
10	Husking Gloves, boxed	1	
11	Husks:		C
12	In bales	3	Min. wt.
13	In sacks	1	20,000 lbs.
14	‡Ice, prepaid	1	E
15	§Ice used as preservative:		
16	Ice Cream Freezers, Min. C. L. wt 16,000 lbs	1	3
17	Ice Pans or Cans and Covers (iron used in connection with ice machines):		
18	Galvanized iron, crated	1	A
19	Galvanized iron, nested in packages	2	Min. wt.
20	N. O. S.	D 1	24,000 lbs.
21	Incubators and Brooders	1	3
22	Insect Powder	1	
23	Insurance House-Plates, boxed	1	
24	**Iron and Steel and Articles of:**		
25	Anchor	4	
26	Angle, Band, Bar, Boiler Rod, Skelp and Tank Iron, and Boiler Plates (bent or straight)	4	5
26½	Angle and Bar Iron and Tees, when cut to length for fence posts or hay carrier track	4	
27	Angles, Beams, Columns, Girders, Channels, Tees, Piling and Plates	4	5
28	Anvils	4	
29	Anvils and Vises, combined	2	
30	Architecural Iron, N. O. S., Iron Door Frames and Bronzed Architectural Iron Work:		
31	N. O. S.	1	
32	Boxed or crated	3	4
33	Axles, N. O. S.		
34	Loose	3	
35	In boxes, barrels or casks	4	5
36	Axle Racks (made of iron pipe):		
37	In bundles	2	
38	Nested in bundles	3	
39	Bag Holders, boxed	2	
40	Bed Rail Fastenings, in boxes or kegs	4	5
41	Belt Lacing, boxed	1	
42	Blanks for Bridle Blinds, not further finished than being cut to shape, not pressed or hammered, in boxes or casks	4	
43	Blooms, Muck or Puddle Bars, and Steel Billets	4	D
44	Boiler Handles, Cast Iron, not further finished than being bronzed		
45	In boxes or casks	4	
46	In barrels with canvas heads	3	

† Shipments of Trunks filled with goods should not be accepted unless boxed, strapped and released. Clothing, Musical Instruments and Books must be boxed or in barrels, and Sewing Machines boxed or crated, when shipped as Household Goods, L. C. L. Provision for Household Goods will not apply on Bicycles, or Vehicles other than Childrens' Vehicles, and should be restricted to *second-hand* Household Furniture, and Personal Effects Provision for Household Goods, prepaid or guaranteed, N. O. S., applies on shipments of Household Goods made without limitation of carrier's liability. All articles must be clearly marked. Household Goods not Furniture must be packed; chests nailed or strapped. Bedding boxed, crated or in bales, and each article of Furniture tagged.

‡ 2,000 lbs. of ice preservative may be carried free with each car of ice.

§ Ice furnished by shippers for preservation of freight in carloads loaded in refrigerator cars, not exceeding 3,000 lbs for each car used, will be carried free.

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	ARTICLES.	L. C. L.	C. L.
	I		
	Iron and Steel, and Articles of—Continued.		
1	Boiler Flanges	3	
2	Boiler Heads or Ends	4	5
3	Manhole Covers, for Boiler Heads or Ends (crabs and bolts boxed)	3	
4	Boiler Plates (bent or straight)	4	
5	Bolts, in boxes, kegs or barrels	4	5
6	Bolts, Hooks, Nuts, Rivets, Staples and Washers, in boxes, kegs or barrels	4	5
7	Bolts over 24 inches in length, in bundles	4	5
8	Borings, in packages	4	D
9	Bottle Moulds	3	5
10	Brackets, in barrels or boxes	2	5
11	Brick Moulds, in packages	3	5
12	Bridge Caissons, min. C. L. wt. 24,000 lbs.	D 1	5
13	Bullion Moulds	3	5
14	Bung Bushings (iron linings for bung holes), in boxes, barrels or casks.	4	5
15	Butts, Plain Iron or steel, in packages.	3	
16	Car and Wagon Stake Pockets:		
17	Loose	1	
18	In boxes or casks	4	5
19	In barrels with cleated heads	4	
19½	Carriage Blocks, boxed or crated	3	
20	Car Wheel Moulds	3	5
21	Caster Forks (parts of roller caster), in boxes or barrels	3	
22	Castings for Amalgamating Pans (not further finished than being drilled for shafting), weighing 100 lbs. each or over	4	5
23	Castings N. O. S., including Roller Bars and Bed Plates for paper Mills, Galvanized Castings for Creamery Machinery, Sprocket Wheels N. O. S. (as from mould, except being cleaned and drilled with bolt holes and dipped to preserve from rust—not machine finished); Forgings N. O. S., not further finished than being drilled with bolt holes, and Iron Castings for Sectional Boilers, Stamp Mill Mortars:		
24	Light (under 100 lbs. each), loose	1	
25	Plain and heavy (each 100 lbs. or over)	4	
26	In boxes or casks	4	5
27	In barrels with canvas heads	3	
28	In barrels with cleated heads	4	
29	Ceiling, in boxes or crates	4	5
30	Ceiling Clips, Sheet Iron, boxed	4	5
31	Chain, N. O. S., including Plain Iron Harness Chain:		
32	Boxed	4	
33	In barrels or casks	4	5
34	Loose	2	
35	Cable Chain, (not less than one-half inch [diameter of iron] size)	4	
36	Chilled Shot for sawing or dressing stone, in barrels, boxes, kegs, or double bags	4	D
37	Chimney Ventilators or Caps (galvanized iron):		3
38	Racked	1½	Min. wt.
	K. D. flat, in packages	2	16,000 lbs.
39	Chimney Caps (cast iron), boxed	4	5
40	Coal Drills:		
41	Boxed	2	
42	In bundles	1	
43	Coal Tipples	3	
44	Conveyer Flights, Linings and Hoops, in bundles, boxes or crates	4	
45	Corner Irons, for mattresses, boxed	3	
46	Corrugated Iron	4	5
47	Corrugated, Galvanized, Hoop and Sheet (except Russia and planished iron), C. L.		5
48	Cotton Bale Ties, Bagging (for baling cotton) and Tie Buckles, in packages	4	5
49	Crestings:		
50	Galvanized Iron, packed flat:		
51	Crated	3	
52	Boxed	4	
53	N. O. S.:		
54	Crated	3	
55	Boxed	4	

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	ARTICLES	L. C. L.	C. L.
	I		
	Iron and Steel, and Articles of—Continued		
1	Crock Moulds	3	
2	Crushed and Granulated Steel, in barrels, boxes, kegs or double bags	4	D
3	Crystalizers (cast-iron trays used by confectioners)	1	
4	Cylinder Casings, pressed steel	3	5
5	Dog Irons, N. O. S., in boxes or bundles	2	
6	Dough Troughs (steel), portable	1	
7	Drift Bolts or Spikes:		
8	In barrels or casks	4	
9	In bulk, C. L.		5
10	Drive well Points, boxed	2	
11	Extension Sewer Braces	4	5
12	Facings or Fronts, N. O. S. (including iron door and window sills, but not including supporting columns)	3	4
13	Feed Boxes and Iron or Steel Mangers:		
14	Nested, crated	3	
15	N. O. S.	2	
16	Ferro Manganese:		
17	In barrels or casks	4	
18	In bulk, C. L.		5
19	Fifth Wheels or Iron Circles, in boxes or casks	4	5
20	Filings, iron or steel (used in sawing marble), in bags, barrels or boxes.	4	D
21	Flexible Clasps, in boxes	3	
22	Flooring, Expanded Metal, in bundles or crates, minimum C. L. weight, 24,000 lbs.	2	4
23	Floor Plates, Sheet Metal	2	
24	Foundry Sweepings		E
25	Fountains.		
26	In packages, N. O. S.	1	
27	Boxed	2	4
28	Furnace Ladles (subject to Rule 16)	3	
29	Galvanized Iron.	4	5
30	Gratings, Window:		
31	Taken apart and tied in bundles	4	
32	N. O. S.	3	5
33	Grave Mound Protectors, with or without ornaments.	1	
34	Grease Extractors and Cylinders, Parts of (applies only on valve attachments used in connection with steam pipes for extracting grease from water contained in the pipes):		
35	Weighing 100 lbs. and over	4	
36	Weighing less than 100 lbs.:		
37	Loose	1	
38	Boxed.	2	
39	Guide Posts, signs boxed or crated.	3	5
40	Hand Mortars and Pestles, in boxes or barrels.	3	
40½	Mortars, Stamp Mill	4	5
41	Hay Bale Ties (iron or wire), in packages	4	5
42	Hay Rack Clamps and Brackets, boxed	4	5
43	Hay Racks:		
44	In bundles	2	
45	Nested, in bundles	3	
46	Heads and Filter Plates (cast, for linseed oil presses), each weighing 100 lbs. or over	4	
46½	Filter Press Plates, for mine work, crated	4	
47	Hinges (blind, gate and strap) and Hasps, in boxes, barrels or kegs	4	5
48	Hinges, Spring, in boxes	2	
49	Hitching Weights:		
50	Loose	1	5
51	In boxes or casks	4	5
52	Hog Rings, in boxes, barrels or kegs.	4	
53	Hooks:		
54	Bronzed, japanned or coppered, in boxes, kegs or barrels	2	
55	Swamp or Lug, in packages	2	
56	N. O. S., in boxes, kegs or barrels.	4	5
57	Hoop Iron.	4	5
58	Hoops, in bundles, boxes or crates	4	
59	In bulk.		5
60	Hoppers, galvanized iron, for grain mills, closely nested	2	
61	Horse and Mule Shoes and Toe Calks, in boxes, kegs or casks	4	5
62	Iron Rust, in barrels	4	D

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	ARTICLES.	L. C. L.	C. L.
	I		
	Iron and Steel, and Articles of—Continued.		
1	Irrigating Dams, iron, in packages	2	
2	Jackets for Disinfectant Bottles	2	
3	Jacks, Jack Screws and Levers, N. O. S	3	
4	Joint Hangers and Building Anchors:		
5	Loose	1	5
6	In boxes or casks	4	
7	Knees, Steel, for Bob Sleds:		
8	Loose	1	
9	In boxes or casks	4	
10	Lag Screws, in kegs or barrels	4	5
11	Lamp Posts, min. C. L. wt. 24,000 lbs	2	4
12	Measures, including Steel Baskets:		
13	Closely nested	3	4
14	N. O. S	1	
15	Nuts, in boxes, kegs or barrels	4	5
16	Old Rails, shipped for remelting or rerolling	4	D
17	Ore Chutes, and Ore Gates	4	5
18	Picket Pins:		
19	In bundles	2	5
20	In barrels	3	
21	Pig Iron	4	D
22	Pig Troughs, cast iron, each weighing 100 pounds or over	4	5
23	Pile Driver Hammers	4	
24	Pipe Moulds (used in casting pipe)	4	5
25	Planished Iron:		
26	Packed in metal cases with wooden covers	4	5
27	Sheet Iron, C. L		
28	N. O. S	1	4
29	Plate Iron Refuse Burner Material		5
30	Polished Steel	4	5
31	Portable Houses (including iron election booths, and metal materials for green houses), K. D., flat, boxed or crated	3	5
32	Powder Keg Heads, Bottoms and Stoppers, C. L		5
33	Pressed Steel Pans (used in the manufacture of galvanized wire)	1	A
34	Pulleys, Sash Cord or Sash Balances, in boxes, kegs or barrels	2	5
35	Pulleys, Sash Cord, Sash Balances and Spring Hinges, packed		4
36	Reels for Clothes Horses, cast iron, in boxes, barrels, crates or casks	4	5
37	Rivets, in boxes, kegs or barrels:		
38	Coppered iron	4	5
39	Plain	4	
40	Runways and Swiches for Packing Houses (including traveling pulleys or trolleys), in bundles	3	5
41	Russia Iron	1	
42	Safety Balls, in drums or Casks	4	
43	Salt Brick Holders (iron box or frame for holding salt bricks), in packages	3	
44	Sash and Frames, window, galvanized iron, boxed or crated	D 1	1 Min. wt.
45	Carloads		10,000 lbs.
46	Sash, K. D., in pieces, released	4	
47	Sash weights:		
48	N. O. S	2	C
49	Strung on cord, or in barrels or boxes	4	E
50	Scale, C. L		
51	Scrap Cable, in pieces not over 50 feet in length, invoice value not to exceed 1¼ cents per pound, and so receipted for (see Rule 4), C. L		D
52	Scrap Iron, in boxes, barrels or hogsheads	4	
53	Scrap Iron, in bulk, C. L		
54	Sewer Inlets (for street corners):		
55	Under 100 lbs. each, loose	1	
56	100 pounds or over, each	4	5
57	In boxes or casks	4	
58	Sheet Iron (exclusive of Russia and planished iron)	4	5
59	Shingle bands, packed	4	
60	Shipping Staples (made of sheet iron) in boxes or barrels	4	5
60½	Shutters and Doors, steel, rolling, boxed or crated	4	
61	Shutters, N. O. S	3	
61½	Steel Rolling Shutters and Doors, boxed or crated	4	5

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	ARTICLES.	L. C. L.	C. L.
	I-J		
	Iron and Steele, and Articles of—Continued.		
1	Side Walk Doors (plate iron), boxed or crated	4	
2	Side Walk Doors, Iron Grating for:		5
3	Taken apart and tied in bundles	4	
4	N. O. S	3	
5	Siphons (cast iron), and Connections	4	5
6	Skylight Frames and Ventilators (galvanized iron):		3
7	Racked	1½	Min wt.
8	K. D. flat, in packages	2	10,000 lbs.
8½	Iron Ventilator Frames, in packages	2	
9	Sleigh Shoes, O. R. B. and wet, or released	3	5
10	Smoke Houses, Portable:		
11	K. D.	2	
12	N. O. S	1½	
13	Smoke Stack Iron, cut in shape, nested, boxed or crated	3	5
14	Spiegel Iron, in pigs	4	5
15	Spiegel Iron, granulated	4	
16	Stall Guards	2	
17	Stall Gutters, (cast iron):		
18	Loose	1	
19	In boxes or casks	4	5
20	In barrels with canvas heads	3	
21	Stair Work:		
	Balusters, Beams, Channels, Columns, Hand Rails, Newel Posts, Risers, Stringer Plates, Stringers, Treads	4	5
22	Stand Pipe Material (consisting of plate iron, iron ladders K. D., and cast iron parts), small parts boxed	4	5
23	Carloads		
24	Staples, in boxes, kegs or barrels:		
25	Coppered Iron	3	5
26	Plain	4	
27	Steam Chest Casings (pressed steel)	3	5
28	Steel Mortars for pyrotechnic bombs	3	A
29	Steel Waste (consisting of fibrous steel used for polishing wooden and other surfaces), and Steel Shavings, in packages	2	B
30	Swage Blocks	3	
31	Tank Lugs, in boxes, kegs or barrels	4	5
32	Tank Shells (for filters)	3	5
33	Tobacco Moulds	3	5
34	Toe Calks and Horse Nails, in mixed C. L		5
35	Tops, Rods and Plates for Lime Kilns	4	5
36	Trucks, Girders and Chain for Traveling Cranes, C. L		5
37	Tumbling Barrels (iron without pulleys), K. D	3	
38	Turn Buckles:		
39	In kegs or barrels	4	5
40	In bulk		
41	Vises	2	
42	Wagon Tires:		
43	Loose	2	5
44	In bundles	3	
45	Wall Ties, Steel, in bundles	4	5
46	Wall Ventilators (galvanized iron,) boxed or crated	2	
47	Gratings (cast iron), for Wall Ventilators, boxed	4	5
48	Washers, in boxes, kegs or barrels	4	5
49	Watering Troughs:		
50	Galvanized Iron, nested	1	
51	Street (cast iron)	2	
52	Wedges, boxed	4	5
53	Well Pipe Screens, boxed	3	
54	Wheel Housing Castings, not further finished than being cleaned and drilled with bolt holes, in boxes or barrels	4	5
55	Iron Sponge	4	5
56	Ivory	1	
57	Ivory Black	1	
58	**Japanned Iron**, N. O. S., in Sheets, flat, boxed	2	
59	Japanned Ware, N. O. S.:		
60	In boxes or barrels	1	
61	Wrapped with paper, crated	1	
62	Jewelers' Sweepings and Tailings	1	

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	ARTICLES.	L. C. L.	C. L.
	J-K-L		
1	Jewelers' Trays, boxed	D 1	
2	Junk, consisting of Bones, Broken Glass, Hoofs, Horns, Old Rope, Old Rubber, Paper Scrap and Rags, Scrap Metal (brass, copper, iron, lead, zinc), and Scrap tin		D
3	**Kettles:**		
4	Ash and Feed	3	
5	Brewers (copper or steel):		
6	In boxes or barrels	2	
7	Taken apart	2	
8	N. O. S.	1	
9	Caldron and Sugar and Hog Scalders	3	5
10	Iron Stucco Kettles	3	5
11	Pavers' and Roofers' Furnaces or Fire Wagons:		
12	Wheels detached, or without wheels, loaded in box cars	1	
13	Set up on wheels	1½	
14	Smelting Kettles (cast iron)	4	5
15	Steam Jacket Kettles (for rendering)	3	
16	†Kilns, Lumber Drying and Lumber Kiln Trucks or cars:		
17	K. D., packed	3	A
18	K. D., and Fixtures, C. L.		
19	Kilns, China, in boxes or crates	4	5
20	Kits. The packages referred to as "Kits" in this Classification should meet the following requirements, viz.: Bottom 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.		
21	Knapsack Sprayers, for spraying fruit trees and vines, boxed or crated	2	
22	Knives and Forks, iron or tinned iron, boxed	3	
23	Kraut Cutters	2	
24	**Labels,** in crates or boxes, P. P. or guaranteed	1	
25	Lacquered Ware	1	
26	**Ladders:**		
27	Ladders, Step, completely K. D. and tied in bundles, C. L.		A Min. wt.
28	Ladder Stock (consisting of rungs and side pieces), C. L.		20,000 lbs.
29	Step Ladders, Step Ladder and Chair combined, and Step Ladder and Ironing Board combined:		
30	In bundles	1	
31	In crates, racks or boxes	2	4
32	N. O. S.	1	Min.
33	Ladders, N. O. S., Painters Scaffolds and carpenters' Folding Extension Horses:		wt. 10,000
34	Not over 20 feet long, in bundles	1	lbs.
35	Over 18 feet and not exceeding 30 feet in length (see Rule 16)	D 1	
35½	Exceeding thirty feet in length	2½ t 1	
36	**Lamps and Lamp Fixtures:**		
37	Campaign Torches, in boxes, barrels, casks or crates	1	
38	Filling Frames for Street Lamps	D 1	
39	Filling Troughs for Street Lamps	3	
40	Footlight Frames, in boxes, barrels, or hhds	1	
41	Lamps, Portable Gas Generating, taken apart and boxed	1	
42	Lamps and Lamp Fixtures, N. O. S.		
43	In boxes, barrels or hhds	1	
44	Not packed, NOT TAKEN.		
45	Lamp Chimneys and Globes, mica, in boxes or barrels	1	
46	Lamp Frames, Street (glazed or unglazed), crated	D 1	
47	Unglazed, nested, boxed	1	
48	Lamp Posts, bronze, min. C. L. wt. 24,000 lbs	2	4

† Lumber Kiln Trucks or Cars may be considered K. D. if the trucks are dismounted.

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	ARTICLES.	L. C. L.	C. L.
	L.		
	Lamps and Lamp Fixtures—Continued.		
1	Lamp Shades (paper, cotton or silk):		
2	Boxed	3 t 1	
3	Nested or folded flat, boxed	D 1	
4	Lanterns, in boxes, barrels, casks or crates	1	3 Min. wt. 16,000 lbs.
5	Not packed, NOT TAKEN.		
6	Lantern Frames, in boxes, barrels, casks or crates	D 1	
7	Transportation Boxes, for street lamp fixtures	1	
8	Lath (sheet metal, including expanded steel lath, and perforated iron lath)	4	5
9	Ltah (wire) and Fastenings	4	5
10	**Lead Articles:**		
11	Bar, Pipe or sheet Lead:		
12	In boxes or casks	4	
13	N. O. S.	2	
14	Sheet Lead in rolls, slatted	4	
14½	Sheet Lead, flat, crated	4	
15	Bar Lead, in sacks	4	
16	Lead Pipe:		5
17	In casks secured at top by cleats or strips	4	
18	In crates	3	
19	On reels packed with hay and slatted	4	
20	Pig Lead	4	
21	Scrap Lead, in boxes, casks or sacks	4	
22	Bases for stereotype plates, boxed	4	
23	Glaziers' Lead, on reels	4	
24	Granulated Lead, in sacks	4	
25	Lead Dross, in barrels or casks	4	D
26	Lead Sinkers, in boxes	3	
27	Lead Washers, boxed	4	
28	Sash Weights (lead), strung on cord, or in barrels or boxes	4	5
29	Scrap Lead, C. L.		D
30	Sublimate of, or Sublimed Lead	4	5
31	Lead Melting Furnaces:		
32	Wheels detached or without wheels	1	
33	Set up on wheels	1½	
34	**Leather, and Articles of:**		
35	Harness or Sole, in rolls	2	
36	Leather, in boxes	2	
37	Leather Pancake (pressed scrap leather):		
38	In bundles	3	4
39	In barrels boxes or bags	4	Min. wt.
40	Rough Split, in rolls	2	24,000 lbs.
41	Scrap (trimmings cut from side leather):		
42	In bundles, barrels, boxes or bags	2	
43	N. O. S., in bundles or rolls	1	
44	Lace Leather, in bales	2	
45	Leather, loose	1	
46	Leather Lace, in bales	2	
47	Leather Pickers (used in connection with cotton looms), in boxes or barrels	2	
48	Leather Scraps (trimmings obtained in the manufacture of leather goods), Shavings and Skivings:		D Min. wt.
49	In boxes, barrels, bags or bales	4	20,000 lbs.
50	Leather Tufts, packed	1	
51	Leather Washers, boxed	1	
51½	Leather Belt tongues, boxed	1	
52	Leather Board, Leatheroid and Fiberoid	3	5
53	Library Book Stocks (Iron Standards and Brackets, and Wooden Shelves)	3	5
54	Licorice:		
55	Mass, in boxes	3	4
56	Root, in bales or sacks	1	
57	Root or Powder, in boxes or barrels	1	
58	Stick Licorice and Licorice Confections, carriers' liability limited to 10 cents per pound, and so receipted for (see Rule 4)	3	
59	Life Preservers (cork), in packages or securely tied in bundles	1	
60	Light House Lenses, boxed	3 t 1	
61	Glass Panels (used as protection for lenses), boxed	D 1	
62	Lightning Rods and Fixtures:		
63	Copper, or combination copper and iron:		
64	In bundles	2	
65	In boxes	3	
66	Iron:		4
67	In bundles	3	
68	In boxes	4	

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	ARTICLES.	L. C. L.	C. L.
	L		
1	**Liquors and Liquids:**		
2	§Ale (including malt ale, porter and stout)	3	Min. wt. 24,000 lbs.
3	§Beer, in wood, at the following estimated weights (exception to Rule 1): Whole barrels, 350 lbs. Half barrels, 180 lbs. Quarter-barrels, 100 lbs. Eighth-barrel, 50 lbs		
4	In quantities less than C. L.	3	
5	§Beer, Beer Tonic, Hop Tonic, Hop Tea Tonic, and Weiss Beer, in bottles packed, at following estimated weights (exception to Rule 1):		
		Weights per case in lbs. If packed in sawdust. / Not so packed.	
	2 doz. quarts	100 / 90	Min. wt. 20,000 lbs for straight car loads in wood, and for other shipments 24,000 lbs.
	4 " "	200 / 180	
	1 " pints	25	
	2 " "	65 / 55	
	3 " "	100 / 85	
	4 " "	125 / 100	
		Weights per case in lbs. If packed in straw.	
	8 doz. pints	205	
	7 " "	180	
	6 " "	155	
	5 " "	130	
	3 " quarts	135	
6	In casks containing 6 doz. qts. or 10 doz. pts., 250 lbs. each, C. L.		
7	In partition boxes: 5 doz. pts., 135 lbs.; 2½ doz. qts., 115 lbs., C. L.		
8	In quantities less than C. L.	3	
9	§Beer, in bottles, put up in pasteboard cartons, packed in boxes having no lids	3	Min. wt. 24,000 lbs.
10	Cider, including Cider Syrup:		
11	In wood	4	Min. wt. 24,000 lbs.
12	In Mixed C. L. with Apples		
13	In bottles, packed, min. C. L. wt. 24,000 lbs.	4	5
14	In mixed carloads with Mineral Water		3
15	In mixed carloads with Vinegar, min. C. L. wt. 24,000 lbs		5
16	Coca Cola Syrup, in wood	3	
17	Egg Compound	1	
18	Fruit Phosphate, beverages ready for use, in barrels	4	5
18½	Fruit Cider, in bulk, in barrels, or glass, boxed (except apple cider)	4	5
19	Ginger Ale, min. C. L. wt. 24,000 lbs.	3	5
19½	Grape Juice, unfermented	1	3
20	Juniper Ade, min. C. L. wt. 24,000 lbs	3	5
21	Koumiss, in glass, packed in boxes or barrels	3	
22	Liquid Bread, in bottles, packed	1	
23	Liquid Core Compound for Foundry Moulds:		
24	In barrels or casks	4	D
25	In tin cans, jacketed	2	
26	Mineral Water, in tank cars, furnished by shipper, min. C. L. wt capacity of tank		5
27	Mineral Water (plain, carbonated and flavored), Distilled Water, †Ky-Lo, †Malto, †Moxie, †Orange Phosphate, †Phos-Ferrone, †Celery Phosphate and †Wild Cherry Phosphate, P. P. or guaranteed:		

§Above ratings on ale and beer apply only on malt liquor. With C. L. shipments of beer, in wood, shipper may load 3,000 lbs. of ice, or 2,000 lbs. of hay, straw and sawdust, where no ice is used, for preservative; where mixed packing is used, total weight should not exceed 3,000 lbs.; excess to be charged for at same rates as the beer. Ice with L. C. L. shipments of beer will be charged at beer rates on actual weight at point of shipment.

†Ratings apply only on beverages ready for use. Extracts shipped under above names are ratable as extracts.

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	ARTICLES.	L. C. L.	C. L.
	L		
	Liquors and Liquids—Continued.		
	Mineral Water—Continued.		
1	In bottles, cans or stone jugs, packed	3	
2	‡In carboys, completely enclosed, necks protected on all sides by wood	3	
3	In carboys N. O. S.	2	5
4	In wood or in iron barrels or tanks	4	Min. wt. 24,000 lbs.
5	Mineral water:		
6	In tin cans, not boxed or crated	2	
7	In cans, crated	3	
8	Mineral Water and Ginger Ale, in mixed C. L., min. C. L. wt. 24,000 lbs.		5
9	Nerve Food, Liquid, packed in cases	1	
10	Root Beer:		5
11	In glass, boxed	3	Min. wt.
12	In wood	4	24,000 lbs.
13	Soda Water, in glass, packed in boxes or barrels, or in metal retainers	3	5 Min. wt. 24,000 lbs.
14	Tonics N. O. S, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 4)	1	
15	Turpentine:		
16	In glass, cans or stone jugs, in open boxes, kegs or jackets	D 1	
17	Turpentine, in glass, cans or stone jugs, not packed, NOT TAKEN.		
18	In cases, or in cans (square or round) boxed, or in tin kegs, with flat tops and enclosed in veneer or sheet metal jackets	1	5 Min. wt.
19	In barrels	2	24,000 lbs.
20	In tank cars furnished by shipper, min. C. L. wt. capacity of tank		5
21	Vinegar and Clariphos (diluted acid used in the manufacture of jelly):		
22	In wood or in bottles, boxed	4	5 Min wt. 24,000 lbs.
22½	In flat topped tin cans completely jacketed, or in stone	4	5
23	In carboys, P. P. or guaranteed:		A
24	‡Completely enclosed, necks protected on all sides by wood	D 1	Min. wt.
25	N. O. S.	2½ t 1	24,000 lbs.
26	Vinegar and Pickles		5
27	Wild Cherry Phosphate (solution of phosphate flavored with wild cherry extract) in glass, boxed	1	3
28	Wild Cherry Syrup, in wood	3	
29	Wine, in baskets (original packages), corks secured by wire, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 4):	1	
30	Wine and Whiskey, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 4)		
31	In demijohns, boxed	1	
32	†In glass, cans or jugs, completely enclosed in boxes, kegs or jackets	1	
33	Wine and Whiskey:		
34	In baskets, N. O. S.	D 1	
35	In demijohns, packed, N. O. S.	D 1	
36	†In glass, cans or jugs, packed in open boxes, kegs or jackets	D 1	
37	Wine and Whiskey, in wood	2	
38	Witch Hazel:		
39	In glass, packed in barrels or boxes	1	
40	In bulk in barrels	2	
41	Wood Alcohol:		
42	In wood	1	2

†In glass cans or jugs not packed, NOT TAKEN.

‡Necks of carboys surrounded by two-and-one-half-inch strips, the spaces between the strips not exceeding two and one-half inches, may be considered protected.

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	ARTICLES.	L. C. L.	L. C.
	L		
	LIQUORS AND LIQUIDS—Continued.		
	WOOD ALCOHOL—Continued.		
1	In wood, or in iron drums, carriers' liability limited to 50 cents per gallon for packages containing less than 40 gallons each, and to $20 per barrel or drum for packages containing 40 gallons or over, and so receipted for (see Rule 4)	2	3
2	Liquors and Liquids N. O. S., Alcoholic:		
3	†In glass, cans or jugs, packed in open boxes, kegs or jackets	D 1	
4	†In glass, cans or jugs, completely enclosed in boxes, kegs or jackets, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 4)	1	
5	In wood, or in iron drums	2	
6	Liquors and Liquids, N. O. S., Non-Alcoholic:		
7	†In glass, cans or jugs, packed in open boxes, kegs or jackets	D 1	
8	†In glass, cans or jugs, completely enclosed in boxes, kegs or jackets, carriers' liability limited to 50 cents per gallon and so receipted for (see Rule 4)	1	
9	In wood, or in iron drums	1	2
10	In wood, or in iron drums, carriers' liability limited to 50 cents per gallon for packages containing less than 40 gallons each, and to $20.00 per barrel or drum for packages containing 40 gallons or over, and so receipted for (see Rule 4)	2	3
11	**Live Stock:**		
12	Stock cattle or feeders and calves will take 75 per cent of fat cattle rates.		See Tariff.
	Stock cattle or feeders and calves may be carried a round trip from one point on any line of railroad to another point, at one season of the year, and return the same stock to the point of first shipment at another season, at the same rate per 100 lbs. for the aggregate distance, constituting the round trip, as for the same distance for a shipment in one direction on the same line of railroad of the same kind of stock.		
13	Live Stock, in car loads		See Tariff.
14	Live Stock, L. C. L., at actual weights, but not less than the following estimated weights, viz.:		
15	One Horse (gelding or mare) or Pony, Mule or Domestic Horned Animal (except bulls), N. O. S., 2,000 lbs.; two animals, 3,500 lbs.; three, 5,000 lbs.; each additional animal, 1,000 lbs.	1	

†In glass, cans or jugs not packed, NOT TAKEN.

(Page 61.)

	ARTICLES.	L. C. L.	C. L.
	L		
	LIVE STOCK—Continued.		
	Live Stock, L. C. L.—Continued.		
1	‡Bulls, 2,000 lbs. each	1	
2	Burros, 750 lbs. each	1½	
3	Calves (under one year), in crates, 500 lbs. each	1½	
4	Calves not in crates will be rated the same as adult animals.		
5	Colts (under one year), 750 lbs. each	1½	
6	Cow and Sucking Calf together, 2,500 lbs	1	
7	Goats, in crates, estimated wt. 200 lbs each	1½	
8	Hogs, in crates, actual wt	1½	
9	Mare and Colt (colt under one year old) together, 2,500 lbs.; each additional colt (under one year old), 500 lbs	1	
10	Sheep, in crates, 200 lbs. each	1½	
11	Stallions or Jacks, 3,000 lbs. each	1	
12	Lobster Pots:		
13	S. U. min. C. L. wt. 12,000 lbs	D 1	2
14	K. D. flat, in racks or bundles	4	Lumber Tariff Rates.
15	Loofahs, in packages	D 1	
16	§**Lumber, and Manufactures of:**		
17	Backing for pictures	4	Lumber Tariff Rates.
18	Blocks, Butchers'	4	A
19	Bowling Alley Tracks or floors and racks for returning balls	3	B
20	Box Lumber or Shooks, cut to length for boxes *not further manufactured*, including Scarfed Berry Box Material, in racks or bundles	4	Lumber Tariff
21	Strips of lumber for box ends, cleated together	4	Rates.
22	Brackets (wooden), N. O. S.	1	
23	Built-up or Combined Wood, bent or straight, including built-up wood, veneered, but exclusive of wooden trunk tops and built-up woods, any part of which is made of Black Walnut, Cherry, Holly, or foreign woods, crated	4	Lumber Tariff Rates.
24	Carloads		
25	Built-up, Combined or Veneered Woods, N. O. S., bent or straight:		B
26	In bundles	2	Min. wt.
27	In crates or boxes	3	24,000 lbs.
28	Car Ceiling, perforated wood:		
29	In bundles	1	
30	In crates or boxes	4	
31	Chute Material (for structure and slides of "Shoot the Chutes")	3	B
32	Cigar Box Lumber, not cut in shape	3	Lumber Tariff Rates.
33	Coffee Box Shooks, C. L		Lumber Tariff Rates.

‡Rating on Bulls will apply whether the animals are shipped separately or with other animals.

§Articles provided for in Classification under the notation "See Lumber Tariff," for which no specific provision is made in such (lumber) tariffs are ratable the same as the lumber from which they are made.

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	ARTICLES.	L. C. L.	C. L.
	L		
	§LUMBER, AND MANUFACTURES OF—Continued.		
1	Counters, Shelving and Wooden Partitions, including bases containing drawers used as foundation for wall cases, for Stores, Offices and Saloons (not including plate glass or mirrors):		
2	Not exceeding 16 feet in length	1	2
3	K. D. (in sections not over 16 feet in length)	1	Min. wt.
4	In mixed car loads with Sash, Doors and Blinds		10,000
5	N. O. S.	D 1	lbs.
6	Counters:		
7	K. D., flat and crated	3	
8	Sectional, including Cast Iron Pilasters, completely taken apart and packed flat	3	
9	Demijohn or carboy Tilting Frames	1	
10	Fanning Mill Material (wood), in the rough	3	C
11	Frames and seats (wooden), Water Closets, Sinks and Urinals, and Drain Boards for Sinks	3	B
12	Frames, Washboard, K. D.	3	B
13	Guttering (wooden), rough, nested, in bundles	4	Lumber Tariff Rates.
14	Guttering, wooden, N. O. S, nested	4	C
15	Hard Wood Rollers (used for wire cable supports or for house moving):		
16	Loose	3	A
17	Boxed or crated	4	
18	Honey Box Lumber	3	D
19	Houses (*lumber* material for houses only, including articles enumerated under the head of "House Trimming"):		
20	Permanent, in sections, minimum C. L. weight, 24,000 lbs		B
21	Portable, including Wooden Election Booths, K. D., minimum C. L. weight, 24,000 lbs	3	B
22	‖House Trimmings, viz:		
23	Blinds; Balustrade Work; Altar Railing; Blocks (base, center, corner and head); Carpenters' Moldings; Molded Casings; Moldings, plain, unfinished, for encasing insulated wires; Closet and Pantry Fittings taken apart; Columns; Corner Beads; Cornice Brackets; Doors, unglazed; Frames (blind, door, screen and window); Gable Ornaments; Hand Rails; Paneling; Pilasters; Porch Work; Sash, unglazed; Scroll Work; Stair Work K. D (newels, risers, treads, railing, balusters and post ornaments); Window Stools and Aprons; when made from Black Walnut, Cherry, Holly or Mahogany, not polished or varnished	1	A
24	‖House Trimmings, above enumerated, polished or varnished	1½	3
25	House Trimmings, above enumerated (except Blinds, Doors and Sash Turned Columns, and Door, Screen and Window Frames, S. U.) when made of other wood than Black Walnut, Cherry, Holly or Mahogany, not polished or varnished	3	B Min. wt. 20,000 lbs.
26	Blinds and Unglazed Doors:		
27	Common Pine, Redwood or Cypress	4	

§Articles provided for in Classification under the notation "See Lumber Tariff," for which no specific provision is made in such (lumber) tariffs, are ratable the same as the lumber from which they are made.

‖Veneered House Trimmings are ratable as though made of the woods constituting the veneer. L. C. L. ratings on House Trimmings will apply on the articles named, also L. C. L. ratings on Building Paper and lime when shipped with carloads of lumber and specified upon shipping orders or bills of lading. When not so specified, First-Class rating is applicable.

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	ARTICLES.	L. C. L.	C. L.
	L		
	§LUMBER, AND MANUFACTURES OF—Continued.		
	‖House Trimmings—Continued.		
	Blinds, etc.—Continued.		
1	Doors and Shutters, covered with sheet iron	4	
2	Tin Covered Doors and Fixtures	4	
3	Blinds and unglazed Sash and Doors, N. O. S.	3	
4	Doors, Common Pine, unglazed, painted or grained, not varnished	4	
5	Door and Window Screen Frames, K. D.	3	B
6	Door, Screen and Window Frames, S. U	2	Min. wt.
7	Lumber, including Ceiling, Flooring (except wood carpet) and Wainscoting, C. L.		24,000 lbs.
8	Sash, unglazed, made of common Pine, Redwood or Cypress	2	
9	Turned Columns (for house trimmings), when made of other wood than Black Walnut, Cherry, Holly or Mahogany	4	
10	House Trimmings, above enumerated, polished or varnished	1	3
11	Blinds and Doors and Sash, glazed with common window glass or unglazed, min. wt. 24,000 lbs		5
12	Doors, glazed with leaded glass	D 1	
13	Doors, glazed with common window glass:		
14	Black Wa'nut, Cherry, Holly, or Mahogany	1	5 Min. wt.
15	Common Pine, Redwood or Cypress	4	20,000 lbs.
16	Common Pine, painted, not varnished	4	
16½	Doors, Common Pine, Redwood or Cypress, glazed with common window glass with sand-blast pattern	3	5 Min. wt.
17	Sash made of common Pine, Redwood or Cypress, glazed with common window glass	3	24,000 lbs.
18	Sash or Doors, if glazed with other than common window glass (exclusive of plate or leaded glass)	1	
19	Sash or Doors, glazed with plate glass, are ratable as Plate Glass.		
20	Sash and Doors, N. O. S., glazed with common window glass	3	5
21	Storm Doors and Frames, revolving, K. D.	3	
22	Ice Slides	3	B
23	Lamp Posts (wooden)	3	B
24	Lath, Pine	4	Lumber Tariff Rates.
25	Lawn Swing Material in the white, C. L		A
26	Lumber, including Casings not further finished than sawed to length and planed; Ceiling, Flooring (except wood carpet), Wainscoting, Match Blocks, Boat Building Material, sawed to length, not further manufactured, and Circus Seats (not upholstered nor with backs), but exclusive of foreign woods of value, viz; Mahogany, Rosewood, Lignumvitæ, and other valuable foreign woods; also of Cherry, Holly and Walnut	4	Lumber Tariff Rates.
27	Logs, in the rough, 16 feet and under in length		Soft Coal (Lump) Rates.
27½	Logs, rough, over 16 feet in length, minimum weight of car load, 30,000 lbs		25% less than soft Lumber tariff rates.
28	Market Offices, in sections	3	B

§ Articles provided for in Classification under the notation "See Lumber Tariff," for which no specific provision is made in such (lumber) tariffs, are ratable the same as the lumber from which they are made.

‖ Veneered House Trimmings are ratable as though made of the woods constituting the veneer. L. C. L. ratings on House Trimmings will apply on the articles named, also L. C. L. ratings on Building Paper and Lime when shipped with carloads of Lumber and specified upon shipping orders or bills of lading. When not so specified, First-Class rating is applicable.

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	ARTICLES.	L. C. L.	C. L.
	L—M		
	§LUMBER AND MANUFACTURES OF—Continued:		
1	Meat Racks:		
2	Set up	1½	
3	K. D., in bundles, boxes or crates	3	
4	Pickets (wooden)	4	Lumber Tariff Rates.
5	Piles	4	Lumber Tariff Rates.
6	Print Shelves, and Dry Goods Cases or Racks:		
7	S. U., wrapped, crated or boxed	1½	A
8	K. D., in bundles	3	
9	Sawdust, in packages	4	E
	Min. C. L. wt. 24,000 lbs		
10	Shavings N. O. S., in packages		E
	Min. C. L. wt. 24,000 lbs	2	
11	Sheathing and Lath, combined	4	Lumber Tariff Rates.
12	Shingles	4	Lumber Tariff Rates.
13	Ship Knees (wood)	3	B
14	Ship Lumber, sawed or bent to shape	3	
15	Sinks (wooden), in the white, K. D., in bundles or boxes	3	B
16	Stairs, set up	D 1	
17	Veneering (lumber one-eighth inch or under in thickness):		B
18	Basswood, Birch, California Redwood, Elm, Gum, Laurel, Oak, and Poplar, Unfinished, in bundles, boxes or crates	3	Min. wt. 24,000 lbs.
19	N. O. S., boxed	2	
20	Watering Troughs (wooden)	2	
21	Wood Bolts, for staves, shingles or excelsior	4	E
22	Wooden Carpets, Mats, and Flooring	3	A Min. wt. 20,000 lbs.
23	Wooden wedges, C. L		B
24	Woods of value (foreign), viz: Mahogany, Rosewood, Lignumvitæ, and other valuable foreign woods	2	
25	Walnut, Cherry and Holly Lumber	2	3
26	Woods, Turned, N. O. S., including Bicycle, Step-ladder Poles, unfinished; Dowel Pins; Grub Pins; Mill Cogs; Spool Heads; used in connection with paper reels; Signal Lances (round sticks tapered at top, with a short iron ferrule); Spools; Stretcher Frames, K. D., for Lace Curtains and Quilts, in bundles; Wood Bushings, used in fitting wood pulleys to shafting; Rough Last Blocks and Locust Treenails:		A Min. wt. 20,000 lbs.
27	In bags	2	
28	In barrels with cloth tops	3	
29	In bundles	3	
30	Boxed	4	
31	Lumber Rollers, car door	2	
32	‡Machinery and Machines:		
33	Adding Machines, boxed	D 1	
34	Addressing Machines, boxed	D 1	
35	Addressing Machine Cabinets, boxed, wrapped or crated	1½	
36	Asphalt Plants (flat cars, equipped with machinery for crushing bituminous rock for street paving), 30 cents per car per mile, minimum charge $25.00.		
37	Auger Stems, for well-boring machines	4	5
38	Automatic Machines (for registering weight, height, strength and lung power, and for delivery of confectionery, and similar purposes), N. O. S., boxed	1½	

§Articles provided for in Classification under the notation "See Lumber Tariff," for which no specific provision is made in such (lumber) tariffs, are ratable the same as the lumber from which they are made.

‡Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and wooden or Iron Tanks may be loaded in mixed car loads with Machinery specified above taking Class A rates in carloads.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
	Automatic Machines—Continued.		
1	Cases for Automatic Slot Machines, boxed	1½	
2	Opera Glass Boxes (metal), and attachments, for Opera Houses, boxed	2	
3	Pedestals for Automatic Machines, boxed or crated	1	
4	Band Saw Machines, all parts boxed except cast frame	2	
5	Beer Pasteurizers, boxed or crated	1	
6	Belting, Cotton, Leather or Rubber	2	A
7	Biscuit Machines or Dough Kneaders:		
8	S. U., boxed or crated	1	
9	K. D., boxed or crated	2	
10	Blowers, Blacksmiths' Blowers for Portable Forges, crated or racked	2	
11	Blowers (iron), Rotary and Exhaust Fans, N. O. S., min. C. L. wt. 24,000 lbs	1	A
12	Blowers, Steam Jet	1½	
13	Boilers, Steel Boiler Drums, Malting Drums and Air Receiver Tanks, and Galvanized Air Tanks (made of boiler plate iron), loaded and unloaded by owner:		
14	Ten feet and under in length	3	A
15	Over 10 feet and under 30 feet in length	1	Min. wt.
16	Thirty feet long or over (see Rule 11)	1½	24,000 lbs.
17	Boiler Attachments, consisting of Fronts, Grate Bars, Doors, Boiler Tubes, Boiler Flue Tile, Fire Brick and Clay, may be loaded with Boilers at the same carload rating.		
18	Boiler Braces:	1	
19	Loose	4	
20	In boxes or barrels		
21	Boiler Makers' Rolls:	2	
22	Set up	3	
23	K. D.	1½	
24	Bottle Trucks and Drainers, revolving, S. U. crated		A
25	Brick Machines, including Brick Carriages or Dump Tables and Tile Machines	2	Min. wt. 24,000 lbs.
26	Bran Dusters:	D 1	3
27	Crated	1¼	Min. wt.
28	Boxed	1	10,000 lbs.
29	K. D., boxed or crated	2	A
30	Card Clothing	1½	
31	Card Machines, automatic		
32	Centrifugal Pump Runners or Pistons, not further finished than being bored for shafting:	4	
33	Weighing 100 lbs. each or over	4	
34	In boxes or casks	1	
35	Weighing less than 100 lbs. loose	2	A
36	Clay Crushing Machines, min. C. L. wt. 24,000 lbs		
37	Clay Pulververing and Stone Separating Machines, crated, min. C. L. wt. 24,000 lbs	2	A
38	Coal Drilling Machines:	1½	
39	Set up	1	
40	K. D., tied in bundles	2	A
41	Coal Washers, crated, min. C. L. wt. 24,000 lbs	2	
41½	Coal Crushing Machines	1	3
42	Combined Grain and Cockle Separators, min. C. L. wt. 16,000 lbs	D 1	
43	Computing Machines, boxed	3	A Min. wt. 20,000 lbs.
44	Cotton Gins and Parts of, including Brushes, Feeders and Condensers	1	A
45	Cotton Gin Drivers, min. C. L. wt. 24,000 lbs		A
46	Cotton Ginning Machinery, consisting of Boilers, Compresses, Condensers, Elevators, Engines, †Shafting, Feeders, Gins, Presses, Pulleys, Combined Gins and Presses, Hand Presses and parts		Min. wt. 24,000 lbs.

‡Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

†Mixed carloads only with articles included in bracket.

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	ARTICLES.	L. C. L.	C. L
	M		
	‡MACHINERY AND MACHINES—Continued.		
1	Cotton Presses and Cotton Compresses:		A
2	Set up	1½	Min. wt.
3	K. D., small parts in packages	4	24,000 lbs.
4	Cotton Screws:		
5	Loose	3	
6	Boxed	4	
7	Cotton Seed Hullers	2	
8	Cupolas, Foundry:		A
9	S. U	1½	Min. wt.
10	K. D., in pieces	1	24,000 lbs.
11	Cups, Self-Oiling (for machinery), boxed	1	
12	Ditching Machines, min. C. L. wt. 24,000 lbs	1	A
13	Dog Powers	1	
14	Dredging Buckets, Iron (subject to Rule 16)	3	
15	Dredging Machines:		
16	Loaded on trucks furnished by shipper, min. wt. 60,000 lbs		E
17	N. O. S., min. C. L. wt. 24,000 lbs		A
18	Dredging Machine Dipper Handles	3	
19	Drill Jars and Bits, and Rope Sockets, for well-boring machines	4	5
20	Drills, Hand and Power, combined	2	
21	Dust Collectors:		
22	Disc	1½	
23	Tublar or Disc, K. D.	1	3
24	N. O. S.:		Min. wt.
25	Crated or boxed	D 1	16,000 lbs.
26	N. O. S	3 t 1	
27	†Conductor Pipe, nested		
28	Dust Collectors and Purifiers, Combined; min. C. L. wt. 12,000 lbs	1	3
29	Elevator Buckets or Boots:		
30	Cast Iron, not further finished than being drilled with bolt holes, nested, boxed	3	5
31	Tin, Iron, N. O. S., or Wood:		A
32	Tied in bundles or crated	2	Min. wt.
33	Nested, completely boxed	3	24,000 lbs.
34	Elevator Flights, Wooden, in packages, min. C. L. wt. 24,000 lbs	3	B
35	Engines:		
36	Caloric, boxed	1	
37	§Gas and Gasoline N. O. S., including Portable Gasoline Engines, boxed or crated, or with light and easily breakable and detachable parts removed and boxed	1	A Min. wt. 24,000 lbs.
38	Lawn, min. wt. 1,000 lbs. each	1	A
39	Steam, N. O. S., K. D. (to be loaded and unloaded by owner), the light and easily breakable and detachable parts removed and boxed.	1	Min. wt. 24,000 lbs.
40	Semi-Portable (upright boilers with engines attached), small breakable parts removed and boxed	2	A Min. wt. 24,000 lbs.
41	Evaporators:		
42	Fruit	1½	
43	Fruit K. D. flat, crated	2	4
44	N. O. S	D 1	Min. wt. 24,000 lbs.
45	With Feed Steamers		
46	Exhaust Pipe Heads	1½	A
47	Flour Dressers, N. O. S.:		3
48	S. U., boxed or crated	1½	Min. wt.
49	K. D., boxed or crated	1	16,000 lbs.
50	Flour Packers, min. C. L. wt. 20,000 lbs	2	A
51	Flour Mill Machinery, as follows:		
	Aspirators, †Mill Stones		
	†Belting, Packers		A
	†Boilers, †Pulleys		Min. wt.
	†Bran Dusters, Purifiers		20,000 lbs.
	Conveyers, Reels		

‡Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

§Batteries used in connection with Gasoline Engines may be shipped in carloads with engines to which they belong at class A rates.

†Mixed carloads only, with articles included in bracket.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
	Flour Mill Machinery—Continued.		
	Dressers, Roller Mills		
	Dressed Pine Scourers		A
	Lumber, Separators		Min. wt.
	†Dust Collectors, †Shafting		20,000 lbs.
	Elevator Buckets or Boots, Shafting Boxes		
	†Engines, Sieve Scalpers		
	†Grain Cleaners, Smut Machines		
	Wheels, including Water Wheels		
1	Foot Power Wheels, boxed or crated	1	
2	Forges:		
3	Portable	2	
4	Stationary Blast:		A
5	S. U	1½	Min. wt.
6	K. D., in pieces	1	24,000 lbs.
7	Completely K. D. and boxed	2	
8	Fuel Stokers (apparatus for feeding coal to furnaces):		A
9	S. U	2	Min. wt.
10	Taken apart, in pieces	3	24,000 lbs.
11	Gas Exhausting Machine (combined steam engine, governor and exhauster), light and easily breakable parts removed and boxed	1	A Min. wt. 24,000 lbs.
12	Gas Generating Machines, min. C. L. wt. 24,000 lbs	1	A
13	Gas Generators (for acetylene gas), min. C. L. wt. 24,000 lbs	1	A
14	Gas Governors N. O. S., min. C. L. wt. 24,000 lbs	2	A
15	Gas House Generators, Super-heaters, Scrubbers and Condensers, with fixturers		A Min. wt. 24,000 lbs.
16	Glass Water Gauges	1½	
17	Grain Cleaning Machines N. O. S., including Scourers, Oat Clippers, Corn Cleaners, Combined Corn Shellers and Cleaners and Separators	1	
18	Grain Conveyors and Grain Registers and Fixtures (fixtures must be boxed), Grain Weighing Machines and Conveyors Combined, iron parts removed and boxed, wood parts crated	2	5 Min. wt. 20,000 lbs.
19	Grain Distributors, boxed	1	
20	Grain Graders	1	
21	Grain Graders and Steel Seed Separators, combined, K. D. flat	1	
22	Grain Weighing Machines and Conveyors Combined, iron parts removed and boxed, wooden parts crated	2	5 Min. wt. 20,000 lbs.
23	Hemp Machines	1	
24	Hoisting Machines:		
24½	Beef Hoists, K. D. flat, in bundles	2	
25	Coal Hoisting Tubes (steel)	3	5
26	Derricks and Cranes	1	A
27	Derrick Timbers	4	Lumber Tariff Rates.
28	Fire Doors for Elevators and Partitions, min. C. L. wt. 24,000 lbs	4	B
29	Freight and passenger, including Wire Tramways and Dumb Waiters:		
30	S. U	D 1	
31	K. D., as follows:		
32	Bed Plates	4	
33	Channels	4	
34	Cylinders	3	
35	Lumber	3	
36	†Nuts and Bolts, boxed	4	
37	Posts (wooden) for Elevator Doors	3	A
38	Rope N. O. S	4	Min. wt.
39	Shift knees for elevator gates, crated	3	24,000 lbs.
40	Weights	4	
41	Wheels and Gearing	1	
42	Wire Rope	3	
43	Wire Rope Clips or Clamps	3	
44	Parts of, N. O. S.	1	
45	Derrick Irons, Pipe Elevators, used for lowering pipe in gas wells, and Derrick Hooks:		
46	In boxes or casks	4	
47	Weighing less than 100 lbs., loose	1	

‡ Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps and Wooden and Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

† Mixed carloads only, with articles included in bracket.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
	Hoisting Machines—Continued.		
1	Weighing 100 pounds or over	4	A
2	Elevator Gates, wooden	3	Min. wt.
3	Hoisting Drums and Engines combined (steam or electrical)	1	24 000 lbs.
4	Iron and Wire Work for Elevator Enclosures, boxed or crated	1	
5	Hog Hoists, K. D., flat, small parts boxed	2	
6	Ice Elevators, Portable, taken apart in pieces	2	
7	Hydraulic Rams:		A
8	Boxed	3	Min. wt.
9	Loose	1	24,000 lbs.
10	Ice Crushing Machines	2	
11	Ice Machines and Iron Pans and Covers for same, min. C. L. wt. 24,000 lbs., mixed C. L. only		A
12	Iron Cages and Landing Dogs for Mining Hoists, completely K. D., boxed	4	5
13	Iron Mining Cages, S. U	1	Min. wt. 24,000 lbs.
14	Iron Channels for Hoisting Machines, min. C. L. wt. 24,000 lbs.		5
15	Iron Balance or Fly Wheels, min. C. L. wt. 24,000 lbs.	2	A
16	Iron Link Belting, in boxes or casks	4	5
17	Knitting machines	1½	
18	Lathe Stands (foot power) with or without heads attached, crated	1	
19	Laundry Machinery, consisting of:		
	†Belting		
	Boiler		
	Clothes Drying Closets, K. D		
	Engine		
	Filters		
	Hangers		
	†Heaters, Steam, Gas and Sad-Iron (used in laundries)		
	Ironing machines		
	Mangles		A
	†Pipes and Connections		Min. wt.
	Pulleys		24,000
	Pumps		lbs.
	†Shafting		
	Smokestack		
	Starching Machines		
	Starch Kettles		
	Stationery Tubs		
	Steam Power Wringers		
	Tanks		
	Washing Machines (steam power)		
20	Laundry Machine Cylinders:		
	Wooden	1	
	Brass	1½	
	Iron, revolving, crated	2	
21	Looms:		A
22	Rag Carpet, K. D., boxed or crated	1	Min. wt.
23	N. O. S	D 1	24,000 lbs.
24	Loom Harness and Reeds, boxed	1	
25	Loom Harness Shafts, in bundles	4	
26	Machines for Shearing Bar Iron:		A
27	S. U	2	Min. wt.
28	K. D	3	24,000 lbs.
29	Mangles, hand:		4
30	Boxed or crated	2	Min. wt.
31	N. O. S	D 1	24,000 lbs.
32	Meat Choppers or Cutters, Meat Mixers and Bone Cutting Machines:		A
33	S. U	1	Min. wt.
34	K. D., boxed	2	24,000 lbs.
35	Middlings Purifiers, and Combined Purifiers and Flour Graders:		
36	S. U	3 t 1	3
37	Boxed	D 1	Min. wt.
38	K. D. (hoods and pulleys detached), boxed or crated	1	10,000 lbs.
39	Milk Shakers:		
40	S. U., crated or boxed	1½	
41	K. D., boxed	2	

‡ Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps, and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking class A rates in carloads.

† Mixed carloads only with articles included in bracket.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
1	Mills:	2	A
2	Bark		Min.
3	Grain Grinding, Corn and Cob Mills, N. O. S. (exclusive of grain cleaning machines or fanning and roller mills)	2	wt.
		2	24,000
4	Hominy	2	lbs.
5	Paint	2	4
6	Coffee, boxed, min. C. L. wt. 24,000 lbs	2	
7	Drug boxed	2	A
8	Portable (burr stone), min. C. L. wt. 24,000 lbs	2	A
9	Quartz, min. C. L. wt. 24,000 lbs	1	
10	Roller (not grain grinding)		
11	Mining Machinery, Mining Cars and Ore Buckets, min. C. L. wt. 24,000 lbs		A 5
12	Mortar Blocks for stamp mills	4	A Min. wt.
13	Paging and Numbering Machines taken apart, parts boxed or crated	1	24,000 lbs.
14	Painting Machines	D 1	
15	Paper Cutting Machines:	1	A
16	In frame or set up	2	Min.
17	S. U. boxed	1	wt.
18	K. D. in pieces	2	24,000
19	Completely K. D., and boxed		lbs.
20	Printing presses	1	
21	Paper or Pulp Mill Screens		A
22	Pile Driving Machines N. O. S. (see Rule 11), min. C. L. wt. 24,000 lbs.		
23	†Pillow Post and Journal Boxes, Belt Tightener Frames, Hangers, Couplings, N. O. S., and Fulcrum Clutch Stands:		
24	Boxed or in barrels or casks	4	
25	Under 100 lbs. in weight	1	
26	Weighing 100 lbs. and over	4	
27	Pitching Machines	1	A
28	Power Drills, Blacksmiths':		A Min.
29	Completely K. D. and boxed	2	wt. 24,000
30	In frame or set up	1½	lbs.
31	K. D. in pieces	1	
32	Power Grain Shovels (weights, sheaves and ropes, boxed), min. C. L. wt. 24,000 lbs	2	A
33	Power Hammers, including Steam Pile Hammers, min, C. L. wt. 24,000 lbs	2	A
34	Presses:	1	
35	Broom	1½	
36	Broom Corn		
37	Cider, including combined Cider Mills and Presses, min. C. L. wt. 24,000 lbs.	2	A
		2	A
38	Cloth, detachable parts taken off and boxed, min. C. L. wt. 24,000 lbs.	2	
39	Fruit, boxed	2	A
40	Hop, min. C. L. wt. 24,000 lbs	2	A
41	Lard, min. C. L. wt. 24,000 lbs	2	A
42	Oleo, min. C. L. wt. 24,000 lbs	2	
43	Pop Corn, crated		A Min.
44	Printing and Printers' Rollers:	2	wt. 24,000
45	Boxed	1	lbs.
46	N. O. S	1	A
47	Stereotype, min. C. L. wt. 24,000 lbs	2	A
48	Wool, min. C. L. wt. 24,000 lbs		A
49	§Pulleys N. O. S. (smooth faced or grooved wheels used in connection with shafting and belting for transmission of power):	1	Min. wt.
50	Loose	2	20,000
51	Boxed	2	lbs.
52	Iron Pulleys, weighing over 100 pounds each	2	
53	Pulleys and Hangers combined, boxed		

‡Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

§When loaded with Machinery in mixed carloads, same rates as the Machinery. Detached Pulleys may be loaded with Shafting in connection with which they are used, in mixed carloads, at carload rate provided for Shafting.

†May be loaded with Iron Shafting in mixed C. L. at 5th Class rates, and with Machinery at the same rate as the Machinery.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
1	†Pulley Clutches (wheels used to communicate power from shafting to pulleys)	2	
2	Punching Machines, used for punching plate and bar iron:		A
3	S. U	2	Min. wt.
4	K. D	3	24,000 lbs.
5	Purifier Boilers, including Steam Jacket Heaters and Condensers, Feed Water Purifiers and Steel Tank Filters:		A
6	Ten feet and under in length	3	Min. wt.
7	Over 10 and under 30 feet in length	1	24,000 lbs.
8	Thirty feet long or over (see Rule 11)	1½	
9	Reels, Centrifugal, Bolting and Scalping:		A
10	S. U., boxed or crated	1½	Min. wt.
11	K. D., boxed or crated	1	16,000 lbs.
12	Refrigerating Machines, consisting of machinery, K. D., Iron Pipe Coils, Manifolds or Headers, Oil Interceptors, Liquid receivers, Channel Bars, Iron Pipe, Iron Pipe Connections, packed, Iron Pipe Fittings packed, Bolts and Nuts packed, Iron Pipe and Valves, in mixed carloads:		A Min. wt. 24,000 lbs.
13	Refrigerator Cooling Machines	1½	
14	Revolving Intestine Washers	2	
15	Roadmaking Machines:		
16	S. U.	1½	
17	K. D. flat	3	A
18	Roadmaking Machines, Road Rollers, Road Plows, Drag Scrapers, Wheeled Scrapers, Dump Carts, Dump Wagons, Portable Engines, Rock Crushers, Street Sprinklers and Street Sweepers, in mixed carloads		Min. wt. 24,000 lbs.
19	Road Scraper Points and Grader Blades:		
20	In boxes, crates or casks	4	5
21	N. O. S	3	
22	Rock and Ore Crushers and Revolving Screens, min. C. L. wt. 24,000 lbs.	2	A
23	†Rock Drill Columns for mounting drills:		
24	Loose	3	
25	Boxed	4	
26	†Rollers (iron):		
27	For Roller Mills:		4
28	Boxed	4	Min. wt.
29	In carloads		24,000 lbs.
30	For Paper Mills:		A
31	Boxed	3	Min. wt.
32	In carloads		24,000 lbs.
33	For Wire Mills:		5
33	Boxed	4	Min. wt.
45	In carloads		24,000 lbs.
36	Iron Mill Rollers (old), returned	4	
37	Rolls, Iron or Steel, rubber or composition covered, boxed	2	
38	Rough Steel Machine Knife Blades, boxed	3	
39	Sawdust Conveyor Chain, in packages, weighing 100 lbs. or over	4	
40	Sawing Machines, Folding, folded flat, protected by boards	1	
41	Saw Mill Carriage Cushions	3	5
42	Sewing Machines, N. O. S.:		
43	Completely K. D. and boxed	2	
44	S. U., boxed or racked	1	
45	Not boxed or racked NOT TAKEN.		
46	Parts of:		
47	Attachments N. O. S., boxed	1	4
48	Castings, boxed	3	Min. wt.
49	Castings, in bundles	1	10,000 lbs.
50	Heads, Boxed	1	
51	Woodwork, boxed, wrapped or racked	1	
51½	Sewing Machine Bench tops (for power machines), crated	3	

‡Boilers, Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

†Shipped in carloads of Machinery of which they form a part, may be rated the same as the Machinery.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
	Sewing Machines—Continued.		
1	Sewing Machine Stand Castings, C. L		4
2	Sewing Machine Woodwork, boxed, racked or wrapped, min. C. L. wt. 24,000 lbs.		A
3	†Shafting (iron), with or without couplings attached	4	5
4	Wrought or cast, with pulleys or wheels attached	1	
5	Shearing Machines N. O. S.:		
6	S. U.	1½	
7	K. D., tied in bundles	2	
8	†Shoes, Dies, Cams, Heads and Tappets (cast iron or steel), for Stamp Mills	4	5
9	Sieve Scalpers, min. C. L. wt. 16,000 lbs.	1	A
10	Smoke Stacks, min. C. L. wt. 24,000 lbs.	1½	A
11	Starch Machines, Automatic, outside attachments removed and boxed or crated	1	A Min. wt. 24,000 lbs.
12	Steam Feed Cylinders	3	
13	Steam Guages, boxed	1	
14	Steam Separators and Steam Traps (used to separate water from steam in steam pipes):		
15	Each weighing 100 lbs. or over	4	
16	Each weighing less than 100 lbs	1	
17	Steel Shells, Rings and Tires, used in crushing ore	4	5
18	Stills (copper or iron), including Worms	D 1	
19	Street Sweeping Machines:		
20	N. O. S.	3 t 1	A
21	K. D., small detachable parts boxed or crated	1	Min. wt.
22	Gutter Sweeping Machines, wheels, tongues and brushes detached	1	24,000 lbs.
23	Tire Benders (iron)	3	
24	Tire Benders, Punches and Shears, Combined	3	
25	Tire Setters, cast iron, legs detached, small parts boxed	4	
26	Tire Shrinkers (iron)	3	
27	Tire Upsetters	3	
28	Tobacco Cutter and Press, combined (steam power), min. C. L. wt 24,000 lbs	1	A
29	Tobacco Presses N. O. S., min. C. L. wt. 24,000 lbs	1	A
30	Tobacco Re-Sweaters:		
31	With cast iron parts detached and boxed or crated	1	
32	N. O. S.	D 1	
33	Valve Cups, leather or rubber, in boxes or bundles	2	
34	‖Vanning machine Frames and Conncentrating Table Frames, completely taken apart	3	
35	Vanning Machine Rollers	2	
36	Vanning Machines, min. C. L. wt. 24,000 lbs		A
37	Water Motor Fans, boxed	1	
38	Water Wheels, min. C. L. wt. 24,000 lbs.	2	
39	Well Boring Machines and Well Augurs, on their own wheels, Ladder and Derrick attached, loaded on flat car, min. wt. 5,000 lbs. each	1	A
40	K. D., loaded in box car	2	A Min. wt. 24,000 lbs.
41	Woodworking Machinery, (Logging Chain may be shipped with Woodworking Machinery or Steam Engines in mixed C. L., at same rating;) N. O. S., on skids, small detachable parts removed and boxed	1	A Min. wt. 24,000 lbs.
42	Shingle-Sawing Machines	1	
43	Saw Frames	1	
44	Machinery N. O. S., including Air Compressing Machines, Fixtures and Attachments; Bottling Apparatus; Broom Sewing Machines; Button Fastening Machines. Dump Kilns (for malt-house floors):		

‡ Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

† Shipped in carloads of Machinery of which they form a part, may be rated the same as the Machinery.

‖ When loaded with Machinery in mixed carloads, same rates as Machinery.

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	ARTICLES.	L. C. L.	C. L.
	M		
	‡MACHINERY AND MACHINES—Continued.		
	Machinery N. O. S.—Continued.		
	Feather Renovators; Fruit Graders: Laundry Machines; Poison Distributing Machines; Loom Shuttles (wood or iron); Potato Sorters; Prune Dippers; Soda Water Generators (machines for charging water and other liquids with carbonic acid gas); Steam Governors for Steam Engines; Street Rollers (steam power); and Vacuum Pans:		
1	‖Completely K. D. and boxed	2	A
2	In frame or set up	1½	Min. wt.
3	K. D. in pieces	2	24,000 lbs.
4	Magazines and Newspapers, O. R. C. and wet or released, in boxes or bundles	1	
5	Manikins:		
6	Combined Charts and Manikins, Anatomical, boxed	1	
6½	School, Geographical, Historical and Mathematical Charts, in cabinets, etc., boxed or crated	1½	
7	Manikins (wood and metal), boxed	D 1	
8	§Mantels:		
9	Iron, Marble or Slate:		
10	Boxed or crated:		
11	Loaded in box car	1	
12	Loaded on flat car	D 1	A
13	C. L. (mirrors in packages)		A
14	C. L. min. wt. 12,000 lbs		3
15	Wooden:		
16	Boxed or crated:		
17	Loaded in box car	1	3
18	Loaded on flat car	D 1	Min. wt.
19	Without mirrors (not having mirror tops), loaded in box car	1	12,000 lbs.
20	Carloads		
21	Mantel Grate Frames N. O. S., boxed or crated	1	
22	†Cast Iron Grate Frames completely taken apart, packed flat, boxed	3	
23	Mantel Mirror Top	1½	
24	Maps:		
25	Relief, in cabinets, boxed	1	
26	Wall, in Map Cases, boxed	1	
27	N. O. S., boxed	1	
28	Marble Dust	4	D
29	Marine Safety Buoys, including Bell Buoys, min. C. L. wt. 20,000 lbs	1½	5
30	Marsh Reeds (used in the manufacture of plaster board):		
31	In bundles	3	C
32	Carloads, min. wt. 20,000 lbs		
33	Masks (paper or cloth):		
34	Boxed	4 t 1	
35	Nested, boxed	D 1	
36	Masts (wooden)	1½	
37	Match Splints:		B
38	In bundles	1	Min. wt.
39	In boxes	3	20,000 lbs.
40	Matches, min. C. L. wt. 20,000 lbs	1	4
41	Mats:		
42	Door (wire or steel) crated	2	4
42½	Garden (straw) in packages, min. C. L. wt. 20,000 lbs	3	4
43	N. O. S	1	
44	Matting	2	
45	Mattress Stock or Mattress Sheets (cotton), and Cotton Linters made up into sheets for Mattresses, in bales or sacks	1	
46	Measuring Gates (for measuring water in irrigating operations), in bundles, boxes or crates	1	
47	Merchandise Shippers are requested to give full description of the contents of packages. All articles described as "Merchandise" will be charged Double First-Class rate.		

‡Boilers; Engines, including Farm Engines; Iron Rotary Blowers; Smoke Stacks; Steam Feed Cylinders; Steam Pumps; and Wooden or Iron Tanks may be loaded in mixed carloads with Machinery specified above taking Class A rates in carloads.

‖Parts of Machinery, consisting of common plain castings, weighing 100 lbs. or over, when shipped with Machinery completely K. D., may be rated at 2d Class without being boxed.

§Stone Slabs, boxed or crated, and Grates may be loaded with Mantels in mixed carloads at same rates as the mantels

†May be loaded with carloads of Mantels of which they form part, at carload rate provided for such Mantels, and when attached to and made a part of and shipped in same package with Grates may be rated the same as the Grate of which they form a part.

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	ARTICLES.	L. C. L.	C. L.
	M		
1	Metal, Pig, for Electrotypers and Stereotypers	3	4
2	**Metal Workers' Supplies:**		
3	Annealing Boxes	D 1	
4	Assayers' Clay Furnaces and Muffles for same, Crucibles N. O. S., and Scorifiers:		
5	In boxes, barrels, crates, hogsheads or tierces	4	5
6	Barrows (iron), Furnace-charging	1	
7	Bullion pots	3	
8	Carbon and Graphite Plugs	2	
9	Corroding Pots:		
10	Loose	1	B
11	In boxes, barrels, casks or crates	2	
12	Retorts:		
13	Fire Clay Gas Retorts, min. wt. 24,000 lbs., C. L		B
14	Fire Clay	2	
15	Iron	4	B
16	Fire Tile Retort Settings	2	
17	Fire Clay or Iron, with Fire Brick and Clay, mixed C. L		C
18	Lead Retorts and Crucibles (black lead or plumbago):		
19	In barrels, boxes, crates or casks	2	B
20	Loose	1	
21	Saggers	2	B
22	Settling Bowls for Smelters	4	
23	Slag Carts	3	
24	Slag Pots (unmounted)	4	5
25	Sleeves and plugs (fire clay) for Bessemer Converters	4	D
26	Tuyeres:		
27	Bronze	2	
28	Clay	3	B
29	Iron	3	
30	Water Backs for Smelters	4	5
31	Water Jackets for Smelters	1	
32	Meters, Gas, boxed or crated	1	
33	In carloads, boxing or crating not required, min. wt. 10,000 lbs		1
34	Meters, Water (cast iron), boxed or crated	1	
35	In bulk, C. L		3
36	Mica	1	
37	Pulverized Mica and Mica Dust, in barrels or bags	1	5
38	Milk, Sugar of (dry), in boxes, barrels or kegs	1	
39	**Millinery Goods:**		
40	Artificial Flowers, boxed, P. P. or guaranteed	D 1	
41	Feather Boas, boxed	D 1	
42	Feather Plumes for Hats and Bonnets, boxed	D 1	
43	Feather Tips for Millinery purposes, boxed	D 1	
44	Hats and Bonnets, further trimmed than having bands and binding, boxed	D 1	
45	Millinery Goods, N. O. S., boxed	1	
46	Straw Braid, boxed	1	
47	Straw Goods, N. O. S., boxed	D 1	
48	Mill Stones	3	A
49	Mine Doors and Fixtures, automatic	3	4
50	Mineral Wool and Mineral Wool Board, min. C. L. wt. 20,000 lbs.	3	C
51	**Minerals:**		
52	Actinolite	4	
53	Agalite	4	B
54	Aluminum Alloy Composite (used for fluxing purposes)	3	5
55	Aluminum, in sheets, plates, bars, ingots, rods, rolls or castings, boxed	1	
56	Antimony, N. O. S., in boxes or barrels	2	
57	Babbitt Metal, Pig, Bar or Slab, Tin and Solder		4
58	Antimony, Black, in barrels	4	
59	Arsenic, Crude, in kegs or barrels	3	
60	Asbestos:		
61	In boxes, kegs, bags or bales	2	
62	In barrels or casks	4	5
63	Asbestos Fibre, Ground, in bags or bales	3	
64	Asphaltum	4	D
65	Barytes	4	C
66	Black Lead, Graphite and plumbago, in barrels or boxes, min. C. L. wt. 24,000 lbs	2	3

	ARTICLES.	L. C. L.	C. L.
	MINERALS—Continued.		
1	Chalk:		
2	In boxes	2	
3	In barrels or hhds	4	
4	French, powdered, in barrels or casks	4	5
4½	Chalk (for toilet use), in boxes or casks	1	
5	Chemical Ore (petrified seaweed and moss), C. L		C
6	Clay:		
7	Common, C. L		E
8	Fire:		
9	In barrels	4	E
10	In bulk		
11	Ground, in barrels, casks or sacks	4	C
12	Earth, Fuller's	4	C
13	Feldspar	4	5
14	Ferro Manganese, in barrels or casks	4	5
15	In bulk, C. L		
16	Flint, ground, in packages	4	5
17	Fluor Spar	4	D
18	Garnet Rock:		
	In packages	4	4
	In bulk, carloads		
19	Gympsum Rock	4	C
20	Gympsum, powdered	4	C
21	Kaolin or China Clay	3	5
22	Kryolith or Cryolite	3	5
23	Lime:		
24	In barrels	4	C
25	In barrels with cloth tops	3	
26	In barrels without heads	2	Min. wt.
27	In cans, jacketed	2	24,000 lbs.
28	In sacks	2	
29	In bulk		
30	Limestone, ground, in barrels	4	C
31	Magnesite (raw carbonate of magnesia ore), carriers' liability limited to $50.00 per ton and so receipted for:		
32	In packages	4	D
33	In carloads (see Rule 4)		
34	Manganese Ore	4	D
35	Ore, iron (applies only on ore shipped from the mine without further manipulation)	4	D
36	Ore N. O. S., including Asbestos and Corundum Ore, carriers' liability to $100.00 per ton (see Rule 4)	4	5
37	Pyrites	4	D
38	Refiners' Earth	4	5
39	Silex		
40	In boxes, barrels or bags	4	D
41	In bulk		
42	Silica:		
43	In boxes, barrels or bags	4	D
44	In bulk		
45	Slag, C. L		F
46	Soap Stone Dust	4	C
47	Talc	4	5
48	Terra Alba	4	
49	Tripoli, crude and ground	3	5
50	Tiff (mineral used as cement)	4	C
51	Whiting	4	C
52	Whiting and earth paint (dry), C. L		C
53	Zinc Ore, C. L		E
54	Models (plaster), Anatomical, packed in boxes, barrels or casks	1	
55	Mohair	1	
56	Moldings, except carpenters' and Tenter Frames and Hooks:		
57	Boxed	1	
58	In bundles	1	
59	N. O. S	D 1	
60	Picture Moldings, min. wt. 24,000 lbs., C. L		4
61	Money Changers (coin holders), boxed	1	
62	Monuments, White Bronze, boxed or crated	3	
62	Monuments, Metal, N. O. S., boxed	1	
62½	Moldings for enclosing insulated wires, stained, not further finished	3	B
63	Mops:		
64	In bundles	1	
65	In boxes	2	
66	Mop Racks:		
67	K. D. flat, boxed or crated	2	
68	N. O. S	D 1	
69	Moss:		
70	In sacks	1	
71	N. O. S., pressed in bales, min. C. L. wt. 20,000 lbs	2	5
72	Ground Pine or Moss, in crates, or pressed in bales	1	
73	Irish Moss, in barrels	1	
74	Sea Grass:		
75	In sacks	1	
76	Pressed in bales, min. C. L. wt. 24,000 lbs	2	5
77	Mug Cases and Bases for same, boxed or crated	1	
78	Music, Sheet, in boxes	1	

	ARTICLES.	L. C. L.	C. L.
	M—N		
1	Musical Instruments:		
2	Automatic Piano and Organ Players, boxed	1	
3	Not boxed, NOT TAKEN.		
4	Band or String Instruments N. O. S., boxed	D 1	
5	Clarions, boxed	1	
6	Drums:		
7	Parts of (consisting of heads, rods and hoops), boxed	D 1	
8	Shells, for Drums (wooden or metallic), nested, boxed	D 1	
9	Taken apart, shells nested, all parts boxed	D 1	
10	N. O. S., boxed	4 1	
11	Music Boxes and Discs, boxed	D 1	
12	Music Stands (iron), boxed	2	
13	Musical Instruments N. O. S., boxed	1	
14	Musical Instrument Cases, boxed	D 1	
14½	Musical Instrument Strings N. O. S., boxed	D 1	
15	Organs, Church or Cabinet, and Melodians, boxed	1	
16	Organs, Cabinet, and Melodeons, L. C. L., not boxed, NOT TAKEN.		
17	Organs, Cabinet, and Melodeons, and boxed Pianos, loaded and unloaded by owner, C. L		1 Min. wt. 8,000 lbs.
18	Organs, Pipe, boxed, Bellows, Swell Box, and Large Pipes, crated	1	
19	Organ Boards, with or without reeds, boxed or crated	1	
19½	Organ Keys, boxed	1	
20	Organ Reeds (metalic), boxed	2	
21	Pianos:		
22	Boxed	1	
23	Not boxed, NOT TAKEN.		
24	Piano Actions, boxed	1	
25	Piano and Organ cases:		
26	In the white, K. D., flat, boxed or crated	2	3
27	S. U	D 1	
28	Veneered, K. D., boxed	2	3
28½	Organ Cases, finished, K. D., boxed or crated	1	3
29	Piano Legs, boxed	1	
30	Piano Plates (cast iron), boxed	2	
31	Piano Stools:		
32	Boxed or crated	1	
33	N. O. S	D 1	
34	Piano Strings, boxed	1	
34½	Piano Harness and Covers, boxed	1	
35	Shelf Music Cases:		
36	Boxed	1	
37	K. D. flat, boxed	2	
37½	Strings, Piano, boxed	1	
	Strings, Musical Instruments, N. O. S., boxed	D 1	
38	Nails:		
39	Hungarian Nails, in boxes, barrels or kegs	3	
	Shoe, in boxes, barrels or kegs	3	4
	Iron Tacks (including double pointed tacks), and carpet Nails, in boxes or kegs	3	
40	Iron Nails:		
41	In bags	2	
42	Horse, in boxes or kegs	3	5
43	Shoe, in boxes, barrels or kegs	2	
44	Trunk, in boxes, barrels or kegs	4	5
45	Wire, Cement coated, in bags	2	
46	In kegs	4	
47	Wire N. O. S. (iron and steel wire nails only)		
48	In boxes	3	5
49	In bulk, in kegs, at actual weight, but not less than 100 lbs. per keg	4	
50	In packages, packed in kegs	3	
51	Iron Nails and Spikes N. O. S., in boxes or in kegs at actual weight, but not less than 100 lbs. per keg	4	5
53	Nets and Netting N. O. S, in boxes	1	
54	Nickel, in plates (Nickel Anodes)	1	
54½	Nickel Plated Stands for Instantaneous Water Heaters, K. D., boxed	2	
55	Nickel Plating N. O. S., boxed, released	1½	
56	Nickel Scrap	3	
56½	Nickel Plated Ware, boxed	1	
57	Notions:		
58	Christmas Tree Ornaments, boxed	1½	
59	Fans, N. O. S., boxed	1½	
60	Fire Crackers and Fire Works, *tightly boxed*	D 1	1
61	Toy Torpedoes, in boxes or barrels	1	
62	The right of any of the railway companies adopting this classification to refuse to receive Fire Crackers, Fire Works, and Toy Torpedoes for transportation under any circumstances, is reserved.		

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	ARTICLES.	L. C. L.	C. L.
	N		
	NOTIONS—Continued.		
1	Fire Works, Dummy, boxed	1	
2	Flags, mounted, boxed	1	
3	Holiday and Window Decorations, imitative of natural objects and scenery, in bundles, boxes or crates	1	
4	Lemonade Straws, boxed	1	
5	Notions, N. O. S., boxed	1	
6	Pillow-Sham Holders, other than wire, boxed	1	
7	Pins, boxed	1	
8	Razor Strops, boxed	1	
9	Secret Society Paraphernalia, N. O. S., boxed	1	
10	Thread, boxed	1	
11	**Nursery Stock:** P. P. or guaranteed, carriers' liability limited to $5 00 per 100 lbs., and so receipted for, *min. wt. on all carload shipments 20,000 lbs.:*		
12	Artificial Plants:		
13	In bales or in covered baskets	D 1	
14	In boxes	1	
15	Artificial Tree Trunks or Stems, wrapped in burlap	1	
16	Bulbs, boxed, or in baskets, baled	1	
17	Christmas Trees and Mistletoe	1	A
18	Cranberry Vines:		
19	Boxed	2	
20	In bales, min. C. L. wt. 20,000 lbs	3	B
21	Grafts, Fruit Tree, in boxes or barrels	2	B
22	Grape Vines and Cuttings, boxed	3	B
23	Holly Branches and Evergreen Decorations, P. P. or guaranteed	1	
24	Orange and Lemon Trees, charges prepaid or guaranteed at carriers' option (When carriers' liability is not limited to $5.00 per 100 lbs., shipments will be taken only under special contract. Exception to Rule 4):		
25	Boxed, when same can be loaded in box or stock cars	3	
26	Boxed, when too large to be loaded in box or stock cars	1	
27	†In bales, completely wrapped, each weighing 100 lbs. or over	1	†A
28	§In bales, each weighing less than 100 lbs	D 1	
29	†In bales, roots wrapped, each bale weighing 100 lbs. or over	1½	
30	Osage Orange Plants	1	B
31	Plants N. O. S., including Plant Bulbs and Roots:		
32	In bales	D 1	
33	In covered baskets	D 1	A
34	In boxes	1	
35	Preserved Natural Plants, crated	1	
36	Scions, Fruit Tree, boxed	3	A
37	Trees N. O. S. and Shrubbery:		
38	Boxed, when same can be loaded in box or stock cars	3	
39	Boxed, when too large to be loaded in stock or box cars	1	
40	In bundles, bottoms boxed, tops wrapped in straw, each weighing 100 lbs. or over, loaded in box or stock cars	3	B
41	†In bales, completely wrapped, each weighing 100 lbs. or over	1	
42	§In bales, or in bundles with bottoms boxed, each weighing less than 100 lbs	D 1	
43	†In bales, roots wrapped, each bale weighing 100 lbs. or over	1½	
44	Trees N. O. S., in bulk		†B
45	Tule Tree Covers (for wrapping fruit and shade trees), flat, in barrels, boxes or bundles	3	
46	Willow Cuttings, in boxes or in bales	2	B
47	Nuts:		
48	Buckeyes or Horse Chestnuts	2	

†Trees and Shrubbery packed in straw loaded on flat cars will not be accepted unless the portion covered with straw is boxed or covered with canvas.

§In no instance should the charges upon a shipment of bales or bundles weighing less than 100 lbs. each exceed charges on same at estimated weight of 100 lbs. each at 1st class rate.

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	ARTICLES.	L. C. L.	C. L.
	N-O		
	NUTS—Continued.		
1	Butter Nuts, min. C. L. wt. 24,000 lbs	2	A
2	Black Walnuts, min. C. L. wt. 24,000 lbs	2	A
3	Cherry Stones, in barrels, boxes or bags	3	
4	Cocoa Nuts, in boxes, bags, barrels or hhds., min. C. L. wt. 24,000 lbs.	2	A
5	Cocoa Nuts and Nuts, Edible		3
6	Hickory Nuts, min. C. L. wt. 24,000 lbs	2	A
7	Nuts, Edible, N. O. S.		
8	In sacks	1	
9	In barrels with cloth tops	1	
10	In boxes, or barrels N. O. S.	2	3
11	Nut Kernels or Nut Meats	1	
12	Pecans, min. C. L. wt. 24,000 lbs		A
13	**Oils:**		
14	Belt Dressing, in tin cans, boxed	2	
15	Bone Grease, in barrels or cans, boxed	3	5
16	Burning Fluid, in barrels or tin cans, boxed	1	
17	Castor Oil, in cans, boxed, and in barrels, mixed carloads, min. C. L. wt. 24,000 lbs		4
18	Camphene, in barrels or tin cans, boxed	1	
19	China or Peanut Oil:		5 Min.
20	In cans, boxed	1	wt. 24,000
21	In barrels	3	lbs.
22	Coal Tar Oil, including Creosote and Dead Oil, in wood, or in iron drums	4	D Min. wt. 24,000 lbs.
23	Coal Tar Oil, in cans, boxed, or in metal jacket with wood tops, min. C. L. wt. 24,000 lbs	4	D
24	Cocoanut Oil (in liquid or solid form):		4 Min. wt.
25	In barrels	3	24,000
26	In cans, boxed	2	lbs.
27	Cod Liver Oil:		
28	In glass boxed	1	
29	In barrells, min. C. L. wt. 24,000 lbs	3	4
30	Cotton Seed Oil:		
31	In cans, boxed, or in barrels, min. wt. 24,000 lbs	3	5
32	In tank cars furnished by shipper, min. C. L. wt. capacity of tank		5
33	Lard Oil:		
34	In barrels, or in tin cans, boxed, min. C. L. wt. 24,000 lbs	3	5
35	In tank cars furnished by shipper, min C. L. wt. capacity of tank		5
36	Linseed and Corn Oil:		5 Min. wt.
37	In barrels, in cans boxed, or in tin cans with flat tops covered with veneer jackets	3	24,000 lbs.
38	In tank cars furnished by shipper, min. C. L. wt. capacity of tank		5
39	Vulcanized Corn Oil, in barrels	4	
40	Lubricating Oil N. O. S., in tin cans, boxed or in tin kegs with flat tops enclosed in veneer or sheet metal jackets	3	4 Min. wt. 24,000 lbs.
40½	N. O. S., in jacketed cans with conical tops	2	5
41	Mineral Soap Stock, in wood	3	5
42	Neats Foot Oil, in barrels or cans boxed, min. C. L. wt. 24,000 lbs	3	5
43	Oils, in glass, cans, or jugs, not packed, NOT TAKEN.		
44	Oils, N. O. S.:		
45	In glass or stone, in open boxes or kegs	D 1	
46	In baskets (original packages), corks covered with wax, or secured by metal caps	1	
47	In baskets N. O. S	D 1	
48	In tin cans, jacketed	1½	
49	In tin kegs, flat tops, enclosed in veneer or sheet metal jackets	1	

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	ARTICLES.	L. C. L.	C. L.
	O		
	OILS—Continued.		
	Oils, N. O. S.—Continued.		
1	In glass, boxed	1	
2	In tin cans (round or square), boxed	1	
3	In barrels, min. C. L. wt. 24,000 lbs	3	4
4	Oil Residuum and Cotton Seed Sediment or Foots, in wood, minimum C. L. weight 24,000 lbs.	3	5
5	Oil shipped in storage tanks (gross weight of oil and tank to be charged for), C. L.		5
6	Petroleum (including crude Petroleum) and the following oil products: Benzine, Benzole, Carbon, Gasoline, Grease, Lubricating Oils, Naptha, Miners' Oil, Petroleum Floor Oil, Wool Oil and Compound Lubricating Oils having Petroleum base, but exclusive of Axle Grease and Sewing Machine Oil:		
7	In iron barrels, actual weight	3	
8	In wood, at the following estimated weights (exception to Rule 1).		
9	Barrels, 400 lbs	3	
10	†Half barrels, 235 lbs.	3	
11	†Cases, 80 lbs.	3	
12	†Half Cases, 40 lbs.	3	
13	In jacketed cans with conical tops, *except* Benzine, Benzole, Gasoline and Naphtha.	2	5 Min. wt 24,000 lbs.
14	In tin cans, boxed, actual weight	3	
15	In wagon tanks, loaded in box car, actual weight.	2	
16	In tank cars furnished by shippers 6 4-10 lbs per gallon (exception to Rule 1)		
17	Benzine, Benzole, Gasline and Naphtha, in jacketed cans with conical tops	1½	
18	Petroleum Lubricating Oil, in glass, packed	2	
19	Petroleum, in glass, boxed, or in tin cans, C. L.		
20	Pine Oil, N. O. S.:		
21	In barrels	4	C
22	In cans, boxed	3	Min. wt
23	In tin cans with flat tops covered with veneer jackets.	3	24,000 lbs
24	Rosin Oil, in barrels, min. C. L. wt. 24,000 lbs	4	C
25	Sewing Machine and Cycle Oil (all kinds):		
26	In barrels, min. C. L. wt. 24,000 lbs	3	4
27	In glass in open boxes or kegs, or in baskets	D 1	
28	In glass or tin cans, boxed	1	
28½	Sod Oil	4	5
29	**Oil Cloth:**		
30	Floor, Cork Carpet and Linoleum:		
31	13 feet or over in length:		
33	Not boxed or crated.	1	
34	Under 13 feet in length:		3
35	Boxed or crated	2	
36	Not boxed or crated	1	
37	N. O S., in bales, boxes or crates	2	3
38	Oil Press Cloth and Hair Mats (second-hand, for oil presses), in packages	4	
39	Oil Well Packers	1	
40	Oil Well Supplies, consisting of Auger Stems, Belts, Boilers, Brake Bands, Brake Levers, Bull Wheels (wood), Casing Heads, Drilling Tools, Engines, Jars, Joints, Reamers, Rig Irons, Rope Sockets, Sand Pumps, Sand Reels, Sinker Bars, Sucker Rods, Temper Screws, Tongues and Wrenches, in mixed carloads only	2	A Min. wt. 24,000 lbs.
41	**Ordnance and Quartermasters' Stores:**		
42	Ordnance Stores:		
43	Ammunition:		
44	Blank Cartridges for Cannon (cloth bags filled with powder), in barrels.	D 1	1

†Estimated weight of 235 lbs. on Half Barrels of Oil will not apply on packages containing more than 30 gallons. Estimated weight of 80 lbs. on cases and 40 lbs. on half cases will apply on 10 and 5 gallon cases only, other cases being ratable at actual weight.

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	ARTICLES.	L. C. L.	C. L.
	O		
	ORDNANCE AND QUARTERMASTER' STORES—Continued.		
	Ordnance Stores—Continued.		
	Ammunition—Continued.		
1	Blank Cartridges for small arms, boxed	1	
2	Bullets (lead), boxed or in kegs.	4	
3	Cartridges (metallic), loaded, boxed	2	
4	Fixed ammunition N. O. S., boxed.	1	
5	Shot and Shell, unloaded, boxed.	2	5
6	Armor Plate, minimum C. L. weight, 30,000 lbs.		3
7	Arm Racks, boxed or crated	1	
8	Battery Wagons, with or without tools and supplies for same, enclosed.	1	
9	Bayonets, boxed.	1	
10	Bayonet Scabbards, boxed	1	
11	Belts, Cartridge and Waist, boxed.	1	
12	Caissons	2	
13	Cannon	2	
14	Carbine Boots, boxed.	1	
15	Cavalry Lances	1	
16	Cleaning Material (for fire arms and ordnance) boxed	1	
17	Cleaning Rods, boxed.	1	
18	Coast Gun and Mortar Carriages	1½	2
19	Conning Towers (used on "Iron Clads")	2	
20	Cotton Cloth for Targets, boxed	1	
21	Fire Arms (old and new), and Parts of, boxed.	1	
22	Gatling Guns, boxed.	1½	
23	Gun Carriages or Limbers (including wheels and poles)	2	
24	Gun Slings, boxed	1	
25	Haversacks, boxed	1	
26	Hunting Knives, boxed.	1	
27	Primers, boxed	1	
28	Rammers and Sponges, for cannon, crated.	1	
29	Sabres, boxed.	1	
30	Scabbards, boxed	1	
31	Search Lights, boxed.	3 t 1	
32	Swords, boxed.	1	
33	Targets (paper) boxed	1	
34	Target Frames (wood) crated.	3	
35	Target Posts or Planks	3	
36	Target Pasters, boxed.	1	
37	Target Shot Markers, boxed.	1	
38	Target Silhouettes, boxed.	1	
39	Target Streamers, boxed	1	
40	Targets, parts of, N. O. S., boxed or crated.	1	
41	Ordnance Stores N. O. S.	1	
42	Quartermasters' Stores:		
43	Army Clothing. See "Clothing."		
44	Blanket Bags, boxed.	1	
45	Camp Kettles, boxed	1	
46	Canteens, boxed	1	
47	Clothing Bags, boxed.	1	
48	Coffins K. D., crated, released	1	3
49	Company Property, N. O. S.	1	
50	Curry Combs. See "Harness and Saddlery."		
51	Feed Boxes (wooden), boxed or crated.	1	
52	Feed Boxes (galvanized iron). See "Iron Articles."		
53	Mess Pans, boxed.	1	
54	Mess Tables, Stools and Benches, K. D., crated, minimum C. L. weight, 24,000 lbs.	2	A
55	Nose Bags, boxed.	1	
56	Officers' Effects, boxed, carriers' liability limited to $5.00 per 100 lbs. in case of loss or damage, and so declared on bill of lading (see Rule 4).	1	
57	Petroleum Paper, boxed	1	
58	Quartermasters' Stores N. O. S.	1	
59	Saddle Bags, boxed.	1	
60	Soldiers' Lockers, minimum C. L. weight, 16,000 lbs.	1	3
61	Subsistence Stores N. O. S.	1	
62	Tents, in bales or boxes (see "Tents and Fixtures")	1	
63	Army Vehicles:		
64	Ambulances. See "Vehicles."		
65	Army Wagons, Spring. See "Vehicles—Express Wagons."		
66	Army Wagons, without Springs, N. O. S. See "Vehicles, Wagons. Common"		

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	ARTICLES.	L. C. L.	C. L.
	O		
	ORDNANCE AND QUARTERMASTERS' STORES—Continued.		
1	Parts of Vehicles:		
2	Axles, See "Wagon Material."		
3	Axle Beds. See "Wagon Wood, sawed."		
4	Boards, Bottom, Panel, Sand and Seat. See "Wagon Wood, sawed."		
5	Bolsters and Felloes. See "Wagon Wood, sawed."		
6	Bows. See "Wagon Wood, bent."		
7	Poles, Coupling. See "Wagon Wood, turned."		
8	Poles, Ridge. See "Wagon Wood, turned."		
9	Seat Rails, in crates	1	
10	Single and Doubletrees and Spokes. See "Vehicles, Parts of."		
11	Spreader and Jockey Sticks, in bundles or crates	2	
12	Tongues. See "Vehicles, Parts of"		
13	Wagons, Parts of. See "Vehicles, Parts of."		
14	Wheels See "Vehicles, Parts of."		
15	Ore Sack Braces or Openers, in boxes, barrels or crates	4	
16	**Ornaments:**		
17	Church Statuary (earthenware, terra cotta, plaster or wood):		
18	Boxed	1	
19	N. O. S	D 1	
20	Composition (earthenware, terra cotta or plaster):		
21	Boxed	1	
22	N. O. S	D 1	
23	Metal, in boxes or casks	1	
24	Vases, Ornamental (iron or other material), for yards, N. O. S.:		
25	Boxed	2	
26	N. O. S	1	
27	O. Bows and Yokes	2	A
28	**Packing, Boiler and Pipe Covering:**		
29	Boiler Covering:		
30	Asphaltum, min. C. L. wt. 24,000 lbs	4	5
31	Mineral Wool, min. C. L. wt. 20,000 lbs	3	5
32	Sheep's Wool and Cement, min. C. L. wt. 24,000 lbs	4	C
33	Boiler and Pipe Covering and †Asbestos Cement, min. C. L. wt. 24,000 lbs		5
34	Boiler Felting	2	
35	Filtermass (material used in packing filters), in barrels	2	
36	Fossil Meal, in bags, min. C. L. wt. 24,000 lbs	2	5
37	Hair Felt, in bales, released	2	3
38	Infusorial Flour or Infusorial Earth, in bags, min. C. L. wt. 24,000 lbs.	2	5
39	Packing:		
40	Aluminum Fibre and Rock or Granite Wool, min. C. L. wt. 20,000 lbs	3	5
41	Asbestos N. O. S., in rolls or boxes	3	5 Min. wt.
42	Asbestos Mill Board	4	20,000 lbs.
43	Flax, in packages	2	
44	Hemp	3	
45	Jute, min. C. L. wt 24,000 lbs	3	B
46	Metallic, in boxes or bundles	2	
47	Raw Hide, in packages	2	
48	Rubber, in boxes or bundles	1	
49	Soap Stone, in boxes or bundles	2	
50	Pipe Covering:		
51	Asbestos; Asbestos and Felt, combined; in rolls or boxes.	3	5 Min. wt.
52	Magnesia Sectional Pipe covering	2	20,000 lbs.
53	Cork, in rolls or boxes, min. C. L. wt. 20,000 lbs	2	4
54	Felt N. O. S., min. C. L. wt. 20,000 lbs	2	5
55	Mineral Wool, min C L. wt. 20,000 lbs	3	5

†Mixed Carloads only with Boiler and Pipe Covering.

	ARTICLES.	L. C. L.	C. L.
	P		
1	**Packing House Products:**		
2	Beef, including Horse Meat:		
3	Dried, loose	1	5 Min. wt.
4	Dried, in sacks	2	26,000 lbs.
5	Dried, in boxes, barrels or crates	4	
6	Fresh, P. P. or guaranteed	1	3
7	Pickled, min. C. L. wt. 26,000 lbs	4	5
8	Mixed car loads of Dressed Beef and other Packing House Products		3 Min. wt. 26,000 lbs.
9	Bladders:		
10	Dry, flat, in boxes or barrels	1	
11	Pickled, in barrels or tierces	4	
12	Bones:		D
13	In sacks or barrels	4	Min. wt.
14	C. L		26,000 lbs.
15	Bristles	1	
16	Cooked Hams, in boxes or crates, P. P. or guaranteed	1	
17	Cracklings, in packages, min. C. L. wt. 26,000 lbs	4	5
18	In bulk, used as fertilizer		E
19	Evaporated Tank Water:		
20	In tank cars, min. C. L. wt. capacity of tank		E
21	In barrels, C. L		E
22	Glue Stock:		
23	In barrels or hhd	4	D
24	In barrels with cloth tops	4	
25	In barrels without tops	3	
26	Dry, in bundles	1	
27	Green, in sacks, NOT TAKEN.		
28	Scrap (dry):		
29	Pressed in bales	2	D
30	In barrels or sacks	2	
31	In bulk, C. L		
31½	Head Cheese, in boxes or barrels	3	
32	Hides, Sheep Pelts, Hog and Goat Skins:		
33	Dry:		2
34	Loose	1½	Min. wt.
35	In bundles	1	10,000 lbs.
36	Pressed in bales	2	
37	Green and Green Salted Hides and Sheep Pelts:		
38	In bundles, min. wt. 26,000 lbs	3	5
39	Green, and Bones, †Grease, Tallow, Horns, Hoofs, Tails and Cracklings		5 Min. wt. 26,000 lbs.
40	Hog Intestines, uncleaned, in boxes or barrels, min. C. L. wt. 25,000 lbs	4	D
41	Hogs, Dressed, min. C. L. wt. 24,000 lbs	2	4
42	Hoofs, Horns, and Horn Pith, packed, min. C. L. wt. 26,000 lbs	4	D
43	Jellied Pigs' Feet and Tongues, in cans and crocks:		
44	Boxed	3	
45	Not boxed	2	
46	Lard, including Lard Substitutes:		
47	In crocks or cans	1	
48	In glass jars, boxed	2	
49	In boxes, buckets and jacketed cans	3	
50	In cans, boxed or crated	4	5
51	In barrels, tierces, galvanized iron tanks or drums	4	Min. wt.
52	In tin lined tubs	3	26,000 lbs.
53	In tubs (not tin lined)	2	
54	In waterproofed paper packages, boxed	2	
55	Liquid Blood, in barrels or kegs, min. wt. 26,000 lbs.	4	5
56	Meats:		
57	Dried or Desiccated, in cans or boxes, min. C. L. wt. 26,000 lbs.	4	5
58	Dried, Salted or Smoked:		
59	In bags	2	5
60	In boxes, barrels or crates	4	Min. wt.
61	In barrels with cloth tops	4	26,000 lbs.
62	In pails with tight covers	4	
63	In bulk, C. L		
64	Fresh, N. O. S., P. P. or guaranteed	1	3
64½	Meats packed on racks, loaded and unloaded by shippers	4	5
65	Sausage Meat, including Beef Trimmings	2	4 Min. wt. 26,000 lbs.
66	Neutral:		5
67	In boxes, buckets, or cans, boxed	2	Min. wt.
68	In barrels or tierces	4	26,000 lbs.
69	Oleo Oil and Oleo Stock, in wood or tin, min. C. L. wt. 26,000 lbs.	2	4
70	Packing House Tankage, in packages	4	E
71	Pigs' Feet, Pickled, in wood, min. C. L. wt. 26,000 lbs	4	5
72	Pigs' Feet and tongues, jellied, in tin pails, not boxed or crated	1½	5
73	Pigs' Tails, fresh, in packages	3	

†Mixed car loads only, with articles included in brackets.

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	ARTICLES.	L. C. L.	C. L.
	P		
	PACKING HOUSE PRODUCTS—Continued.		
1	Pigs' Tails, Pickled	4	
2	Pork Scraps; Pork Trimmings; Pork Shoulders uncured; Spare Ribs; Pork Loins and Pork Tenderloins; Pork Chucks, Hearts and Tails, in Packages	3	
3	Salt Pork, packed in boxes, barrels or tierces	4	
4	Salted Cured Hams, in baskets, with tight covers	2	
5	Sausage:		
6	Bologna, in baskets with cloth or wooden covers	1	
7	Dried and Smoked, in boxes or barrels	4	
7½	Head Cheese, boxed or barreled, L. C. L.	4	
8	(Except Pork), Dried in boxes or barrels, min. C. L. wt. 26,000 lbs		5
9	Fresh, in boxes or in pails, crated, min. C. L. wt. 24,000 lbs	2	4
10	Sausage Casings:		
11	Dry (not inflated), in boxes	1	
12	Pickled, in barrels or kegs, min. C. L. wt. 26,000 lbs	3	5
13	Pickled, in pails, covers securely fastened	1	
14	Sausage Color, Smokine (liquid used in packing houses to color hams), and Colorine:		
15	In glass boxed	1	
16	In cans boxed	2	
17	In cans Jacketed	1½	4
18	In barrels	3	
19	Sausage Hams (prepared), in boxes or barrels	3	
20	Sheep Pelts, Pickled, in barrels, min. C. L. wt. 26,000 lbs.	3	5
21	Sinews:		D
22	Dry, in bags	2	Min wt.
23	Green (salted), in bbls. or hhds.	4	26,000 lbs.
24	Smoked Tongues, in casks or boxes	4	
25	Stearic Acid, min. C. L. wt. 26,000 lbs.	4	5
26	Stearine, min. C. L. wt. 26,000 lbs	4	5
26½	Stomach Linings (hogs) in barrels, casks or tierces	3	
27	Suet, Beef, min. C. L. wt. 26,000 lbs.	4	5
28	Tails:		
29	Cattle (dry), in bales	1	
30	Cattle, Green (salted), in bbls	3	
31	N. O. S.:		
32	In bales	3 t 1	
33	In boxes	1	
34	Tallow:		5
35	In barrels or casks.	4	Min. wt.
36	In barrels with cloth tops or without tops	3	26,000 lbs.
37	Tripe	4	
38	Painters' Torches (apparatus for burning off paint), boxed	D 1	
39	**Paintings, Pictures, Photographs, Panorama Scenery and Framed Advertising Exhibits:**		
40	In packages, contents of each package not exceeding $50.00 in value, *and so receipted for*, boxed	D 1	
41	Boxed, contents of each package not exceeding $50.00 in value, *and so receipted for*, released	1	
42	Boxed, released, value over $50.00 per package, but not exceeding $200.00, *and so receipted for*	D 1	
43	In packages, value over $200.00 per package, taken by special contract only.		
44	Paintings, Pictures, Photographs and Framed Advertising Exhibits, *not boxed*, NOT ACCEPTED.		
45	**Paints and Varnishes:**		
46	Barytes and Dry Earth Paint		C
47	Bicycle Enamel boxed	1	
48	Bronze Powders, Flitters and Metalic Brocade and Bronze Paint, boxed	D 1	
49	Dry Lead and Lead in Oil, C. L.	5	
50	Lamp and Carbon Black in barrels or casks, min. C. L. wt. 12,000 lbs	1½	2
51	Paint:		
51½	Ashphaltic Slag	4	5
52	Dry (chemical earth, ground iron ore, smalts and ochre):		
53	In barrels, boxes or casks.	4	C
54	In sacks	4	
55	In bulk		

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	ARTICLES.	L. C. L.	C. L.
	P		
	PAINTS AND VARNISH—Continued.		
	Paint—Continued.		
1	Earth Paint, in glass, boxed	4	5
2	Fire Proofing Paint:		
3	In barrels or kegs	4 / 2	5
4	In pails	D 1	
5	In pails N. O. S.		
6	In Oil (white lead or zinc, mineral, combined zinc and mineral, chemical, paraffine, rubber, iron and earth), Wood Filler Paint and Paint Stain:		
7	In cans (round or square) boxed or crated, or in barrels, kegs or kits, iron pails (wooden covers), or in tin kegs, flat tops, enclosed in veneer or sheet metal jackets	4	5
8	In jacketed cans	1 D 1	
9	In cans, not boxed, crated or jacketed		5
10	In mixed C. L. with Whiting and Earth Paint	2	
11	N. O. S., in boxes or cans		
12	Paint Driers:		
13	Ground, dry	4	5
14	Liquid:		
15	In barrels or kegs, in tin cans, boxed or in tin cans or kegs with flat tops enclosed in veneer or sheet metal jackets, value not exceeding $10.00 per barrel, and so stated on dray ticket or shipping receipt by shipper (see Rule 4)	3	4
16	In tin cans jacketed	1	4
17	In barrels or kegs, value not stated as above	2	3
18	In tank cars furnished by shippers, carriers' liability limited to 25 cents per gallon, min. C. L. wt. capacity of tank	2	3 4
19	Paris Green		D
20	Red Lead Drippings, C. L.		
21	Ultra Marine Blue, in boxes, barrels or casks	3	
22	Varnish:		
23	In cans (round or square), boxed or in tin kegs, flat tops, enclosed in veneer or sheet metal jackets	1 1½	
24	In tin cans jacketed	1	
25	In tin cans or jugs, in barrels	D 1	
26	In cans, not boxed or jacketed		
27	In barrels, half barrels or kegs, value not over $10.00 per barrel, and so stated on dray ticket or shipping receipt by shipper (see Rule 4)	3	4
28	In tin cans, boxed, value not over 25 cents per gallon, and so stated by shipper on dray ticket or shipping receipt (see Rule 4), C. L.	2	3
29	In barrels, half-barrels or kegs, value not stated as above		
30	White Lead, Red Lead or Litharge:		
31	In casks or barrels	4	
32	Litharge, in kegs or sacks	4	
33	Oxide of Zinc, Dry Zinc, Spelter Fume and Zinc Lead White, in casks or barrels	4 4	5
34	Chemical, in barrels, kegs, or boxes	1	
35	Palm Leaves, in bales	1	
36	Pampas Plumes, in bales or boxes		
37	Paper:		
38	Blotting, in rolls, bundles or crates	3	4
39	Book (not coated or enameled), Cover, N. O. S. (not embossed), News or Print Paper, Document Manila, in boxes, bundles, rolls or crates, Writing Paper, flat, uncut, ruled or unruled, in boxes, crates or bundles	4	5
40	Building, Roofing and Straw Wrapping Paper, Felt for Carpet Lining, and Felt for Roofing	4	B
41	Check Paper for cash registers and Telegraph Roll Paper, boxed	3	
42	Cigarette, in bales or boxes	1	
43	Cover, Embossed, in boxes or bundles	1	

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	ARTICLES.	L. C. L.	C. L.
	P		
	PAPER—Continued.		
1	Damaged, in crates, returned to paper manufacturers	4	
2	Detail, for draughting	2	
3	Emery, boxed	2	
4	Filter Paper, in packages	3	
5	Fly, in boxes or bundles	1	
6	Fly, Sticky, C. L.		3
7	Glazed, in bundles or bales	1	
8	Gummed, in bundles or bales	1	
9	Pattern, Tailors', in rolls	3	
10	Roll Paper for Adding Machines, boxed	3	
11	Sand (including flint paper), in boxes, bundles or rolls	2	
12	Scrap:		
13	In sacks or bags	2	B
14	In bales or crates, pressed	3	Min. wt.
15	In hogsheads or barrels	3	14,000 lbs
16	Shelf Decorating, in bundles or boxes	3	
17	Stereotypers, in bundles, boxes or crates	1	
18	Surface Coated and Enamelled, in crates, boxes or wooden frames	2	3
19	Tablets, and Tabs (exclusive of billheads), not printed, Telephone Toll Tickets, School Composition and Students' Note Books and Cash Tabs ["Not Sewed" qualifies cash tabs only and will not exclude Students' Note and Composition Books sewed], (not sewed), boxed or crated	3	4
20	Tissue, Copying, in bundles or crates	2	3
21	Tissue, Plain Crepe, in rolls or boxes	2	
22	Toilet, in boxes or rolls, boxed or crated	2	5
22½	Toll Tickets, Telephone, boxed or crated	2	4
23	Trunk Lining, in bundles	2	
24	Vegetable Parchment, boxed or in bundles	1	3
25	Wrappings:		
26	Oiled, Paraffine, or Waxed, in boxes or crates	1	3
27	Packers' Wax Coated, C. L.		5
28	Printed, including printed Soap Wrappers, in bundles, boxes or crated	2	5
29	Soap (not printed), and Figured, in bundles, boxes or crates	4	5
30	Tissue, including Imitation Tissue, in bundles, boxes or crates	3	
31	N. O. S., in bundles, boxes or crates	3	5
32	N. O. S., in boxes (all paper not otherwise provided for in boxes)	1	
33	Paper Articles:		
33½	Paper Cap Fronts, boxed	2	
34	Balloons, flat, boxed	D 1	
35	Bags, in bundles or boxes	3	
36	Bags, Printed, in bundles or boxes (Paper Bags with advertisements thereon, may be passed as advertising matter, where shipped with the articles advertised)	2	5
37	Wrapping Paper, N. O. S., plain or printed, C. L.		
38	Barrel Caps, in barrels, boxes or bundles	3	5
39	Binders' Board	3	
40	Cloth Board, Pulp Board, Straw Board and Tar Board	4	B
41	Cardboard, including Bristol Board	2	5
42	Cards, blank	2	
42½	Printed Cards and Playing Cards, boxed	1	
43	Coin Wrappers, in paste board boxes, boxed	D 1	
44	Corrugated Mailing Boards, in bundles	1	
45	Doors	1	
46	Ice Cream Boxes or Pails, Ice Cream Refrigerator Pails (paper) nested Paper Butter Boxes and Dishes, Paper Candy Pails and Paper Oyster Pails, nested, in bundles, boxes or crates	2	3 Min. wt. 10,000 lbs.
47	Lanterns, K. D., boxed	D 1	
48	Napkins, in boxes, bundles or crates	2	
49	Pails, paper, folded flat, min. C. L. wt. 24,000 lbs.	3	5
49½	Pail Linings, Glazed Paper, in packages	2	
50	Parchment or Oil Board, in packages	1	
51	Patent Insides, in bundles	2	
52	Patterns, boxed or crated	1	
53	Strawboard Discs (for ribbon reels), boxed	3	
54	Strawboard Display Stands (for use inside show cases)	1½	
55	Tissue Paper Dusters, in bales	1	
56	Tubes, boxed or crated	1½	
57	Wood Pulp Board and Straw Board, plain or lined	3	5
58	Paper Cutters, for counter use	2	
59	Paper Makers' Felts, in bales or boxes	1	

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	ARTICLES.	L. C. L.	C. L.
	P		
1	Paper Mache, unfinished	1	3
2	Paper Mache Goods N. O. S., boxed	D 1	
3	Pasteboard Cones or Bobbins, nested, in sacks	1	
4	Paste, Flour, in barrels	4	5
5	Paste, prepared (Compounded), in bags, barrels or boxes	2	4
6	Patrol Boxes, in crates	D 1	5
7	Patterns (wood or metalic)	1½	
8	‡Paving and Roofing Material:		
9	Asbestos Building Felt	3	5
10	Asphaltum Tiling or Blocks	4	E
11	Cement Paving, Asphalt Paving Cement (tar or pitch)	4	D
12	Cement Paving Blocks		E
13	Eave Troughs (galvanized iron):		4
14	Nested, boxed or crated	2	Min. wt.
15	N. O. S.	1	24,000 lbs.
16	Conductor Pipe (galvanized iron), C. L.		
17	Iron Roofing, Siding, Ceiling, Eave Trough, Conductor Pipe, Elbows and Trimmings, C. L.		4
18	Iron Roofing, Flanges, Iron Ridge Caps and Side and Comb Rain Pools:		
19	In packages	1	
20	Iron Trusses (for iron roofs)	4	5
21	Paving and Roofing Outfits (second hand), consisting of Asphaltum, Cement, Gravel, Kettles, Pitch, Roofing Paper, ‡Sand and Tools		5 Min. wt. 20,000 lbs.
22	Pitch	4	D
23	Rain Proof Caps, in bundles	D 1	
24	‡Roofing:		
25	Asbestos, in boxes or rolls	4	5
26	Asphalt and Mica Roofing	3	5
27	Asphaltic Slag	4	B
28	Pitch Gravel	4	
29	Cement, Granite and Tar, prepared	4	5
30	Iron N. O. S.		
31	In boxes, bundles, crates or rolls	4	5
32	Loose, C. L.		
33	Iron or Wood Cleats for Roofing:		
34	In bundles	3	5
35	In boxes, barrels or kegs	4	
36	Jute	3	B
37	Magnesia (burlaps saturated with asphaltum), in boxes or rolls	3	5
38	Shingles (tin, iron or steel), Rock Face Siding and Steel Brick Siding in packages	4	5
39	Slate	3	D
40	Tile:	4	D
41	N. O. S.		
	Nested, crated or boxed:	4	5
42	Iron or Steel	2	4
43	Copper	4	5
44	Tin N. O. S.	4	5
45	Wood	D 1	
46	Wood covered with Iron Shingles (in sections)		B
47	Roofing Paper and Pitch	4	5
48	Rubber Roofing Material	4	E
49	Sea Shell Paving		E
50	Slate, Granite or Stone Paving, (rubble, hammered and sawed curbing and flagging)	4	E
51	Stone (all kinds), crushed, for road building	4	E
52	Tampers and Smoothers (for street pavers' use), loose or in bundles	3	D
53	Tar, Petrolium		
54	Tar N. O. S. (including Cable Coating):		
55	In buckets or pails	2	
56	In barrels or cases	4	
57	In cans packed in barrels	4	D
58	In tin cans packed in barrels with canvas heads	2	
59	In cans	2	D
60	In tank cars furnished by shippers, min. C. L. wt. capacity of tank		D
61	Tiles, Sidewalk (cement):		
62	Boxed or crated	4	C
63	In car loads		

‡Provisions for Roofing will not apply on Paints used in connection with the same.
† Mixed carloads only with articles included in brackets.

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	ARTICLES.	L. C. L.	C. L.
	P		
	‡PAVING AND ROOFING MATERIAL—Continued.		
1	Tin Roofing Caps, in packages	3	4
2	Vitrified Brick Curbing	4	E
3	Vitrified Coping	3	E
4	In crates or hhds	4	E
5	Wooden Paving Blocks		Lumber Tariff Rates.
6	Perfumery, boxed	1	
7	Picket Pins, N. O. S., in boxes, barrels or crates	4	B
8	Pickle Sorters:		
9	Set up	D 1	
10	K. D., in pieces	1	
11	Picture Cord (fibre or metallic), boxed	2	
12	Pillows, Cotton or Shoddy, machine compressed, in bales, min. C. L. wt. 12,000 lbs	1	2
13	Pillows, N. O. S	D 1	
14	Pine Straw:		
15	In sacks	1	
16	Pressed in bales	2	
17	**Pipe and Fittings:**		
18	Block Tin Pipe:		
19	In boxes or casks	4	
20	N. O. S	2	
21	Conductor Pipe:		
22	Aluminum, boxed or crated	D 1	5
23	Copper, boxed or crated	2	5
24	Iron or Steel, including Straight Seam Riveted and Spiral Seam Sheet Iron Pipe:		
25	Boxed or crated	1	4
26	Nested	2	Min. wt.
27	N. O. S	D 1	20,000 lbs.
28	Tin:		3
29	Boxed or crated	1	Min. wt.
30	Nested	2	10,000 lbs.
31	N. O. S	D 1	
32	Expansion Joints (copper, iron lined), in boxes, kegs or casks	3	
33	Furnace Pipe and Elbows:		2
34	N. O. S	D 1	Min wt.
35	Boxed or crated	1½	12,000 lbs.
36	Nested, boxed or crated	1	
37	May be loaded in mixed car loads with furnaces at 5th Class.		
38	Hot Air Register Boxes, closely nested, boxed or crated	3	
39	Iron boiler tubes	4	5
40	Iron Pipe, cast or wrought, C. L		
41	†Iron Pipe, and Pipe Fittings, N. O. S., iron valves, (including valve springs, water gates and valves, with iron bodies and brass trimmings:		
42	Cast N. O. S	4	B
43	Kalamined	4	5
44	Steel Drill Rods	4	5
45	Wrought N. O. S	4	5
46	†Iron Pipe Fittings and Iron Valves, C. L		5
48	Iron Pipe (cast) covered or lined with cement	4	5
49	Iron Pipe Coils (for refrigerating or ice machines) and Headers, exclusive of beer coolers and iron stills	3	5
50	Iron Pipe, cast or wrought, C. L		
51	Material for Metal Flume (iron sheets nested in rolls, cast iron brackets wired together in bundles) and Iron Sheets, punched and rolled, nested, in bundles	3	5
52	Hydraulic Giants	2	
53	Sewer Pipe, Cement, Drain Tile, Battery Jars or Wells, consisting of sections of clay cylinders		E
54	In crates or hhds	4	Min. wt.
55	N. O. S	3	24,000 lbs.
56	Sheet Iron Pipe (lined with cement), min. C. L. wt. 24,000 lbs	4	B
57	Sheet Iron Riveted Pipe, with cast iron flanges, min. C. L. wt. 24,000 lbs	2	4
58	Speaking Tubes (tin) boxed or crated	1	

‡ Provisions for Roofing will not apply on Paints used in connection with the same.

† Iron Valves may be loaded in mixed carloads with iron pipe at the rating provided for the pipe. Pipe Fittings and valves under three (3) inches in diameter must be shipped in boxes, barrels, kegs, casks or bags, or strung on wire.

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	ARTICLES.	L. C. L.	C. L.
	P		
	PIPE—Continued.		
1	Steel Tubes N. O. S., boxed	4	
2	Steel Water or Sewer Pipe, cast or wrought	4	5
3	Sub-Irrigation Pipe (iron), not exceeding ⅝ inch in diameter, boxed or crated	3	C
4	Water Pipe, Wooden, N. O. S., min. C. L. wt. 24,000 lbs	3	C
5	Wooden Pipe, for enclosing steam pipe, min. C. L. wt. 24,000 lbs		C
5½	Corner boxes for wooden pipe covering may be loaded in mixed C. L. with pipe covering at		C
6	Wood Fibre Pipe:	2	4
7	Boxed or crated	1	Min. wt.
8	N. O. S		20,000 lbs.
9	Pipes, Smoking:		
10	Clay, boxed	2	
11	Corn-cob or Hickory, boxed	2	4
12	Reed Pipe Stems (for smoking pipes), in packages	1	A
13	Wooden, N. O. S., or fancy, boxed	1	
14	Pitch, Brewers', in barrels or boxes	4	C
15	**Plaster and Wall Finish:**		
16	Burlap, for wall decorating	1	
17	Carton Pierre, in bundles or boxes	2	3
18	Cold Water Paint	4	5
19	Combination Stucco and Cement Work, and Plastic or Stereo-Relief (for interior decorating):		
20	In bundles, boxes or crates	1	3
21	In carloads		
22	Lincrusta Walton and Lignistra, in bundles or boxes	1	3
23	Marbeline	4	5
24	Paper Hangings (Wall Paper) in bundles, crates, or boxes released	2	3
25	Paper Mache Mouldings, Center Pieces, Cornices and Covering for Walls, crates, racks or boxes	1	3
26	Plaster Board and Plaster Slab	3	C
27	Plaster Cloth	4	C
28	Plaster of Paris, in bls. or sacks	4	C
29	Plaster of Paris Moulds, Mouldings and Center Pieces:		
30	Packed	1	C
31	Plaster, N. O. S	4	See Tariff
32	Retarder (glutinous substance used in the manufacture of stucco), in bags, barrels or boxes	2	4
33	Sizing	2	
34	Staff Work:	1	
35	In bundles, boxes or crates		3
36	In carloads		See
37	Stucco	4	Tariff
38	Wall Finish N. O. S.	4	See Plaster Tariff
39	Wall Plaster:		
40	Asbestos	4	C
41	N. O. S	2	
41½	Plate Iron Filters		
42	Plates, Electrotype and Stereotype:	1	
43	Boxed	4	
44	Old, returned to manufacturers		A
45	Plates (paper or wooded), including Wooden Butter Dishes, boxed or crated, or nested in basket bales	2	Min. wt. 20,000 lbs.
46	Plated Ware N. O. S. (gold and silver plated ware only), boxed	1½	
46½	Toilet Articles and Purses, trimmed with silver or plate	1½	
47	**Plumbers' Supplies:**		
48	Basins (marble or crockery), in boxes, barrels or casks	2	
49	Bath Cabinets, N. O. S., folded flat, crated	1	
50	Bath Cabinets, Hot Air, crated	4	
51	Bath Tubs:	1½	
52	Fire Clay, min. C. L. wt. 24,000 lbs	3	4
53	Folding, with gas water heaters enclosed:		
54	Boxed or crated	1	
55	N. O. S	D 1	
56	Iron, tops boarded, min. C. L. wt. 24,000 lbs	1	4
57	Steel (copper lined), tops boarded	1	
58	N. O. S. (including cement or granitine bath tubs):		
59	Boxed, crated or encased in wood	1	
60	N. O. S	D 1	
61	Bath Tub Seats and Fixtures, boxed	2	
62	Crockery Urinals, in boxes, barrels or crates	2	
63	Crockery or Earthenware Water Closet Bowls	2	

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	ARTICLES.	L. C. L.	C. L.
	P		
	PLUMBERS' SUPPLIES—Continued.		
1	Earthenware Laundry Tubs, crated, min. C. L. wt. 24,000 lbs	3	4
2	Ferrules (combination of lead and iron, used by plumbers), and Soldering Nipples, in boxes or barrels	3	
3	Fire Hydrants or Plugs	4	5
4	Fire Hydrants or Plugs, Iron Valves and Iron Pipe, C. L.		5
5	Grease Traps (cement):		
6	In crates or hhds	4	E
7	N. O. S.	3	
8	Hydrants, Yard.	3	5
9	Iron Laundry and Wash Tubs, boxed or crated	3	4
10	Iron Service and Stop-cock Boxes.	4	5
11	Iron Sinks, Cast Iron Wash Stands, and Enameled Iron Sink Backs:		
12	Nested.	3	5
13	N. O. S.	2	
14	Iron Water Closet Hoppers, in boxes, crates or casks	2	
15	Iron Water Closet Ranges and Urinals:		
16	Nested	3	5
17	N. O. S.	2	
18	Plumbers' Earthenware, consisting of basins, bowls, hoppers and urinals, in bulk, C. L		3
19	Plumbers' Materials N. O. S., in boxes or casks.	2	
20	Plumbers' Wood, consisting of Water Closet Seats and Tanks, and bath Tub Rims, finished or unfinished, C. L.		4 Min. wt. 24,000 lbs.
21	Range Boilers (Iron)	3	A
22	Range Boiler Stands	3	Min. Wt. 24,000 lbs.
23	Iron Castings for Range Boiler Stands, in boxes or casks	4	5
24	Slate Laundry and Wash Tubs, Slate Sinks, Slate Water Closet Ranges and Urinals, boxed or crated, min. C. L. wt. 24,000 lbs	3	4
25	Soap Stone Sinks, boxed or crated	2	
26	Soap Stone Laundry Tubs, crated, min. C. L. wt. 24,000 lbs	3	4
27	Traps (iron or steel):		
28	Nested	3	4
29	N. O. S.	2	
30	Traps (lead), packed	2	
31	Tubs and Sinks:		
32	Crockery, boxed or crated	3	
33	N. O. S (cement or granitine), crated	3	
34	Valve Boxes	3	5
35	Water Closets, boxed or racked	1	
36	Water Closet Seats, sheet iron, boxed	3	4
37	Water Closet Tanks:		
38	Copper Lined, boxed, or in unfinished wooden jackets, with tight covers.	2	
39	Copper Lined, packed in crockery crates	2	
40	Iron	2	4
41	Iron nested.	3	
42	Porcelain Ware:		
43	In barrels, boxes or kegs	1	
44	In casks or hhds	2	
45	Post Office Supplies:		
46	Boxes, Post Office, boxed or crated:		
	Call	1	
	Lock	1	
47	Cabinets, Post Office, boxed or crated	1	
48	Government Mail Bags or sacks, in bales or bundles.	2	
49	Mail Boxes and Fixtures, used in connection with Mail Chutes, boxed	2	
50	Mail Chutes, boxed.	1	Min Wt.
51	Mail Cranes, folded flat	2	10,000 lbs.
52	Pigeon Holes, nests of, boxed or crated	1	
53	Post Office Sections, S. U., enclosing call boxes and nests of pigeon holes	1½	
54	Post Office Woodwork, N. O. S., K. D. flat and packed	1	
55	Post Office Furniture and Post Office Woodwork, C. L		
56	Letter Boxes	1	
57	Postal Bag Racks	3	
58	Posts, Hitching:		
59	Iron	3	
60	Wooden	2	
61	Powder Magazines, Stationary, completely K. D.	3	B

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	ARTICLES	L. C. L.	C. L.
	P		
1	Preservatives, Food and Meat, including Preservaline:		
2	In glass, boxed	1	
3	In packages, N. O. S.	4	5
4	Preserves, N. O. S., Fruit, Butter and Jelly:		
5	In tin cans, boxed	4	
6	In tin cans, crated, C. L		
7	In barrels, kits or kegs	4	
8	In buckets or pails, boxed	4	
9	In stone jars or glass, packed in barrels or boxes	4	5
10	In buckets, pails or tubs	2	
11	In paper boxes or paper pails, boxed	3	
12	Maraschino Cherries, in glass, boxed	2	
13	Printed Matter N. O S., boxed or in bundles	1	
14	Printers' Cabinets, crated	2	B
15	Printers' Cases, in bundles	3	Min. wt. 24,000 lbs.
16	Printers' Chases (iron), in boxes or crates	2	
17	Printers' Elastic Composition, for Rollers, in barrels or boxes	2	B
18	Printers' Form Table Frames or Stands, set up	1	
19	Cast Iron Tops for same	3	
20	Printers' Iron Quoins, in boxes	2	
21	Printers' Folding Machines, boxed or crated	2	
22	Printers' leads or slugs, boxed	2	
23	Printers' Matrices, boxes	1	
24	Printers' Roller Scrap, in bags	4	E
25	Printers' Stands, K. D. in bundles	3	B
26	Printers' Wooden Quoins, booed	2	B
27	Prism Frames:		
28	S. U.	1½	
29	K. D., in packages	4	
30	Prism Plates, boxed	3	
31	Pudding:		
32	In paper packages, boxed	3	
33	Canned, boxed	3	
34	Pumps:		
35	Beer Pumps:		
36	S. U.	1½	
37	K. D., boxed	2	
38	Brass Pumps, in boxes or casks, min. C. L. wt. 24,000 lbs	2	4
39	China Pumps and Fixtures:		A
40	S. U.	1	Min. wt.
41	K. D., packed in pump cases or in crates or barrels	2	20,000 lbs.
42	Chain Pump Curbs or Boxes and Tubing (wooden), min. wt. 24,000 lbs. C. L.		A
43	Chain Pump Tubing (galvanized iron), crated	2	
44	Combined Self-Measuring Faucet and Pump	1	
45	Elevator Bucket Pumps, K. D. packed in pump cases, or in crates or barrels	3	A Min. wt. 24,000 lbs.
46	Galvanized Iron Garden Pumps and Fixtures	1½	
47	Iron pumps N. O. S.:		
48	In boxes or casks	3	
49	Loose	1	
50	Iron Pump Cylinders (for iron pumps):		A
51	Loose	1	Min. wt.
52	In barrels without heads	2	24,000 lbs.
53	In boxes, crates or barrels	3	
54	Pipe for connecting pump heads and cylinders, but *not exceeding* one-third the weight of entire shipment, C. L.		
55	Link Belt Box Water Elevators, K D.	3	A
56	Oil Pumps and Caps for Oil Barrels, boxed or crated	D 1	
56½	Oil Pumps, for oil tanks, boxed	1	
57	Pump Tubing (wooden), min. wt. 24,000 lbs., C. L.		B
58	†Pump Cylinders:		5
59	Iron (plain or enameled), for wood pumps, in barrels with or without heads	3	Min. wt. 24,000 lbs.
60	Pump or Sucker Rods (wood, iron or steel), and Bull Rope Couplings (fastenings for Rope Belts)	4	5 Min. wt.
61	Sucker Rod Joints (Iron, C. L)		24,000 lbs.

†Cylinders shipped with pumps to which they belong will be rated as pumps.

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	ARTICLES.	L. C. L.	C. L.
	P Q R		
	PUMPS—Continued.		
1	Pump Castings (iron), not machine finished, in boxes, barrels or casks.	4	5 Min. wt. 24,000 lbs.
2	Sucker Rod Joints (iron), O. R. B., or released, in boxes or barrels....	4	
3	Sand Pumps.....	2	
4	Sanitary Pumps (sewage or soil pumps, exclusive of hose), min. C. L. wt. 24,000 lbs.....	D 1	A
5	Self Measuring Syrup Pumps, boxed.....	2	
6	Steam Pumps and Electric Pumps, min. C. L. wt. 24,000 lbs.....	1	A
7	Tin Pumps and Fixtures.....	D 1	
8	Wooden Pumps, Suction, and tubing, min. C. L. wt. 20,000.....	4	D
9	Puncture Locaters, boxed or crated.....	D 1	
10	Putty:		
11	In barrels, casks or tubes, in tin cans boxed or in tin kegs, flat tops, enclosed in veneer or sheet metal jackets.....	4	5
12	In cans not boxed.....	2	
13	In corrugated steel drums with wooden heads.....	3	
14	Putty and Paints in Oil.....		5
15	**Quicksilver:**		
16	In iron flasks.....	1	
17	In glass, boxed.....	1	
18	Racks:		
19	Cracker Display Racks upright standards with iron bars).....	2	
20	Oil Cloth Racks, boxed or crated.....	1	
21	Roll Paper Racks, boxed or crated.....	1	
22	Saddlery Blankets Display Racks.....	1	
23	Saddlery Display Racks (iron), K. D. flat in bundles.....	2	
24	Rags:		
25	In sacks or bags.....	2	D
26	In bales or crates, pressed.....	3	Min. wt. 20,000 lbs.
27	In hhds. or barrels.....	3	
28	Loose, NOT TAKEN.		
29	**Railway Equipment, Machinery and Supplies:**		
30	Ballast Spreaders (dump cars with spreading attachment):		
31	Hauled in train, 10 cents per car per mile.		
32	Loaded on flat cars, min. wt. 24,000 lbs., C. L.....		A
33	Ballast Unloaders, min. C. L. wt. 24,000 lbs.....	3	A
34	Pumping Posts.....	4	5
35	Cars:		
36	§Baggage, Express, Mail, 15 cents per car per mile, min. charge $10.00 per car.		
37	§Box, Caboose, Coal, Flat, Stock, 10 cents per car per mile, min. charge $5.00 per car.		
38	Box, K. D., loaded in box cars, min. wt. 20,000 lbs., C. L.....		A
39	Brick, Hand, Plantation Cane, Push, min. C. L. wt. 24,000 lbs.....	1	A
40	Mining.....	2	
41	§Chair, Dining, Parlor, Sleeping, 20 cents per car per mile, min charge $10.00 per car.		
42	§Combination and Passenger (Day Coach), 18 cents per car per mile, min. charge $10.00 per car.		
43	Dump:		A
44	S. U.....	1½	Min. wt. 24,000 lbs.
45	K. D.....	1	
46	Inspection, Steam, min. C. L. 24,000 lbs.....	1½	A
47	Logging:		
48	Narrow Gauge, min. C. L. wt. 24,000 lbs.....	1	A
49	Standard Gauge, K. D. min. C. L. wt. 20,000 lbs.....	1	A
50	Narrow Gauge, loaded on Standard Gauge flat cars, min. wt. 24,000 lbs., C. L.....		A
51	Standard Gauge, K. D., loaded on flat cars, min. wt. 24,000 lbs., C. L.....		A
52	Street:		
53	Cable and Electric, and Electric Street Car Sprinklers, min. wt. 8,000 lbs each.....	1	

§Rates apply on Cars on their own wheels and also upon Narrow Gauge Equipment upon standard gauge trucks furnished by shipper.

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	ARTICLES.	L. C. L.	C. L.
	R		
	RAILWAY EQUIPMENT, MACHINERY AND SUPPLIES—Continued.		
	Cars—Continued.		
	Street—Continued.		
1	One-horse, min. wt. 6,000 lbs. each.....	1	
1	One-horse, min. wt. 8,000 lbs. each.....	1	
2	Two-horse, min. wt. 8,000 lbs. each.....	1½	
3	Street Cars and Motors, combined, actual weight.....		A
4	Tank:		
5	Loaded on flat cars, min. wt. 24,000 lbs., C. L.....		A
6	On own wheels. Ten cents per car per mile.		
7	Empty, returned. No mileage will be paid, loaded or empty, either way.		
8	Cars and Steam Motors, combined; Street Cars and Street Cars and Motors combined:		
9	Loaded on flat cars, N. O. S., min. wt. 20,000 lbs.....		A
10	Loaded on cars over 30 feet in length, min. wt. 40,000 lbs.....		A
10½	Car bodies, including street car bodies, loaded on open cars, min. wt. 5,000 lbs. each.....	1	
11	Car Brakes and Fixtures N. O. S.....	1	5
12	Car Brasses and Car Journal Bearings in packages.....	3	5
13	Car Frames, Iron, for brick cars, K. D.....	3	B
14	Car Frames (wooden).....	4	5
15	Car Hitchings (iron fastenings for dump cars), in bundles.....	4	5
16	Car Journal Boxes and Metal Covers.....	4	
17	Car Movers or Pushers, in boxes, barrels or crates.....	4	
18	Car Seats (clay or lead), boxed.....	4	
19	Car Transfer Tables, min. C. L. wt. 24,000 lbs.....	3	5
20	Car Trucks:		
21	Coal or Mining, min. C. L. wt. 24,000 lbs.....	2	5
22	Loaded on flat car, min. wt. 24,000 lbs., C. L.....		5
23	N. O. S., set up.....	2	
24	N. O. S., K. D.....	4	
25	Center Plates (iron or steel).....	4	5
26	Cranes, Steam, N. O. S., or Hand, and Log Loading Machines, min. wt. 24,000 lbs., C. L.....		A
27	Excavator and Wrecker, Railroad, on trucks, actual weight.....		A
28	Extension Pile Driver, Log Loading Machines, Portable Steam Shovel, Portable Steel Rail Saw, Snow Plow, Steam Wrecking Cranes: Hauled in train or on trucks furnished by shipper. One man in charge may be passed one way.		E Min. wt. 60,000 lbs.
29	Fare Boxes (for street cars).....	1	
30	Freight Car Doors.....	3	B
31	Freight Car Door Hangers (iron), boxed or crated.....	3	5
32	Galvanized Iron Spouts for Water Tanks.....	1	
33	Gas Cylinders, R. R. Car Supply.....	1	5
34	Gear Casings, for Electric Motors:		
35	Cast Iron:	1	
36	Light (under 100 lbs. each), loose.....	4	5
37	Plain and heavy (each 100 lbs. or over).....	4	
38	In boxes or casks.....	1	
39	Sheet Metal.....	D 1	
40	Head Lights or Head Light Reflectors, boxed.....	4	5
41	Iron Cattle Guards (surface).....	4	5
42	Iron Bumpers, Drawbars, Draw Bar Follower Plates and Drawbar Follower Castings.....		
43	May be loaded in mixed car loads with Iron Car Axles and Car Wheels at 5th Class.	3	
44	Iron Rail Benders.....	4	
45	Journal Box Lids (pressed steel).....		
46	Locomotives and Tenders:		
	On flat cars (no pass will be given).....		A

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	ARTICLES.	L. C. L.	C. L.
	R		
	RAILWAY EQUIPMENT, MACHINERY AND SUPPLIES—Continued.		
	Locomotives—Continued.		
1	Standard Gauge, on their own wheels, and Narrow Gauge, on standard gauge trucks, including transportation for one man in charge (return pass may be given), min. wt. 60,000 lbs		E
2	Locomotives, parts of:		
3	Cabs:		
4	S. U	1½	
5	K. D	3	
6	Cylinders	3	A
7	Fire Boxes	1	D
8	Linings	4	
9	Spark Cloth	1	5
10	Sand Boxes	3	5
11	Smoke Box Fronts (pressed steel), Doors and Fittings boxed or crated	3	5
12	Tanks	1	
13	Tires	4	
14	Wheels, on axles	4	5
15	Malleable Iron Truck Ends	4	5
16	Mining Car Wheels (with axles attached)	4	5
17	Motors:		
18	Street Railway, N. O. S.:		
19	Loaded on flat cars, 36 feet and under in length, min. wt. 24,000 lbs. C. L		A
20	Loaded on flat cars, over 36 feet in length, min. wt. 48,000 lbs. C. L		A
21	Gas, on their own wheels or loaded on flat cars		A
22	Portable Track, C. L		5
23	Racks, Doors, Frames and Sections, for Refrigerator Cars	3	B
24	Railroad Hand Pipes with Attachments, K. D., small parts boxed	4	5
25	Railroad Water Tanks and Towers for same, C. L		B
26	Rails (iron or steel), Yokes and Fastenings for steel Railway, Mining, Cable or Motor Companies	4	5
27	Railway Supplies:		
28	Arch Bars for Car Trucks	4	
29	Bent Iron Frames, for coal cars	3	
30	Brake Shoes and Beams	4	
31	Car Axles	4	
32	Car Bolster Bearings, boxed or raked	4	
33	Car Couplers	4	
34	Car Coupler Knuckles	4	
35	Car Springs (rubber)	1	
36	Car Springs (steel or volute)	3	
37	Car Wheels	4	
38	Car Wheels on Axles	4	
39	Car Wheel Tires	4	
40	Coal Chute Irons	4	
41	Crank Pins	4	
42	Equalizing Bars	4	
43	Frogs	4	
44	Interlocking Switches	4	
45	Iron Channel Bars (for freight car trucks)	4	
46	Iron or Steel Rails	4	5
47	Links and Pins	4	
48	Locomotive Pilots	4	
49	Locomotive Springs	3	
50	Mould Chills	4	
51	Nutlocks	4	
52	Rail Braces	4	
53	Rail Chairs	4	
54	Roundhouse Ventilators (cast and wrought iron parts of)	4	
55	Semaphore Material (iron)	4	
56	Spikes	4	
57	Splices and Splice Bolts	4	
58	Split Switches	4	
59	Steel Safety Frog Guards	4	
60	Switch Stands	4	
61	Tie Plates	4	
62	Ties (iron or steel)	4	
63	Truck Bolster Material	4	
64	Safety Gates and Attachments, min. C. L. wt. 20,000 lbs	3	A
65	Seats, Locomotive Cab:		
66	S. U., boxed or crated	1	
67	K. D., boxed or crated	2	
68	Semaphore and Switch Light Lenses, boxed	D 1	
69	Snow Plows, and Snow Sweeping Machines for Street Railways, min. wt. 8,000 lbs. each	1	
70	K. D. loaded in box cars, C. L		A

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	ARTICLES.	L. C. L.	C. L.
	R		
	RAILWAY EQUIPMENT, MACHINERY AND SUPPLIES—Continued.		
1	Snow Plows and Snow Sweeping Machines, S. U., C. L		A
2	Snow Plows, K. D., in pieces	2	A
3	Spark Arrester Apparatus, min. C. L. wt. 24,000 lbs	1½	A
4	Stationary Street Car Fare Registers	1	A
5	Steam Shovels and Steam Shovel Fixtures, loaded on flat cars		
6	Parts of:		A
7	K. D., in pieces	1	
8	Completely K. D. and boxed	2	
9	Steel Tires for Railroad Velocipedes:		
10	Loose	2	5
11	In bundles	3	5
12	Steps, Steel, for Street Railway cars, crated	3	
13	Street Car Material in the white, K. D., in bundles, boxes or crates		
14	Street Car Boots (platforms, steps and dashboards):		A
15	S. U	1	
16	K. D. in bundles, boxes or crates	2	
17	StreetCar Fenders, Boards, Pickup Fenders and Wheel Guards, packed flat	3	
18	Street Car Trucks:		
19	Loaded in box cars, C. L		5
20	Loaded on flat cars	1	5
21	Street Car Vestibules, K. D., in bundles, boxes or crates	3	
22	Ties, Railroad (wood), Lumber rates.		
23	Tie Plugs (wooden Plugs used to stop up spike holes in ties:		
24	Boxed	4	B
25	Carloads		
26	Torpedoes, Railroad, boxed	1	
27	Track Cleaners (iron or steel), for Street Railways:		
28	S. U	2	
29	Packed flat	4	5
30	Track Shims, Wooden, in barrels	4	B
31	Turn Tables	3	5
32	Velocipedes, R. R.:		
33	S. U	1½	
34	K. D	1	
35	Wheels, for R. R. Velocipedes, with iron tires	3	5
36	Wooden Doors and Inclines for Coal Chutes	4	B
37	Wooden Car Bodies, set up, min. wt. 24,000 lbs. C. L		A
38	Wooden Dust Guards for Car Journal Boxes, in boxes, barrels or crates	2	
39	Wrecking Frogs	4	5
40	Refrigerator Trimmings (nickel plated)	2	
40½	Refrigerator Brackets in bundles	D 1	
41	Rigging and Tackle Blocks (iron or wood):		
42	In packages, N. O. S	2	5
43	In boxes or barrels	3	
44	Roasters:		4
45	Peanut:		Min. wt. 16,000 lbs.
46	S. U. boxed or crated	D 1	
47	Taken apart and crated	1	
48	Coffee Cast Iron:		
49	K. D., crated	3	
50	K. D., boxed	4	
51	N. O. S	1	
52	Sheet Iron Sample:		
53	S. U., boxed or crated	D 1	
54	K. D., boxed or crated	1	
55	Rods, Stair, in boxes	2	
56	Rollers, Stone, for Mosaic floors	3	
57	Rollers, Street (horse power)	3	A
58	Rolling Partitions (wooden), and Fixtures, boxed	2	4
59	Roots:		
60	Canaigre Roots:		
61	In sacks or barrels	4	C
62	In bulk, C. L		
63	Celery Roots, in sacks, boxes or barrels	1	
64	Ginseng	1	B
65	Ramie Roots, in sacks or bales		
66	Rice Roots, in bales	2	
67	Soap Root or Weed, in sacks	4	
68	Yucca Roots, in sacks	4	

	ARTICLES.	L. C. L.	C. L.
	R-S		
	ROOTS—Continued.		
	N. O. S.—Continued.		
1	Loose, in bags or barrels	1	
2	Machine compressed, boxed	3	
3	Pressed, in bales	2	
4	Rosin, in barrels or boxes	4	C
5	Rubber, and Articles of:		
6	†Rubber Bands for Fruit Jars	1	
7	Rubber, Crude	3	
8	Rubber, in sheets	1	
9	Rubber (old), (see also "Junk")		
10	In bags	2	D
11	In barrels, crates or bales	3	Min. wt. 24,000 lbs.
12	In bulk, C. L.		
13	Rubber Liquid Siphons, boxed	1	
14	Rubber Shoddy	3	
15	Rubber Window Cleaners, boxed	2	
16	Rubber Goods, N. O. S.	1	
17	Vulcanite	1	
18	Rugs, including Grass Matting Rugs:		
19	Value not exceeding $50.00 each, and so receipted for, in boxes	1	
20	Value exceeding $50.00 each, and so receipted for, boxed	1½	
21	Value not stated, in boxes or bales	3 1 1	
22	Value exceeding $50.00 each, not boxed, NOT TAKEN.		
23	Runways (wooden, for packing houses), K. D.	3	B
24	Rustic Work	D 1	
25	**Safes:**		
26	Bread, Cheese, Meat or Milk:		
27	N. O. S.	1½	
28	K. D., flat, boxed	2	
29	Safes and Safe-Doors (iron), loaded and unloaded by owner.		
30	Each, weighing less than 5,000 lbs	3	
31	Each, weighing 5,000 lbs., and less than 10,000 lbs.	2	
32	Each, weighing 10,000 lbs. or over	1	
33	SALT:		
34	In glass or earthen jars packed in boxes or barrels	3	
35	In bags or bulk, in baskets with tight covers	3	
36	In sacks, boxes or barrels	4	See Tariff.
37	In bulk, C. L.		
38	Salt Brick	4	
39	Salt, Roller	4	
40	Samovar or Five O'Clock Tea Sets, boxed	1	
40½	Sand, in bulk		Soft Coal (lump) rates.
41	Moulding Sand, and Sand and Sawdust mixed:		
42	In packages	4	E
43	In bulk, C. L.		
44	Sausage Stuffers:		
45	S. U.	1	
46	K. D. boxed	2	
47	*Scales N. O. S., including Computing Scales and Scale Beams:		
48	Boxed	2	
49	Not boxed	1	3
50	Scale Beam Boxes	2	
51	Scale Frames (for platforms of wagon scales), Steel, completely K. D.	4	5
52	Scale Testing Weights:		
53	Boxed	4	
54	Loose	1	
55	Scale Weights N. O. S., boxed	4	
56	Scientific Instruments:		
57	Barometers, boxed	D 1	
58	Compasses, Pocket, boxed	D 1	
59	Cylinders, Phonograph or Graphophone (paper or wax), boxed	D 1	
60	Eye Glasses, boxed	D 1	
61	Gramophone Discs, boxed	D 1	
62	Gramophones	D 1	
63	Graphophones boxed	D 1	
64	Kinetoscopes, O. K. B., or rel.	D 1	
64½	Laboratory Supplies, N. O. S., boxed	1	
65	Lorgnettes, boxed	D 1	
66	Magic Lanterns, boxed	D 1	
66½	Magnifying Glasses, boxed	D 1	
67	Megaphones, boxed	1½	
68	Microscope Slides (glass)	D 1	
69	Mutoscopes with metal bases, boxed	1	
70	Opera Glasses, boxes	D 1	
71	Phonographs	D 1	

†When packed with fruit jars same rating as the jars to which they belong may be applied.
*Farm scales shipped with car of agricultural implements, same rate as agricultural implements, not more than three such scales to each car.

	ARTICLES.	L. C. L.	C. L.
	S		
	SCIENTIFIC INSTUMENTS—Continued.		
1	Phonograph Cabinets, boxed	1½	3
2	Phonograph Stands, boxed or crated	1	
3	Reading Glasses, boxed	D 1	
4	Ships' Logs, boxed	1½	
5	Spectacles, boxed	D 1	
6	Spetacle Lenses, boxed	D 1	
7	Stereoscopes, boxed	1	
8	Stereopticon Lanterns and Fixtures boxed	D 1	
9	Surveyors' Sight Poles, boxed or crated	D 1	
10	Thermometers, boxed	D 1	
11	Time Registers, boxed	D 1	
12	N. O. S., boxed	D 1	
13	Scrapers:		
14	Land Grading Machines N. O. S., K. D.	3	A
15	Two-wheeled Scrapers, with wheels on	1½	Min. wt.
16	Two-wheeled Scrapers with wheels off	3	24,000
17	Drag Scrapes, N. O. S.	3	lbs.
18	Scrapers, Road, R R Grading Plows and Wheelbarrows, min. C. L. wt. 20,000 lbs.	1	A
19	Screens:	4	5
20	Bars (iron), for carload Coal Screens	1	A
21	Coal, Foundry or Sand (not riddles)	1	B Min. wt.
22	Door and Window (wire), ends cleated and sides slatted, or crated	2	20,000 lbs.
23	Ore Screens, wooden	D 1	
24	Riddles, in bundles	1	
25	Riddles, boxed	4	5
26	Screens (formed by punching holes in sheet-iron or steel)	2	
27	Screws, Bench (iron or wood), N. O. S.	2	
28	Screws N. O. S., in boxes or kegs	1½	3
30	Seed Cases or Cabinets, boxed or crated, min. C. L. wt. 16,000 lbs.		A
30	**Seeds:**		Min. wt.
31	Alfalfa; Blue Grass; Cane; Lucerne; Clover; Timothy; Broom Corn; Meadow Fescue; MILLET; Orchard Grass; Rape; Red Top; Hungarian; and Sorghum, including Joanson Grass Seed (a variety of sorghum)	3	24,000 lbs.
32	Apple	3	4
33	Bird, in packages, boxed	2	4
34	Canary, min. C. L. wt. 24,000 lbs.	2	4
35	Caraway	1	
36	Coriander	2	
37	Cotton, min. C. L. wt. 24,000 lbs.	3	A
38	Elder, Maple and Ash	3	4
39	Fenugreek Seed, in boxes or bags	4	
40	Flax, Wild Mustard or Kale	4	Corn tariff rates
41	Flax Seed Screenings, and Hemp Seed	4	
42	Flower and Garden, N. O. S. min. C. L. wt. 24,000 lbs	3	4
43	Garden Seeds, in cabinets	1	
44	Grass N. O. S., min. C. L. wt. 24,000 lbs.	2	4
45	Locust Tree	3	4
46	Mushroom Spawn	3	
47	Mustard, N. O. S.	2	
48	Osage Orange	1	3
49	Peach Seed or Peach Pits	3	4
50	Sun Flower	3	Corn tariff rates.
51	N. O. S.	1	5
52	Shavings or Chips, Brewers' or Vinegar:		
53	In bags	1	Min. wt.
54	In boxes, bales or barrels	3	20,000 lbs.
55	Shavings (for purifying gas):		D
56	In bulk, C. L.		Min. wt.
57	N. O. S.	3	24,000 lbs.
58	Sheating Quilt, in bundles, min. C. L. wt. 24,000 lbs	2	4
59	Sheep Dip:		
60	Fernoline, in cans crated	3	A
61	Liquid Sheep Dip N. O. S.	3	A
62	Mutilized Tobacco Sheep Dip	3	C
63	Powdered Sheep Dip	4	C
64	Sheep Dip Paste	4	C
65	Tobacco Sheep Dip, Liquid	3	A
66	Shells:		
67	Crab, boxed	2	
68	Ornamental, including Pearl Oyster Shells, prepaid, in barrels or boxes	1	
69	Oyster and Clam, ground or crushed:		
70	In paper bags, packed	2	D
71	In burlaps or cotton bags, boxes or barrels	4	
71½	Clam, not crushed or ground:		
	In paper bags, packed	2	B
	In boxes or barrels	4	
	In bulk	4	
72	Oyster, N. O. S.		

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	ARTICLES.	L. C. L.	C. L
	S		
1	Ships' Lantern Glasses, boxed	1	
2	Shoddy, Shoddy Dust, Shear Flocks, Rope Dust, Woolen Mill Sweepings and Yarn Waste:		3 Min. wt.
3	In sacks	2	10,000 lbs.
4	In bales	3	
5	Shoddy Dust, min. wt. 24,000 lbs., C. L		D
6	Shoe Polishers (combined wood and wire), boxed	3	5
7	Shoe Stands, Revolving, boxed or crated	D 1	
8	Shoe Scrapers (brush and scraper combined), boxed	2	
9	Show Cards, P. P.:		
10	Glass (show cards painted or figured on glass), boxed	D 1	
11	Other than glass, boxed	1	
12	Show cases, including Cigar Refrigerators (wood and glass combined), boxed, bottoms crated	1½	
13	Show Cases, boxed (bottoms crated), Show Case Frames and Show Case Supports, min. wt, 10,000 lbs., C. L		2
14	Show Cases, K. D., flat, carriers' liability on plate glass limited to 15 cents per square foot and so receipted for on shipping ticket or bill of lading, boxed or crated (see Rule 4)	1	
15	Show Case Frames, boxed or crated	3 t 1	
16	Show Case Material, N. O. S., K. D and packed	1	
17	Show Case Stands (iron), K. D., in bundles or crates	2	
18	Sieves N. O. S.:		
19	Loose	3 t 1	
20	In bundles	D 1	
21	In crates	1½	
22	In boxes	1	
23	**Signs, P. P.:**		
24	Barber Poles	2	
25	Brass Signs, boxed	1	
26	Cloth Signs, in boxes or bales	1	
27	Glass Signs (signs painted or figured on glass), boxed	D 1	
28	Iron or Tin Signs N. O. S., in boxes or crates	1	
	Oil Cloth Signs, mounted on wood, two or more cleated together	2	4 Min. wt. 24,000 lbs.
	Paraffine Signs, in packages	3	
29	Sheet Iron, Zinc or Steel Signs; mounted on wood, two or more cleated together	2	4 Min. wt. 24,000 lbs.
30	Terra Cotta Signs, boxed	1	
31	Triple Signs (paper signs, printed so that when folded there are three signs combined in one), framed, boxed or crated	1½	
32	Wire Signs	D 1	
33	Wood Signs	2	
34	Sign Posts, Angle Iron	4	
35	Silk Cocoons, in boxes	D 1	
36	Skids for Freight Handling	2	
36½	Live Snails, in shell, in barrels or boxes	1	
36½a	Skidding Tongs, Derrick Attachment for handling timbers	3	
37	Snuff	1	
38	Sod:		
39	In packages	4	E
40	In bulk, C. L		
41	‡Soda Fountains and Fixtures, boxed (boxes may have an aperture on each side to indicate the character of the article enclosed)	1	
42	Solder:		
43	In boxes	3	4
44	Wire Solder on reels, boxed or crated	3	
45	Soldering Salts, boxed	1	
46	Soldering Flux:		
	In barrels, kegs or cans boxed	4	5
	In carboys	2	
47	Sour Mud (medicinal earth used for baths), in barrels	4	D
48	Specimens:		
49	Botanical, value not exceeding 5 cents per pound, and so receipted for (See Rule 4)	D 1	
50	Fossil, in rock, P. P	4	
51	Insect	D 1	
52	Mineral, and Petrified Wood, boxed	1	
53	Spelter	4	5

‡ Detachable Mirrors, shipped in connection with Soda Fountains, are ratable separately as Mirrors.

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	ARTICLES.	L. C. L.	C. L.
	S		
1	Spinning wheels	D 1	
2	Spiral Heat Developers:		
3	In bundles	2	4
4	In boxes	3	
5	Spoke Drivers	1½	
6	Sponges, packed	D 1	
7	Spoons:		
8	Tinned iron, boxed	3	
9	Iron, boxed	3	
10	**Sporting Goods and Toys:**		
11	Adjustable Revolving Seat Hunting and Fishing Cases	1	
12	Air Guns, boxed	1	
13	Archery Goods:		
14	Boxed	1	
15	Not boxed, NOT TAKEN.		
16	Automatic Chance Machines, boxed	D 1	
17	Baby Walkers and Baby Walkers and Rockers combined:		
18	N. O. S	D 1	
19	K. D., boxed	1	
20	Base Balls, boxed	1	
21	Base Ball Bats, min. C. L. wt. 24,000 lbs	2	4
22	Base Ball Bats and Croquet Sets, min. wt. 24,000 lbs., C. L		3
22½	Bicycles, with motor attachments, boxed or crated	3½ t 1	
23	†Bicycles, Tricycles and Velocipedes, N. O. S.:		
24	Boxed, crated or in trunks	D 1	
25	Not boxed, crated or in trunks, NOT TAKEN.		
26	Bicycle Air Pumps, boxed	1	
27	†Bicycle Attachments and Parts, N. O. S., boxed	1	
28	†Bicycles and Tricycles, Parts of, consisting of Saddles, Treadles, and Handles, boxed	1	
29	Bicycle Brackets, used as stands	2	
30	Bicycle Forks, Steel, in the rough, in packages	3	4
31	†Bicycle Frames, in boxes or crates	D 1	
32	Bicycle Mud Guards, wooden:		
	In the rough, unfinished	1	
	Finished	2½ t 1	
33	Bicycle Stands:		
34	S. U	D 1	
35	K. D	1	
36	Bicycle Tires and Inner Tubes, Pneumatic:		
37	Deflated, boxed	D 1	
38	Inflated, boxed	2½ t 1	
39	†Bicycle Wheel Rims:		
40	Steel, boxed or crated, min. C. L. wt. 12,000 lbs	D 1	3
41	Wooden, crated:	1	3 Min. wt. 12,000 lbs.
42	In the rough, unfinished	2½ t 1	
43	Finished	D 1	
44	†Bicycle Wheels, boxed	3 t 1	
45	Billiard and Pool Balls, boxed	1	
46	Billiard Cues, in boxes	1½	
47	Billiard Table Reflectors, crated		
48	Billiard Tables (including Slates or Slabs when shipped with tables):	1	
49	Boxed or crated		3
50	K. D., boxed		
51	Boxed, returned to manufacturers for repairs, one-half tariff rates.		
52	Not boxed or crated, NOT TAKEN.		
53	Billiard Table Slates and Slabs:	2	4
54	Boxed or crated		
55	Not boxed or crated, NOT TAKEN.	1	
56	Boxing Gloves		
57	Caps, Percussion (used in connection with fire arms—exclusive of blasting or fulminating caps)	1	
58	Cartridge Shells:		
59	Brass, empty	4	
60	Metallic, returned, in boxes, barrels or casks	1	
61	Paper, empty, boxed	D 1	2
62	Coaster Cars, crated	2	
63	Croquet Sets, boxed	1	
64	Curling Stones, boxed	2	
65	Decoy Ducks or Geese, boxed		
66	Dumb Bells:	2	
67	Cast Iron, boxed, or in barrels	1	
68	Wooden, boxed or crated		

† Charges must be prepaid on Bicycles, and parts thereof, returned for repairs.

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	ARTICLES.	L. C. L.	C. L.
	S		
	SPORTING GOODS AND TOYS—Continued.		
1	Fishing Poles, Cane, min. C. L. wt. 20,000 lbs	D 1	4
2	Fishing Rods, jointed, boxed	1	
3	Fishing Tackle, boxed	1	
4	Game Boards, boxed or crated	1	
5	Geometrical Blocks	1	
6	Glass Balls, in boxes or barrels	2	
7	Gunpowder, (common, and black blasting powder of same composition); and Wood Powder. Shipments to be in fire proof magazines or metalic kegs at carrier's convenience, actual gross weight of powder and packages to be charged for	D 1	1
8	Gun Stocks	2	
9	Gun Wads, boxed	1	
10	Gymnastic Apparatus, K. D., boxed or crated	1	
11	Hobby Horses and Shoe Flies:		
12	K. D., crated	1½	
13	K. D., boxed	1	
14	N. O. S	1	
15	Hobby Horses and Toy Furniture, mixed C. L		3
16	Indian C ubs, in barrels or boxes	2	
17	Jackstones (iron), boxed	3	
18	Kites, Paper, in cases	D 1	
19	Lawn Tennis Sets, boxed	2	
20	Marbles, in boxes, barrels or casks	2	5
21	Merry-Go-Rounds, Carousals, or Steam Riding Galleries, including power, K. D	1½	3 Min. wt. 10,000 lbs.
22	Paper Shells, loaded	2	3
23	Paper Targets and Fixtures	1	
24	Roulette Wheels and "Wheels of Fortune" (including those operated by "nickel in the s.ot" arrangement), and parts of, boxed	D 1	
25	Shot:		
26	In bags, boxed, or in sealed paper boxes, boxed	4	
27	In bags, N. O. S	1	
28	In pockets, enclosed in gunnies	4	5
29	In kegs	4	
30	In boxes	2	
31	Skates, Ice and Roller, boxed	2	
32	Snow Shoes, O. R. B., or rel	1	
33	Sportsmen's Flying Targets (clay or pitch), in boxes or barrels	2	4 Min. wt. 24,000 lbs.
34	Sportsmen's Flying Target Traps, in boxes or barrels	2	4
35	Sportmen's Flying Targets (clay or pitch), and Traps, min. wt. 24,000 lbs., C. L		4
36	Stilts (wooden), bundles	3	
37	Striking Bag Platforms, crated	2	
38	Striking Machines, K. D., boxed or crated	1	
39	Swings, K. D., or folded flat	3	4 Min. wt. 24,000 lbs.
40	Circular or Elliptical, in bundles, boxes or crates	2	
41	Iron or Steel, in packages	1	
42	Wooden Lawn, in bundles, boxes or crates, min. C. L. wt. 16,000 lbs. S. U. not folded	3	4
		D 1	
43	Targets (iron and steel), for shooting galleries and sportsmen's use, in packages	3	5
44	Ten Pin Balls and pins boxed	2	
45	Tobogans	D 1	
46	Toys N. O. S., boxed	1	
47	Toy Alphabetical or Building Blocks, boxed	1	
48	Toy Drums, boxed	D 1	
49	Toy Furniture, N. O. S, boxed	1	
50	Toy Sawbucks, K. D	3	
51	Toy Tables and Bedsteads, K. D. flat	2	
52	Toy Trunks, crated or boxed	1	
53	Springs:		
54	Wire, Coiled, N. O. S	1	4 Min. wt. 24,000 lbs.
55	In bundles	2	
56	In boxes, barrels or casks	3	
57	Nested, in boxes or barrels		
58	**Stationery:**		
59	Crayons (except Artists'), boxed	2	3
60	Check Perforators, boxed	1	
61	Clips, Letter File, boxed	1	
62	Desk Racks, Adjustable, K. D., boxed	2	

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	ARTICLES.	L. C. L.	C. L.
	S		
	STATIONERY—Continued.		
1	Document Files, wooden parts nested solid, other parts K. D. flat, boxed	2	
2	Envelopes, in wooden boxes, or in paper boxes, boxed	1	3
3	Erasers, Blackboard, in boxes	1	
4	Hektographs, boxed	1	
5	Illustrated Scripture Charts, mounted on rollers, boxed	1	
6	Inks:		
7	Compressed, in boxes	2	
8	Writing or Printing:	1	3
9	In glass or stone, or in paper bottles, packed	2	
10	In cans, kegs or barrels, or in pails with covers securely fastened	1	
11	Ink Stands, boxed	1	
12	Lead Pencils, boxed	1	
13	Legal Blank Cases, boxed or crated		2
14	Letter Filing Cases or Document Boxes:	1½	
15	Metallic, boxed		
16	N. O. S.:	1	
	Boxed	2	
	K. D. flat, boxed		
17	Mucilage:	1	
18	In glass or stone, packed	2	
19	In wood	D 1	
20	Office Ticklers, boxed	4	
21	Paper Weights (blank glass)		
22	Presses, Copying, N. O. S., and Stands for same:	2	
23	Boxed	1	
24	N. O. S	1	
25	Cabinet Letter Copying Presses, boxed		
26	Presses, Paper:	2	
27	Boxed	1	
28	N. O. S		
29	Progressive Reading and Number Studies (a series of illustrated charts for schools, enclosed in wood case or cabinet), boxed or crated	1	
30		1	
		1	
31	School Bags, in boxes or bales	2	
32	Seal Presses, Hand, packed	2	4
33	Slate Pencils, boxed		
34	Slates, School, framed, boxed or crated	1	
35	Stamps:	1	
36	Check Canceling, boxed	1	
37	Dating, boxed	1	
38	Numbering, boxed	1	
39	Pocket, boxed		
40	Sell-Inking, boxed	1	
41	Parts of Stamps above enumerated, including Moldings, Pads and Racks, boxed	1	
42	Rubber Type, boxed	1	
43	Stationery Cases, boxed or crated	1	
44	Stationery N. O. S., boxed	3	
45	Stone Lined Blotter Baths		
46	Tripoli Stone Blotters, Rollers and Pads, min. wt. 20,000 lbs.:	2	5
47	In barrels or boxes	4	
48	In crates, casks, tierces or hogheads		
49	Steam Drying Closets:	D 1	A
50	Set up	1	
51	K. D		5
52	**Steam Heating Apparatus:**		
53	Grain Driers and Blowers for same, min. wt. 24,000 lbs., C. L	4	
54	Grain Drier Racks K. D., castings in boxes or barrels, sheet iron in bundles	2	3
55	Radiator Shields, boxed, min. C. L. wt. 16,000 lbs	3	5
56	Radiators, Steam	3	5
57	Steam Coils and Fixtures		
58	Steam or Hot Water Heating Apparatus, consisting of:		
59	†Boilers		
60	†Boiler Tubes		5
61	†Iron Pipe		Min. wt. 24,000 lbs.
62	†Iron Pipe Fittings		
63	†Iron Valves		
64	†Radiators		
65	Registers		
66	†Steam Gauges		
67	†Steam Traps	2	
68	Steel Chests, empty, or filled with sample trays, wrapped		

†Mixed carloads only, with articles included in bracket

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	ARTICLES.	L. C. L.	C. L.
	S		
1	Stencils, boxed	1	
2	Stereotype Backing Compound in paper or wooden drums, or wooden boxes	3	
3	Stock Hydrants (wood), and Fixtures	1	
4	**Stone and Manufactures of Same:**		
5	Artificial Marble, polished surfaces completely protected	3	5
6	Foot Warmers and Facings, Stone	2	
7	Grinding Pebbles (used in pulverizing mills), in barrels	4	D
8	Grit, Mica Crystal	4	D
9	Lithographic Stones, boxed	2	
10	Marble, Granite, Jasper and Onyx:		
11	N. O. S.	1	
12	Blocks, rough quarried, value restricted to 20 cents per cubic foot, and so receipted for (see Rule 4)	4	E
13	‡Marble, Granite, Jasper, Onyx and Slate Blocks, or Slabs (including plumbers' marble, and printers' imposing stones), N. O. S., value restricted to 40 cents per cubic foot, and so receipted for (see Rule 4):		
14	†Sawed, Dressed (not polished), or Hammered, boxed or not boxed	4	D
15	‡Sawed, Dressed (not polished), or Hammered, boxed or not boxed, C. L.		
16	‡Chiseled or Polished (ornamented or inscribed by hand or machine chiseling), chiseled or polished surfaces completely protected	4	D
17	‡Monuments or Tombstones (stone), P. P. or guaranteed:		
	Boxed or crated, value restricted to 40 cents per cubic foot, and so receipted for (see Rule 4)	4	
18	Boxed or racked, value not restricted to 40 cents per cubic foot	1	
19	N. O. S.	D 1	
20	Marble, Broken, value restricted to 40 cents per cubic foot, and so receipted for (see Rule 4)	4	E
21	‡Marble or Granite Statuary:		
22	Value not restricted to 40 cents per cubic foot	1½	
23	Value restricted to 40 cents per cubic foot, and so receipted for (see Rule 4)	1	
23½	Stone or Clay Pumps, in boxes or casks	3	
24	Pumice Stone:		
25	In barrels or boxes	3	4
26	N. O. S.	2	
27	Slate, School (unframed)	2	4
28	Soap Stone:		
29	Griddles, boxed	2	
30	Slabs, boxed	2	
31	Stone, Crushed (for filtering):		
32	In packages	4	D
33	Carloads		
34	Stone N. O. S., including Artificial Stone:		
35	Dressed (not lettered or figured)	4	E
36	Rough	4	
37	Bridge Stone	4	
38	Figured or lettered, boxed, value restricted to 40 cents per cubic foot, and so receipted for (see Rule 4)	4	D
39	Figured or lettered, P. P.:		
40	Boxed or racked	1	
41	N. O. S.	D 1	
42	Stone Ware (brown and gray glazed earthenware, not crockery), N. O. S., including Bean Pots, Churns, Jars, Jugs and Milk Pans or Crocks:		
43	Loose, or in open packages, to be taken at carrier's convenience	1	

†Mixed carloads only with articles included in bracket.

‡Cut Stone, Marble Tombstones, Monuments and Statuary, in pieces weighing five tons or over, to be loaded and unloaded at risk and expense of shipper and consignee. Bases for Monuments and Tombstones, not chiseled or polished, may be rated separately at rates provided for stone, sawed, dressed or hammered, not polished.

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	ARTICLES.	L. C. L.	C. L.
	S		
	STONE AND MANUFACTURERS OF SAME—Continued		
	Stoneware—Continued.	2	
1	In boxes or barrels		
2	In crates, casks or hhds.	4	
3	Weighing 1,000 lbs. or less	3	B
4	Weighing over 1,000 lbs	1	Min. wt. 20,000 lbs.
5	In hhds., barrels or tierces with cloth tops		
6	In bulk, C. L.		
7	†Flower pots, unglazed and unpainted, nested, packed in hay or straw, C. L.		
8	Stoneware, Churns with wooden tops and dashers:	2	
9	In boxes or barrels	4	
10	In crates, casks or hhds		5
11	Stoneware and Earthenware, mixed C. L., min. wt. 20,000 lbs	1	
12	Stones, Oil, in boxes	3	
13	Whet Stones, in boxes	2	A Min. wt. 24,000 lbs.
14	Stone-boats		
15	Stone Lifters and Carriers:	1	
16	S. U.	2	
17	K. D.		B
18	Storm Houses (wood and iron combined), K. D. min. C. L. wt 20,000 lbs	3	
19	**Stoves, Stove Furniture, Furnaces, and Parts of:**		
	Ash Chute Boxes		
	Casting for Hot-water Heaters		
	Cremating Stoves or Fire Closets, and Parts of same		
	Fenders (iron)		
	Fire Dogs		
	Flue Dampers		
	Furnaces		
	Furnace Castings		
	Furnace Dampers		
	Furnace Linings		
	Grate Castings		
	Grate Bars N. O. S		
	Hollow-Ware and Stove Furniture, consisting of the following articles made of Cast or Sheet Iron, or Steel; but exclusive of enameled sheet iron articles, and tin or galvanized iron articles:		
	Blowers, Broilers		
	†Cover Lifters		5
	Fire Shovels, Griddles		
	Kettle, including Wash and †Sugar Kettles		Min. wt. 20,000 lbs.
	Pans (ash, dripp or fry), Pokers, Pots, Reservoirs, Roasting, Bake Pans, or Bakers		
	Sad Iron Heaters		
	Scrapers, Shakers, Stillets, Spiders, Stovepipe Dampers		
	Stove Shovels and Tongs		
	Waffle Irons		
	Hot Water Heaters		
	Portable Grates or Fire Places		
	Rocking Grates		
	Range, Closets		
	Steam Heaters, Portable		
	Stove Castings		
	Stoves N. O. S., including Brewers Stoves		
	Stove Trimmings and Ornaments		
	Tank Heaters (including feed steamers and cookers)		
	Thimble Collars (iron)		
20	Articles above enumerated (except hollow-ware and stove furniture as described, grate bars and stove, furnace and grate castings),	3	
21	Air Tight Heaters (sheet-iron), with Cast Iron Tops and Trimmings, or with Cast Iron Linings	3	
21½	Air Tight Heaters (sheet iron) with Sheet-Iron Tops, taken apart, bodies nested, all parts crated	3	
22	Air Tight Heaters (sheet-iron) N. O. S., crated	1	

‖Stoneware crates should have covers tightly fastened to the sides of the package, containing no spaces large enough to subject the contents of the crate to direct pressure from or contact with arttcles loaded on top of crates, nor large enough to allow of contents falling out when packages are turned over. Packages not conforming to above requirements are ratable the same as open packages.

†Mixed carloads only with articles included in bracket.

(Page 102.)

	ARTICLES.	L. C. L.	C. L.
	S		
	STOVES, STOVE FURNITURE, FURNACES, AND PARTS OF—Continued.		
1	Castings for Hot-Water Heaters, and for Cremating Stoves or Fire Closets and parts of same, also Furnace Linings, Furnace and Grate Castings, N. O. S., Grate Bars and Rocking Grates:		
2	In boxes, barrels and hogsheads	4	
3	Furnace Castings and Grate Bars (including hollow grate bars) each weighing 100 lbs. or over	4	
4	Furnace and Stove Castings, N. O. S., in barrels with cleated heads	4	
5	†Dripping Pans, nested solid, in bundles, se.urely fastened	3	
6	Gas and Gasoline Ranges (not skeleton frame)	3	
7	Gas Burners and Attachments, cast iron, for wood and coal burning stoves, in packages	4	
8	Gas Hot Plates	3	
9	Hollow Grate Bars N. O. S., and Pipe Connections, boxed or crated	3	
10	Hollow-Ware and Stove Furniture (as above described), and Stove Castings:		Min. wt. 5
11	Crated	3	20,000 lbs.
12	In boxes, barrels or hogsheads	4	
13	N. O. S.	2	
14	Reservoirs, Stove (cast or sheet iron or steel) in bundles edges protected	3	
15	Ovens for Gas, Oil and Vapor Stoves, in separate packages:		
16	S. U.		1½
17	K. D., flat and boxed		2
18	Sheet Iron Ovens, nested		2
19	Radiators, Gas, boxed or crated		1
20	†Registers, in boxes and crates		4
21	Stoves, Gasoline, Gas (skeleton frame), Oil, Alcohol or Vapor:		
22	With ovens in same packages, or without ovens, boxed or crated		2
23	Gas Furnaces, and Sheet-Iron Camp Stoves and Fixtures, boxed or crated		1½
24	K. D., flat, boxed		2
25	Air Tight Heaters, Sheet-Iron (sheet-iron), N. O. S., crated, min. C. L. wt. 10,000 lbs	1	5
26	Bakers' Pans, nested solid	4	5
27	Clay Furnaces, pail shaped, N. O. S.:		
28	Loose	1	
29	In barrels or boxes	2	5
30	In crates, casks or hogsheads	4	
31	Coal Hods	2	3
32	†Stovepipe, †Stovepipe Elbows, †Stovepipe Iron, cut in shape for Stovepipe (nested solid), and †Sheet-Iron Dripping Pans, C. L.		Min. wt. 16,000 lbs.
33	Coal Vases	1	
34	Cookers, Steam (tin), and Steam Sterilizers:		
35	Boxed or crated	D 1	
36	Nested, boxed	1	
37	Cooking Crocks (made of tin and earthenware), in boxes or crates	1	
38	Fumigator or Purifier Stoves	1	
39	Furnace Jackets and Cold Air Duct Attachments	D 1	
40	Gas and Gasoline Water Heaters, instantaneous, with copper or nickel plated jackets, boxed		1½
41	Glass Globes for Oil stoves, in boxes or casks	1	
42	Lamp Burners for Gasoline Stoves, in boxes, barrels or hogsheads	1	
43	Ovens:		
44	Bake, Portable, Reel (galvanized or sheet-iron):		
45	S. U.	D 1	
46	K. D.	2	
47	Enameling Ovens, boxed or crated:		
48	K. D., flat	2	
49	S. U.	D 1	

†Mixed carloads only with articles included in bracket.

(Page 103.)

	ARTICLES.	L. C. L.	C. L.
	S		
	STOVES, STOVE FURNITURE, FURNACES, AND PARTS OF—Continued.		
	Ovens—Continued.		
1	Square, Portable (steel or iron), weighing 500 lbs. or over, crated	1	
2	K. D. flat, crated	2	
3	N. O. S.	D 1	
4	Warming Closets or Plate Warmers, boxed or crated	1½	
5	Sad Irons, Electric and Gasoline	1	
6	Sad Irons and Sad Iron Stands, in boxes or barrels	4	5
7	Sad Iron Handles, shipped with the Irons of which they form a part, are ratable same as sad irons.		
8	Sheet-Iron Canopies for Ranges:	1¾	
9	Crated		5
10	When loaded with Stoves N. O. S., min. C. L. wt. 20,000 lbs	1	
11	Sheet-Iron Drums (for heating), and Elevated Bake Ovens, crated	2	
12	Sheet Metal Range Bodies	2	
13	Solar Water Heaters	1	
14	Stove Boards, Coal Hods, Zinc, Sheet-Iron, Sheet-Iron cut in shape for Stovepipe, Stovepipe, Elbows and thimbles, shipped with stoves N. O. S., and with Air Tight Heaters, shipments to contain not less than 12,000 lbs. of stoves for each car, C. L.		Min. wt. 24,000 lbs.
15	Stove Boards (iron, tin or zinc):	2	
16	Racked	3	5
17	Boxed	1	
18	N. O. S.	2	
19	Stoves Bolts, in boxes or kegs	2	
20	Stove Mats, Asbestos	D 1	
21	Stovepipe, Stovepipe elbows and Stovepipe thimbles, N. O. S.	1	
21½	Stovepipe Thimbles boxed or crated	1½	3
22	Stovepipe boxed or crated		Min. wt. 10,000 lbs
23	Stovepipe Elbows:		
24	In uniform bundles of one dozen each (four elbows, ends lapped in a ring, three rings wired securely together), or crated	1½	
25	Packed in boxes	1	5
26	Stovepipe Iron, cut in shape for stovepipe, and Stovepipe, side seams not closed, nested solid, boxed or crated	3	5
27	Stovepipe, Stovepipe Elbows, †Stovepipe Iron cut in shape for Stovepipe (nested solid), and Sheet-Iron Roofing Flanges, nested; shipments to contain not less than 12,000 lbs. of Stovepipe Iron cut in shape (nested solid)	3	Min. wt. 21,000 lbs.
28	Stovepipe Shelves, Iron, boxed		
29	Stove Polish or Blacking:	1	
30	In glass or stone, packed in boxes or barrels	2	4
31	N. O. S., in boxes or kegs	1½	
	Toasters, Sheet Steel, boxed or crated	2	
32	Wall Flues, Double Tin, Hot Air, boxed		5 Min. wt.
33	Water Heaters, cast iron, and Gas Water Heaters, with Russia iron jackets (not plated)	2	20,000 lbs.
		3	4
33½	Straw Garden Bed Covers in packages, min. wt. C. L. 20,000 lbs	3	C
34	Straw Pulp	2	3
34½	Straw Board Cores for Roll Paper	2	
35	Stump or Stone Fullers:	1	A Min. wt.
36	S. U.	2	20,000 lbs.
37	K. D.	3	B
38	Sugar Cane		
39	Sugar Trains and Wagons:	3	A
40	Nested and securely fastened	1	
41	N. O. S.	1	
42	Sulphide Drying Pans	4	
43	Surgical Appliances:	1	
44	Artificial Limbs, boxed	2	
45	Cabinets, Pneumatic (iron, used in treating throat and lung diseases)	D 1	
46	Compressed Air Atomizers, boxed or crated	1	
47	Crutches and Trusses, boxed or crated	1	

†Mixed carloads only with articles included in bracket.

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	ARTICLES.	L. C. L.	C. L.
	S-T		
	SURGICAL APPLIANCES—Continued.		
1	Dental Appliances, boxed	1	
2	Dental Engines, boxed, rel	D 1	
3	Dental Instruments, boxed, rel	D 1	
4	Dissecting Tables:		
5	Set up, boxed or crated	D 1	
6	Completely K. D., boxed or crated	1	
7	Dry Baths	D 1	
8	Optical Instruments, boxed	D 1	
9	Stethoscopes, boxed	1	
10	Surgeons' Operating Tables, crated	1½	
	Surgeons's Operating Tables and Chairs Combined, crated	1½	
11	Surgical Instruments, boxed	D 1	
12	Surgical Appliances, N. O. S., boxed	1	
13	Vaccine, boxed	D 1	
14	**Tags:**		3
15	Paper, boxed	1	Min. wt.
16	Tin, boxed	2	24,000 lbs.
17	**Tanks:**		
18	Butchers' and Vegetable Rendering, detachable parts removed	3	
19	Chlorination Barrels (tanks for subjection of ore to action of chemicals), empty	D 1	5
20	Copper, min. C. L. wt. 24,000 lbs	D 1	4
21	Enameled Steel Vacuum Tanks, Empty, min. C. L. wt. 20,000 lbs	D 1	4
22	Galvanized Steel, nested, min. C. L. wt. 24,000 lbs	1	5
23	Gas (combination iron and wood), in sections, min. C. L. wt. 24,000 lbs., C. L		5
24	Gas Tank Covers, taken apart in sections	1	
25	Iron:		5
	Completely K. D. (rivets packed in boxes or kegs)	4	Min. wt.
26	Nested	1	24,000 lbs.
27	Iron N. O. S. (exclusive of Oil Tanks). empty, min. C.L. wt. 24 000 lbs.	D 1	5
28	Oil and Syrup, K. D. (linings nested) woodwork crated or boxed	2	5 Min. wt. 24,000 lbs.
28½	Oil Tanks in woodon jackets, outside attachments not enclosed within the tanks	1½	
29	Oil Storage (plate iron):		A
30	Ten feet and under in length	3	Min. wt.
31	Over 10 and under 20 feet long	1	24,000
32	Thirty feet long or over	1½	lbs.
33	†Oil, Hooded:		
34	Boxed or crated	1½	
35	Hoods packed flat inside tanks, crated	1	2
36	Oil N. O. S.:		Min. wt.
37	Boxed or crated	1	10,000
38	In wooden jackets, outside attachments enclosed within the tanks	1	lbs.
39	Not boxed, crated or jacketed	3 t 1	
40	Sectional Steel, nested, min. C. L. wt. 24,000 lbs	1	5
41	Steel, K. D. sides in rolls, min. C L. wt. 24,000 lbs	1	5
42	Swimming (iron frame, glass removed)	D 1	
43	Wagon (for Oil Tank Wegons):		
44	10 feet and under in length	3	
45	Over 10 feet in length	1	
46	Wooden Tanks or Vats:		
47	S. U., min. C. L wt. 24,000 lbs	D 1	A
48	K. D., or Wooden Tank or Vat Stuff, and Fixtures	3	D
49	Tank Scrubbers (Brush with cylinder attachment for containing cleansing liquid), boxed or crated	1	
50	Tank Trucks, packers, nested	2	
51	Tape Measures, boxed	1	
52	Tarpaulins	1	
53	Teasels	D 1	
54	Tent Pins, wooden, in bundles	3	
55	Tent Poles, wooden, in bundles	3	B
56	Tent Keys, wooden, in bundles	3	
57	‡Tents and Fixtures	1	
58	Terra Cotta (for building purposes, including terra cotta brick)	3	B

† Oil Pumps shipped inside of Hooded Oil Tanks of which they form a part are ratable the same as the tanks, Rule 10 not applying.

‡ Tent Poles and Pins shipped with Tents are ratable separately as Tent Poles and Tent Pins.

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	ARTICLES.	L. C. L.	C. L.
	T		
1	Theatrical Properties N. O. S., carrier's liability limited to $5.00 per 100 lbs. in case of loss, and so receipted for (see Rule 4), P. P. or guaranteed, in boxes, or trunks boxed	1	
2	Theatrical Scenery and Frames for; Theatrical Curtains and Fire Works Display Frames:		
3	Boxed	D 1	
4	N. O. S., P. P.	3 t 1	
5	In boxes, not over 18 feet long, value of each packing not exceeding $50 00, and so receipted for (see Rule 4)	1	
6	In bundles, not over 18 feet long, value of each package not exceeding $50.00, and so receipted for (see Rule 4)	D 1	3
7	In boxes, not over 20 feet long, value of each package not exceeding $50.00, and so receipted for (see Rule 4), loaded in box cars, C. L.		3
8	Frames for Theatrical Scenery K. D., min. C. L. wt. 24,000 lbs	3	B
9	Ticket Chopping Boxes	1	
10	**Tile:**		
11	Brick, ung'azed	4	D
12	Building (hollow), Gypsum Building Tile, Fire Clay Flue Linings, and Fire Clay Chimney Pipe (exclusive of chimney tops):		
13	N. O. S.	3	E
14	In crates or hhds	4	
15	Decorated Art, in boxes or barrels	1	
16	Encaustic, Floor or Facing, glazed or unglazed, in packages	3	5
17	Fire Clay, unglazed, and Fire Clay Tile for lining cupolas	4	D
18	Fire (for lining fire-places and chimneys), boxes or barrels	4	D
19	Galvanized Iron, for Malt House floors	2	
20	Glass, in packages	4	
21	Marble (for floors, including marble mosaic floor tile):		
22	Boxed or crated	4	
23	Loose, C. L.		C
24	Mosaic, in sacks	4	
25	Slate (for floors):		
26	Boxed or crated	4	
27	Loose, C. L.		5
28	**Tin Articles:**		
29	Army Field Ranges and Cooking Outfits, in crates	2	
30	†Coal Hods	2	
31	Cans (Tin, †Galvanized or Sheet Iron), Garbage and Ash Barrels, Iron Measures, Fry and †Dripping Pans, Fire Shovels, Copper Household Utensils, Japanned Tinware (Household Utensils), Water Coolers Japanned Tin, Flour Bins, Flour Bins and Sifters Combined, Cash Boxes, Minnow Buckets and Bath Tubs, carriers' liability limited to 7 cents per lb. (applies on shippments in boxes, barrels or crates)		4 Min. wt.
32	Enameled Ware (sheet iron), Sheet Steel Nickel Plated Ware and Steel Enameled Sinks:		20 000
33	In barrels with cloth tops	1½	lbs.
34	In boxes, crates or barrels	1	
35	Nested, in boxes, barrels, or crates	2	
36	‡Nested solid, in boxes, barrels or crates	3	
37	Flour Bins, tin, plain or Japanned, FILLED with tinware, crated	1	
38	Galvanized Buckets, Pails and tubs, closely nested	3	
39	Stamped Tinware, including Can Screws:		
40	In barrels with cloth tops	1½	
41	‡Nested solid, in boxes, barrels or casks	3	
42	†Stovepipe Iron cut in shape for Stovepipe (nested solid), C. L		

‡Nested solid, *i. e.*: The outside and bottom surfaces of the article above must rest against the inside and surface of the bottom of the article below without any intervening space, and is exclusive of articles with projecting ears, handles, spouts, etc., which nest, but not solid as above described.

†Mixed carloads only with articles included in bracket.

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ARTICLES.	L. C. L.	C. L.
T		
Tin Articles—Continued.		
1 Tin Boxes, C. L.		
2 Tin Lard Pails, C. L.		
3 Tin Lunch Boxes, tolded flat, in boxes, barrels or crates	3	
4 §Tinware N. O. S., including Galvanized Sheet-Iron Coffee Pots and Wash Boilers; Galvanized Iron Sugar Moulds; Metallic Material for powder kegs N. O. S.; Tin Sieves; Tin Sifters, and Tin Typewriter Covers:		Min. wt. 4 20,000 lbs.
5 In boxes, barrels or crates	1	
6 In barrels with cloth tops	1½	
7 Nested, in boxes, barrels or crates	2	
8 ‡Nested solid, in boxes, barrels or crates	3	
9 Loose	D 1	4
10 Enameled Ware and Nickel Plated Sheet Metal Stove Furniture, shipped inside stoves	1	
11 Milk Can Stock, tops nested, other parts packed flat, boxed or crated	4	5
12 Sheet-Iron, Galvanized Iron, Tin Plate and Sheet Zinc shipped with articles above enumerated under Tinware, and constituting not less than one-half the weight of shipment, C. L.		4
13 Tin Broom Ferrules, nested, in boxes, barrels or crates	2	
14 Tin Can Stock (consisting of tops, bottoms and sides), packed flat, boxed or crated	4	5
14½ Tin Can Stock (sides wrapped around the tops, bottoms and covers), boxed or crated, fully released against wet, rust and damage	4	5
15 Tin Can Stock, Lithographed, in packages	2	
16 Tin Can Stock, open sides, nested, enclosed in veneer jackets	3	4
17 Tin, Crystal Finished, in sheets, flat, boxed	4	5
18 Tin Discs, used to cover tops of beer bottles, or for can caps, in packages	3	4
19 Tin Flour Barrels or Boxes, boxed or crated	1½	
20 Tin Foil, boxed	1	
21 Tin, Japanned or Enamled, N. O. S., in sheets, flat, boxed	2	
22 Tin, Pig, Bar or Slab	2	4
23 Tin, Perforated, for Kitchen Safes, boxed	3	4
24 Tin Plate, in boxes	4	5
25 Tin Scrap and Tin Foil Scrap:		
26 In crates or casks	3	D
27 In bulk		
28 Tin Tops and Bottoms, N. O. S., nested, in boxes or barrels, min. C. L. wt. 24,000 lbs	3	4
29 Tinners' Trimmings, in boxes or barrels	2	
30 Tinsel, boxed	1	
31 Tire Heaters, Oil	1½	
32 **Tobacco:**		
33 †Cigar Clippings (obtained in the manufacture of cigars) and Scrap Tobacco (sweepings from floors):		
34 In hogsheads, barrels or boxes	4	
35 In bales	2	
36 Cut:		
37 In pails	D 1	
38 In pails, two or more strapped or racked	1	
39 In drums	1	
40 Plug, including solid plug smoking Tobacco, Nugget or Twist:		
41 In pails, two or more pails strapped together, packages weighing 60 lbs. or over	3	
42 In packages weighing less than 60 lbs. each	1	
43 In packages weighing 60 lbs. or more each	3	

‡ Nested solid, *i. e.*: The outside and bottom surfaces of the article above must rest against the inside and surface of the bottom of the article below without any intervening space, and is exclusive of articles with projecting ears, handles, spouts, etc., which nest, but not solid as above described.

§ Tinware may be regarded as nested when 20 per cent. or one-fifth of space is saved by placing one article within another. Dinner pails, consisting of several parts placed inside the pail proper, are ratable as nested tinware.

† Cigar Clippings, in packages stamped as Smoking Tobacco, are ratable as Smoking Tobacco.

Two or more butts may be strapped together with wooden straps, or 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.

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ARTICLES.	L. C. L.	C. L.
T		
Tobacco—Continued.		
1 Smoking:		
2 In bales	1	
3 In barrels, boxes or kegs	2	
4 In egg cases, *filled* with smoking tobacco and egg case fillers	2	
5 In paper cartons packed in wood-pulp boxes, sealed	2	
6 In pails	1	
7 Stems	4	
8 Unmanufactured (leaf tobacco):		
9 In hogsheads, barrels or boxes	4	
10 In bales	2	
11 N. O. S., in bales, barrels, boxes or kegs, or in tight baskets with tight wooden covers, securely fastened	1	
11½ Tobacco Powder and Dust, not exceeding $25.00 per ton, N. O. S.	4	E
12 Tobacco Cutters, Hand, boxed	2	
13 Toilet Boxes or Cases:		
14 Celluloid, silk lined, boxed	D 1	
15 Filled with Toilet sets, boxed	1	
16 Plush, boxed	D 1	
17 Tomato Pulp:		
18 In barrels	4	C
19 In cans, C. L.		
20 Tool Racks, Revolving, K. D., in pieces	3	
21 **Tools:**		
22 Axes	3	4
23 Blacksmiths' Anvil Tools, viz: Cold and Hot Cutters, Counter Sink Chisels, Flatters, Headers, Fullers, Punches, Hardies, Set Hammers, and Swages:		
24 In boxes, barrels or drums	4	
25 Blacksmiths' Cones and Mandrels (iron)	4	
26 Blacksmiths' Drills (iron), Hand Drills only	2	
27 Buck-Saw Frames:		
28 In bundles	1	
29 In boxes, barrels or crates	2	
30 Cant Hooks, Peaveys and Pike Poles, min. C. L. wt. 20,000 lbs.	3	A
31 Crow Bars (iron)	4	
32 Drain Cleaners, in bundles	2	
33 Edge Tools, boxed	2	
34 Forks, Coke or Tanners', in bundles	2	
35 Grub Hoes, in boxes or barrels	3	
36 Hatchets and Hammers	2	
37 Ice Hooks, in bundles	2	
38 Ice Tools:		
39 In boxes	2	
40 N. O. S.	1	
41 Iron Drills, N. O. S., for Drilling Machines	2	
42 Iron Track Tools, viz: Chisels, Punches, Gauges, Rail Forks, Levels, Sledges, Mauls, Tongs, Picks, Wrenches:		
43 Loose or in bundles	3	
44 In boxes or barrels	4	
45 Mattocks, in boxes or barrels	4	
46 Mechanics' Tools (chests and contents)	1	
47 Mower Knife Grinders, boxed or crated:		
S. U.	1	
K. D.	2	
48 Pipe Tongs, boxed	3	
49 Planes, Hand, boxed	2	
50 Plane Bodies, boxed	2	
51 Post Hole Augers	2	
52 Post Hole Diggers	2	
53 Post Mauls:		
54 Loose	1	5
55 In boxes or barrels	4	
56 In bundles	3	
57 Sawbucks, K. D.	3	
58 Saws:		
59 On boards	1	
60 In boxes	2	
61 Circular Saws and Frames	1½	
K. D. in pieces	1	
63 Circular Saw Frames, completely K. D., in racks	2	
64 Drag Saws, with horse power	2	
65 Tools N. O. S., including Yard-Sticks and Rules, Brake Bands, Brake Levers, Casing Heads, Reamers, Rig Irons, Sand Reels, Sinker Bars, Temper Screws and Tongues, boxed	2	
66 Wagon Jacks (hand):		
67 Loose	1	
68 Boxed or crated	2	
69 Wrenches:		
70 Cast Iron, boxed	4	
71 Chain Pipe, boxed	3	
72 Monkey or Screw, boxed	2	

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	ARTICLES.	L. C. L.	C. L.
	I		
1	Translucent Fabric, used as a substitute for glass, boxed	4	
2	Traps:		
3	Animal or Bird, packed flat, in bundles	1	
4	Animal (steel), in barrels or boxes	2	
5	Fly, boxed	1½	
6	Hog, K. D., flat	3	
7	Rat:		
8	Wire, in boxes or crates	1½	
9	N. O. S.:		
10	In bundles	1	
11	Boxed	2	
12	Trays, Corned Beef	1½	
13	Trellises (wooden), boxed or crated	1½	
14	Tree or Scale Wash, in tin cans, and Spraying Compound, in barrels	4	
15	Tree Protectors (iron or wood):		
16	Set up	1	
17	K. D., and nested	3	
18	Tree Pruners, in bundles	1	
19	Tree Transplanters, K. D., in pieces	3	
20	Trough Hangers (wire), in boxes or barrels	3	
21	Trousers Stretchers	2	
22	Trucks:		
23	Bunk Cars, consisting of a low platform mounted on two wheels, N. O. S	1	
24	K. D., flat, boxed or crated	3	
25	Hand:		
26	Baggage	1	A
27	Express	1	Min. wt.
28	Timber Dollies	2	20,000 lbs.
29	Willow-Basket and Leatheroid trucks mounted on wheels	D 1	A
30	Warehouse, including Soap:		
31	Frames:		
32	N. O. S	1	
33	Four wheeled handles and wheels detached, platforms cleated together	3	
34	K. D. (stakes and wheels detached and packed flat)	3	
35	House-Moving, strapped, min. C. L. wt. 24,000 lbs	3	A
36	Iron (for pig-iron)	3	A
37	**Trunks and Valises:**		
38	Canvas Telescopes:		
39	Nested, boxed or crated	1	
40	N. O. S	D 1	
41	Fibre Telescopes, in crates or boxes	1½	
42	Leatheroid Telescopes, nested, boxed or crated	1	
43	Traveling Bags:		
44	N. O. S	D 1	
45	Boxed	1	
46	Traveling Bags and Valises, *filled* with goods (except articles classified higher than at 1st Class rates), boxed, strapped	1	
47	Trunks:		
48	Empty	1	
49	*Filled* with valises, wrapped with burlaps or paper	1	
50	Sample (metal sample trunks and wooden sample trunks, iron bound and ribbed), filled with goods not rated higher than 1st Class	1	
51	Willow	1½	
52	†N. O. S., *filled* with goods not rated higher than 1st Class (except personal effects and valises), boxed, strapped	1	
53	Trunk Boxes, in the white:		
54	Nested	2	
55	N. O. S	1½	3
56	Trunk Handles (leather), in barrels	2	Min. wt.
57	Trunk Slats (wooden), in bundles	3	10,000 lbs.
58	Trunk Tops and Bottoms, nested, in bundles or crates	2	
59	Trunks, in the white, unfinished, K. D., in bundles or crates, C. L.		
60	Trunk Covering (sheet metal) in sheets, flat, boxed, or in slatted boxes	4	5

†Shipments of Trunks, N. O. S., filled with goods (except valises), should not be accepted unless boxed (completely enclosed), and strapped.

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	ARTICLES.	L. C. L.	C. L.
	T-V-U		
	TRUNKS AND VALISES—Continued.		
1	Trunk Trimmings, iron, in boxes, kegs or barrels	2	
2	Valise or Satchel Frames (iron) boxed	2	
3	Turtles, packed in barrels	1	
4	Type, boxed	2	
5	Type, Old, returned to manufacturers	4	
6	Type Cleaning Compound, boxed	3	
7	Type Writers, with covers, boxed	D 1	
8	Type Writer Tables or Stands, boxed, wrapped or crated	1	
9	Type Writer Cabinets, boxed, crated or wrapped	1	
10	Type Writer Covers (wooden or leather)	D 1	B
11	Type Writer Machine Parts, boxed	1	
12	**Umbrellas**, boxed	1	
13	Umbrella Ribs, Sticks and Stretchers, boxed	2	
14	Upholsters' Fringes, in pasteboard boxes, crated	1½	
15	**Vaporizers**, (iron, including oil burners or vaporizers for furnaces) in boxes or crates	3	
16	Vaseline, Petrolatum, Petroleum Jelly, Petrolatum Oil, Pomade and Benzoinated Lard:	1	
17	In glass, boxed	1	
18	In cans, boxed	2	
19	In bulk in barrels	1	
20	In wooden pails, covers securely fastened		
21	**Vault and Prison Work:**		5 Min. wt.
22	Iron Vault and Prison Work, including Safety Deposit Vault Boxes (steel or iron), Vault Fronts (iron), and Vault Carriages (iron)	3	24,000 lbs.
23	Iron or Steel Vault or Office Furniture, consisting of Filling Cabinets or Cases, Shelving, Counters and Roller Book Shelves, crated or boxed	2	4 Min. wt.
24	Vault and Sidewalk Lights	4	24,000 lbs.
25	†**Vegetables:**		
26	Artichoke Tubers:	3	
27	In sacks or Barrels		
28	In bulk, C. L.	4	
29	Beets, Winter:		
30	In boxes, bags, barrels or crates	3	
31	In bulk, C. L.	4	
32	Cabbage, P. P. or guaranteed:		
33	In sacks	3	
34	In boxes, crates, barrels or hhds	4	
35	In bulk, C. L.		
36	Carrots, Winter:	3	
37	In boxes, bags, bls. or crates, L. C. L.		
38	In bulk, C. L.	2	
39	Citrons and Melons:	1	
40	In packages, P. P.		
41	In bulk, P. P., C. L.	2	C
42	**Horse Radish Roots, P. P.:**	1	Min.
43	In barrels or boxes	2	wt.
44	In sacks or barrels with cloth tops	3	24,000
45	Onions N. O. S., or Onion Sets:		lbs.
46	In sacks or barrels	4	
47	In bulk, C. L.		
48	Parsnips, Winter:	4	
49	In boxes, bags, barrels or crates	3	
50	In bulk, C. L.		
51	Pumpkins, in packages	3	
52	Squash:		
53	In packages	1	
54	In bulk, C. L.		
55	Tomatoes, in boxes or crates, or in baskets with tight or slatted covers	4	
56	Turnips:		
57	In sacks or barrels	3	5
58	In bulk, C. L.	3	
59	Bean Meal or Ground Beans:		
60	In sacks or boxes	3	5
61	In barrels		
62	Beans, including Castor Beans, Peas and Split Peas, *Dried:*	3	
63	In sacks	3	5
64	In barrels with cloth tops	4	
65	In barrels		
66	In bulk, C. L.		

† Vegetables mentioned above, rated Class C and 5th Class, may be shipped in mixed carloads at 5th Class rates.

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	ARTICLES.	L. C. L.	C. L.
	V		
	†VEGETABLES—Continued.		
1	Celery, in boxes, bags, barrels or crates, min. C. L. wt. 24,000 lbs	1	4
2	Chicory, not roasted, and Chicory Roots, in boxes, bags, barrels or crates	2	4
3	Chili, Ground, and Chili Powder, in boxes	2	
4	In natural state, in boxes, bags, barrels or crates	2	
5	Chinese Salted Vegetables, including Soy (Chinese or Japanese Vegetable Sauce), *in brine* in earthenware, packed in baskets	1	
6	Chinese Salted or Dried Fruits, or Vegetables, including Soy (Chinese or Japanese Vegetable Sauce):		
7	In baskets	2	
8	In boxes or barrels	3	4
9	In brine in barrels	4	5
10	Garlic, in boxes, bags, barrels or crates	1	
11	†Green, in boxes, bags, barrels or crates, or in baskets with tight or slatted covers:		
12	Artichoke Heads or Globes	1	
13	Asparagus	1	
14	Beans	1	
15	Beets, with tops	1	
16	Car ots, with tops	1	
17	Cauliflower	1	
18	Corn	1	
19	Cucumbers	1	
20	Egg Plant	1	5
21	Lettuce	1	Min. wt.
22	Melons, C. L		24,000 lbs.
23	Onions, with tops	1	
24	Oyster Plant	1	
25	Parsnips, with tops	1	
26	Peas	1	
27	Radishes	1	
28	Rhubarb (pie plant)	1	
29	Spinach	1	
29½	Cucumbers, in boxes, crates or barrels or in barrels with cloth tops	4	C
30	Lentils, in boxes, bags, barrels or crates	3	
31	Pea Meal or Ground Dried Peas:		
32	In sacks or boxes	3	5
33	In barrels	4	
34	§Potatoes:		
35	N. O. S.:		
36	In sacks or barrels	4	
37	In crates	3	
38	In bulk, C. L		C
39	Sweet:		
40	In baskets with cloth tops	2	
41	In boxes, bags, barrels or crates	4	
42	In barrels with cloth tops	2	
43	In bulk, C. L		
44	Pumpkins, dried or desiccated, in cans, boxes, barrels or sacks, min. C. L. wt. 24,000 lbs	3	4
45	Vanilla and Tonka Beans	D 1	
46	Vegetables N. O. S., prepaid	1	
47	Vegetables, dried, N. O. S., or desiccated, in cans or boxes	4	5
48	Vegetable Ivory Nuts, packed	3	
49	‡Vehicles, and parts of, except Bicycles, Tricycles, Velocipedes and Children's Vehicles:		
50	Buggy and Carriage Bodies, in the white, not crated, min. wt. 16,000 lbs		3
50½	Carriages, mounted on dummy wheels, boxed or crated:		
	Sufficiently K. D. to be loaded in box car	1½	
	With fixed or standing tops	D 1	
	Not boxed or crated:		
	Taken apart (wheels and shafts or tongues detached)	3½ t 1	
51	Passenger Vehicles and **Finished parts thereof,** *minimum* weight 12,000 lbs. for cars not exceeding 45 feet in length outside measurement. A deduction of 5 per cent. per foot to be made in *minimum* weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent. per foot to be made in *minimum* weight for each foot or fraction thereof in excess of 45 feet in length; charges on any carload shipment not to be less than for 4,000 lbs. at 1st class rate		3

†Vegetables mentioned above, rated Class C and 5th Class, may be shipped in mixed carloads at 5th Class rates.

§Potatoes may be shipped in mixed C. L. with Vegetables rated Class C at Class C rates and with Vegetables rated 5th Class at 5th Class rates, min. C. L. wt. 30,000 lbs.

‡Provision for crated vehicles will apply on shipments enclosed on all sides, including bottoms, with wood frame work so as to allow of their being taken in and out of cars within the crates; all parts hould be enclosed except shafts, poles or wheels; wheels must be racked or crated. Charges for ehicles K. D. crated should not exceed charges for same vehicles shipped taken apart, not crated.

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	ARTICLES.	L. C. L.	C. L.
	V		
	‡VEHICLES—Continued.		
1	Sprinkling Wagons, min. weight 20,000 lbs., C. L		A
2	Vehicles, Freight, N. O. S., also **Finished parts thereof,** min. wt. 24,000 lbs. C. L		A
3	Vehicles, light and heavy (mixed carloads of freight and passenger vehicles only, exclusive of automobiles) and **Finished parts thereof,** min. wt. 20,000 lbs. for cars not exceeding 40 feet in length outside measurement, an addition of 2 per cent. per foot to be made in *minimum* weight for each foot or fraction thereof in excess of 40 feet in length		A
4	Vehicles, also parts of Vehicles, returned to manufacturers (original consignors) for repairs, will be charged half tariff rates when returned by same railroad or railroads as originally forwarded by, charges to be prepaid; when returned by other railroad or railroads than originally forwarded by, **full tariff rates** will be charged.		
5	Freight Vehicles:		
	‡Vehicles, set up or knocked down, **loaded in ordinary box cars** with sliding side doors, L. C. L., as follows:		
6	Automobiles	1	
7	S. U., min. wt. 5,000 lbs. each	3 t 1	
8	Taken apart, boxed or crated	3½ t 1	
9	Taken apart (wheels detached)	D 1	
9½	Without Tops, boxed or crated	1	
10	Freight Vehicles:		
11	Freight Vehicles loaded on open cars, or too long or bulky to be loaded through ordinary sliding side doors of cars, min. wt. 5,000 lbs. each	1	
12	Carts:		
13	Delivery, two-wheeled.		
14	Boxed or crated (except shafts or poles) sufficiently K. D. to be loaded in box cars	1½	
	K. D., wrapped	D 1	
	Taken apart	D 1	
15	Dump, Hand or mining:	1½	
16	S. U	1	
17	K. D	1½	
18	Lumber Buggies (two-wheeled carts used in lumber yards):		
19	S. U	1	
20	K. D. in pieces	1½	
21	Peddlers' Hand Carts:		
22	S. U	1	
23	K. D	3 t 1	
24	With fixed glass tops, dismounted	1	
25	Drays (two-wheeled, one horse vehicles such as are used by pianoforte movers and others), K. D	3 t 1	
26	Motocycle Package Carriers	D 1	
27	†Sleds, Bob:	1	
28	Set up	2	
29	Tongue and reach taken out		
30	Completely taken apart, with the stakes tied together	3	
31	Sleds, Logging and Loggers' Snow Plows, K. D. weighing 2,000 lbs. or over	1½	
32	Freight Sleighs Bob Runners		

‡Provision for crated vehicles will apply on shipments enclosed on all sides, including bottoms, with wood frame work so as to allow of their being taken in and out of cars within the crates; all parts should be enclosed except shaft, poles or wheels, must be racked or crated. Charges for vehicles K. D. crated should not exceed charges for same wheels shipped taken apart not crated.

†provision for Bob Sleds will not apply on Vehicles having wagon or sleigh bodies, they being ratable as Sleighs.

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	ARTICLES.	L. C. L.	C. L.
	V		
	‡VEHICLES—Continued.		
	Freight Vehicles—Continued.		
1	Trucks, Combination Farm and Logging, without boxes, K. D., in pieces	3	
2	Trucks, Logging and Logging Wagons, K. D., in pieces	3	
3	Wagons:		
4	Advertising, Frames and Fixtures, K. D., boxed or crated	1½	
5	Beer, Roll, actual weight	1½	
6	Common or Farm, with or without boxes:		
7	Boxes S. U., other parts K. D	1½	
8	K. D., in pieces, actual weight	1	
9	Delivery:		
10	S. U	3½ t 1	
	Spring, tops dropped over bodies, crated	1½	
11	Ice, with fixed or standing tops	1½	
12	‖One Horse (including Combination One and Two Horse Wagons, fitted for shafts or poles, and weighing less than 1,500 lbs.), viz.: Beer; N. O. S. Electric Railway Repair; Express; Peddlers'; Platform Spring Drays; Sewing Machines; Undertakers'; and Oil Delivery, with square galvanized iron tanks:		
13	Boxed or crated (except shafts or poles), actual weight	1½	
14	Taken apart, min. wt. 1,500 lbs. each	1	
15	Sprinkling (one horse or hand), taken apart	1½	
16	Spring (one or two horse, not including ice wagons) with fixed or standing tops:		
17	Crated	D 1	
18	Not crated	3½ t 1	
19	Tar Tanks:		
20	Boxed or crated (except shafts or poles)	1½	
21	Taken apart (wheels and shafts or poles taken off) minimum weight 2,000 lbs. each	1	
22	‖Two Horse, viz.: Beer; Electric Railway Repair; Hose; Ice; Oil Tank (cylinder); Patrol; Sprinkling; Platform Spring Trucks; Express; Peddlers'; Transfer; and Undertakers':		
23	Boxed or crated (except shafts or poles), actual weight	1½	
24	Taken apart (wheels and shafts or poles taken off), min. wt. 2,000 lbs each	1	
25	Passenger Vehicles:		
26	Passenger Vehicles, loaded on open cars, or too long or bulky to be loaded through ordinary sliding side doors of cars, min wt. 5,000 lbs. each	1	
27	Ambulances, K. D., boxed or crated (except shafts or poles)	1½	
28	Buggies, including Buckboards, sufficiently K. D. to be loaded in box cars:		
29	Boxed or crated (except shafts or poles)	1	

‡Provisions for crated vehicles will apply on shipments enclosed on all sides, including bottoms, with wood frame work so as to allow of their being taken in and out of cars within the crates; all parts should be enclosed except shafts, poles and wheels; wheels must be racked or crated. Charges for vehicles K. D. crated, should not exceed charges for same vehicles shipped taken apart, not crated.

‖Ratings will not apply on spring wagons with fixed or standing tops.

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	ARTICLES	L. C. L.	C. L.
	V		
	‡VEHICLES—Continued.		
	Passenger Vehicles—Continued.		
	Buggies—Continued.		
1	Not boxed or crated	3½ t 1	
2	Buggies, in the white, ironed, entirely K. D., seats and dash detached and packed in bodies, axles, reaches, side bars and springs detached from bodies, and all parts named separated from each other and crated or boxed; wheels or shafts off and tied in bdls	1	
3	Carriages and Wagonettes, N. O. S., boxed or crated (except shafts or poles):		
	Sufficiently K. D. to be loaded in box car	1½	
4	With fixed or standing tops	D 1	
5			
6	Carts, Road:	1	
7	Boxed or crated (except shafts or poles), sufficiently K. D. to be loaded in box car	1½	
8	K. D., wrapped	D 1	
9	Taken apart	D 1	
10	Hearses:		
11	Boxed or crated	3½ t 1	
12	Taken apart, wheels, tongues or shafts detached	1	
13	Motorcycles:		
14	Set up, m n. wt 5,000 lbs. each	D 1	
15	Taken apart (wheels detached)		
15½	Quadricycles and Tricycles, with motor attachments, same as Motorcycles	1	
16	Passenger Vehicles N. O. S.:		
17	S. U., min. wt. 5,000 lbs each	3½ t 1	
18	Taken apart (wheels and shafts or tongues detached)		
19	Skeleton Racing Wagons (four wheel) and speed wagons, with bicycle wheels:		
	Sufficiently K. D. to be loaded in box car:	D 1	
20	Boxed	3 t 1	
21	Crated	3 t 1	
22	S. U., estimated weight 750 lbs. each	3 t 1	
23	Wheels off		
24	§Sleighs:	3 t 1	
25	Set up, N. O. S	2½ t 1	
26	Set up, boxed or crated (except shafts or poles)		
27	K. D., back, sides and front folded flat on bottoms with runners crated in same package	1	
28	K. D. (bodies and shafts removed), all parts (except shafts or poles) crated or boxed	D 1	
	Stage Coaches, taken apart and crated, loaded in box cars	1½	
29	Sulkies and Training and Racing Carts:		
30	K. D., and boxed	D 1	
31	K. D., crated	3 t 1	
32	K. D., in the white, crated	3 t 1	
33	S. U., N. O. S., estimated weight 750 lbs	1	
34	S. U. crated, min wt. 500 lbs. each	3 t 1	
35	Wheels off		
36			

‡Provision for crated vehicles will apply on shipments enclosed on all sides, including bottoms, with wood frame work, so as to allow of their being taken in and out of cars within the crates; all parts should be enclosed except shafts, poles or wheels; wheels may be racked or crated. Charges for vehicles K. D. crated, should not exceed charges for same vehicles shipped taken apart, not crated.

§Sleighs, crated with the exception of the bowed part of the runner and the latter wrapped, are ratable as crated.

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	ARTICLES.	L. C. L.	C. L.
	V		
	‡VEHICLES—CONTINUED.		
	Passenger Vehicles—Continued.		
1	Wagons:		
2	‖Spring Passenger, including Democrat Spring Wagons:		
3	Boxed or crated (except shafts or poles), sufficiently K. D. to be loaded in box cars, actual weight	1	
4	Taken apart, min. wt. 1,500 lbs. each	1	
5	**Vehicles, Parts of:**		
6	Adjustable Sleigh Runner Attachments, (for wheeled vehicles):		
7	S. U	D 1	
8	K. D., packed in bundles	1	
9	Automobile Bodies, in the white, crated	3 t 1	
10	Axle Couplings or Clips, in packages	2	
11	Axles, Steel, combined with Bolsters and Stakes	3	5
12	Axles, wagon, finished	1	
13	Axles, Wooden, and Reaches, in the white (not further finished than primed or shellacked)	3	
14	Beer Wagon or Beer Roll Bodies	1	
15	Buggy, Carriage and Cart Bodies, Bottoms, and Seats N. O. S.:		
16	Finished or Unfinished, with or without springs and axles, boxed or crated	1½	
17	In the white not boxed or crated	2½ t 1	
18	Buggy, Carriage or Wagon Tops, and Wagon Bodies with Tops attached:		
19	Set up, boxed or crated	3 t 1	
20	Folded flat, wrapped	D 1	
21	Flat, boxed or crated	1½	
22	Buggy and Carriage Steps, in bundles or boxes	1	
23	Buggy, Carriage or Cart Seat Backs, Cushioned, in bundles, bales or crates	1	
24	Carriage Bow Sockets, boxed	2	
25	Carriage Steps (cast-iron), unfinished, in boxes or casks	4	5
25½	Iron Carriage Mounts or Block, boxed or crated	3	
26	Carriage Top Braces, boxed	3	
27	Cushions, Buggy, Carriage or Wagon, in bundles or bales	1	
28	Dashboards (leather or sheet metal lined with felt), boxed	1	
29	Doubletrees, Neck Yokes, Singletrees and Whiffletrees (for buggies, carts or carriages):		
30	Finished	1	
31	In the white (not further finished than dipped, primed or shellacked), ironed	2	
32	Doubletrees, Equalizers, Neck Yokes, Singletrees and Whiffletrees, for Trucks and Wagons:		
33	Finished	2	
34	Dipped (not painted) ironed	3	
35	In the white (not further finished than primed or shellacked), ironed	3	
36	Doubletrees, Singletrees and Whiffletrees (iron or steel)	3	
37	Finished Parts of Farm Wagons N. O. S., including Gears	1	
38	Forged Wagon Irons, further finished than being drilled with bolt holes, in boxes or casks	2	
39	Gears, Finished Wheels attached	3 t 1	
	Automobile:		
	Without wheels, boxed or crated	3 t 1	
	In the white, including wheels, but exclusive of motors, crated	2½ t 1	
40	Buggy, Cart or Carriage (including wheels N. O. S.), K. D.:		
41	In crates, boxes or bundles	1	

‡Provison for crated vehicles will apply on shipments enclosed on all sides, including bottoms, with wood frame work so as to allow of their being taken in and out of cars within the crates; all parts should be enclosed except shafts, poles or wheels; wheels may be racked or crated. Charges for vehicles K. D. crated should not exceed charges for same vehicles shipped taken apart, not crated.

‖Ratings will not apply on spring wagons with fiexd or standing tops.

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	ARTICLES.	L. C. L.	C. L.
	V		
	VEHICLES, PARTS OF—Continued.		
	Gears—Continued.		
	Buggy, Cart or Carriage—Continued.		
1	Steel:		
2	In crates	1	
3	K. D. and boxed	3	
4	Carriage and Buggy (not including wheels), S. U	D 1	
5	Platform:		
6	In the white, without springs or axles	2	
7	With springs and axles attached, in bundles	1	
8	Sleigh:		
9	Tubular:		
10	Boxed or crated	2½ t 1	
11	K. D., in bundles	2	
12	N. O. S.	3 t 1	
13	Steel, in bundles	2	
14	Wagon, Iron	2	
15	Wagon, N. O. S.	D 1	
16	Glass Cases for peddlers' handcarts, boxed, bottoms crated	D 1	
17	Iron Caps and Shaft Ends, for Poles and Shafts:		
18	In bundles	1	
19	In boxes or barrels	3	
20	Iron Frames for Road Cart Bodies, bent in shape, with holes drilled for bolts, in bundles	3	
21	Neck-Yoke Centers, boxed or in barrels	2	
22	Poles:		
23	Buggy, Cart or Carriage, finished	1½	
24	Buggy and Carriage, not further finished than primed or shellacked, ironed	3	
25	Truck, or wagon, in the white (not further finished than primed or shellacked), ironed	3	
26	Wagon, finished	1	
27	Wagon (iron), unfinished	3	
28	Racks for Lumber Wagons	1	
29	Rods (for wagon gates):		
30	In bundles	3	5
31	In boxes, barrels or casks	4	
32	Shafts:		
33	Buggy, Carriage, Cart or Wagon:		
34	Finished, S. U	1½	
35	Taken apart, ironed	1	
36	Wagon and Carriage, in the white (not further finished than primed or shellacked), S. U	1½	
37	Seats:		
38	Buggy or Carriage (iron backed) nested, in boxes or crates	2	
39	Wagon, Wood:		
40	Crated or boxed	1	
41	Nested and boxed or crated	3	
42	Shoveling Boards and Wagon Box End Gates	3	A
	Completely K. D		5
43	Singletree Irons, Wagon, with or without rings attached:		
44	In boxes or barrels	4	
45	In bundles	2	
46	Sled Runners (wooden or iron), in bundles	3	
47	Sleigh Bobs	1	
48	Sleigh Bodies (see Rule 19):		
49	N. O. S.	3 t 1	
50	Boxed or crated	D 1	
51	Nested, boxed or crated	1½	
52	Sleigh Runners (wooden or iron), in bundles (see Rule 19)	2	
53	Spokes:		
54	In the white (not further finished than primed or shellacked)	3	
55	Springs:		
56	Bolster	3	
57	Carriage or Wagon	3	
58	Wagon Seat	3	
59	Storm Aprons, and Leather Panel Protectors, for Carriages, in packages	1	
60	Tires, Carriage or Buggy:		
61	Pneumatic:		
62	Deflated, boxed	D 1	
63	Inflated, boxed	2½ t 1	
64	Solid Rubber	1	
65	Wagon Beds (ordinary farm or express wagon bodies):		
66	Set up	D 1	
67	K. D. in bundles	1	
68	Wagon Box Bottoms, not ironed or painted	3	

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	ARTICLES.	L. C. L.	C. L.
	V		
	VEHICLES, PARTS OF—Continued.		
1	Wagon Brakes and Locks, boxed or crated	3	
2	Wagon Panels, in the white, in packages	3	
3	Wagon Reaches or Coupling Poles, finished	1	
4	Wagon Skeins and Axle Boxes:		
5	N. O. S.	3	
6	In boxes, barrels and casks	4	5
7	In barrels with cleated heads	4	
8	Wagon Umbrellas and Sunshades, for protecting wagon seats, in boxes or bales	1	
9	Wagon Tongue Supports	2	
10	Wheel Flanges (cast iron), in boxes, barrels or casks	4	
11	Wheels:		
12	Bicycle, Sulky or Carriage, boxed or crated	D 1	
13	Carriage, boxed or crated:		
14	With Pneumatic Tires	D 1	
15	With Solid Rubber Tires	1½	
16	Carriage, Cart, Spring Wagon or Buggy, N. O. S., boxed or crated	1½	
17	Dummy, Wagon	4	
18	Iron, Wagon, min. C. L. wt. 24,000 lbs.	2	5
19	Solid Wood, iron tired	2	
20	Wagon and Carriage, ironed, in the white, or not further finished than primed	1	
21	Wagon, Carriage or Buggy, in the white (not further finished than primed or shellacked)	1	
22	Wagon, N. O. S.	1	
23	**Vehicles, Children's,** and parts of, as follows:		
24	Axles (iron), for Children's Vehicles	3	5
25	Wheels (iron), for Children's Vehicles	3	Min. wt.
25½	Wheels (rubber tired), for Children's Vehicles	1	24,000 lbs.
26	Bottoms for Children's Carriages, in bundles, crates or boxes:		
27	Cane	1	
28	Wooden	2	
29	Boys' Toy Hook and Ladder Trucks, K. D., boxed or crated	2	
30	Children's Vehicles and Parts of, viz:		
31	Carriages, Carts, Combined Baby Walkers and Rockers, Doll Carriages, Sleds, Sleighs, Velocipedes, Bicycles (wheels not exceeding twenty-four (24) inches in diameter), Tricycles, Wagons, Wheel-barrows, Boys' Toy Hook and Ladder Trucks, and Hobby Horses, min. wt. 12,000 lbs., C. L.		3
32	Carriages, Baby or Children's:		
33	Set up, wrapped	3† 1	
34	Set up, crated	2½ † 1	2
35	†K. D., boxed or crated	1½	Min. wt.
36	†Children's Carriages, shipped without wheels, K. D., boxed or crated	D 1	12,000 lbs.
37	Carriages, Baby or Children's Parts of N. O. S., packed in boxes or crates	1½	
38	Carts and Wheel-barrows, Children's, K. D., flat, boxed or crated	2	
39	Dolls' Carriages, boxed	1	
40	Iron Rods for Children's Vehicles, boxed or crated	3	
41	Self-propelling Wagons, Children's, boxed or crated	1	
42	Sleds and Sleighs, Children's:		
43	Set up	D 1	
44	K. D., flat, boxed or crated	1	
45	Sleds, Clipper, wooden runners, nested, crated or securely cleated	1	
46	Springs for Children's Vehicles, boxed or crated	3	
47	Top Braces for Children's Vehicles, boxed	3	
48	Velocipedes (iron), *Children's*, boxed	1	

† Children's Carriages, to be entitled to K. D. rating, should have wheels and canopies detached, the springs removed or unfastened, and the bodies brought down flat on the reaches. Where bodies are mounted on springs, shipments are ratable as set up.

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	ARTICLES.	L. C. L.	C. L.
	V—W		
	VEHICLES, CHILDREN'S, AND PARTS OF—Continued.		
1	Wagons, Carts and Wheelbarrows, Children's:		
2	Set up	D 1	
3	Boxed or crated	1½	
4	K. D., in bundles	1	
5	Wagons, Children's, K. D., boxed or crated	2	
6	Wheels, Rubber Tired, for Children's Vehicles	1	
7	Ventilators, Window, boxed	1	
8	Vermin Coating, N. O. S., in boxes or cans	2	
9	Veterinary Surgeons' Operating Tables	1	
10	Vinegar Generators, packed with Vinegar Shavings	D 1	A
11	Vulcanizers, Automatic (for repairing rubber tires), boxed or crated	1	
12	**Wagon, Carriage and Sleigh Wood:**		
13	In the white, bent, not ironed	2	
14	In the white, sawed or turned (not bent) to shape, not ironed (including tenoned spokes, hubs not further finished than mortised and primed, and wooden road scraper sides)	4	B Min. wt. 24,000 lbs.
15	Lumber, Plow Beams and Handles (in the rough) and Rough Sawed Felloes and Hounds (mixed C. L. only)		
16	Wagon Wood, in the rough, sawed to dimensions (not further finished)	4	Lumber tariff rates.
17	**Wagon, Carriage and Plow Material:**		
	Axles (iron or wood)		
	Bar, Band and Rod Iron, not to exceed 10,000 lbs		
	Bows, Brakes		
	Doubletrees		
	Felloes, Gearing		
	Hubs		
	Neck Yokes		
	Plow Beams and Handles		A
	Shafts, Singletrees, Spokes		
	Springs		
	Thimble Skeins, Tongues		
	Wagon and Plow Malleable Castings		
	Wagon, Sled and Sleigh Wood		
	Wheels		
18	Plow Beams, in the rough, sawed to shape (not further finished)	4	Lumber tariff rates.
19	Wagon Dumps, K. D., boxed	3	
20	Warps and Beams	1	4
21	Wash Benches, K. D., or folded	2	4
22	Washing Machines, Hand, including Tub Bottle Washing Machines:		
23	Boxed, crated or racked	1	4
24	Not boxed, crated or racked	D 1	Min. wt.
25	K. D., bat:		20,000 lbs
26	In bundles	3	
27	In boxes	4	
28	Wash Tanks or Boxes for Saloon Counters, boxed or crated	2	
29	Watches and Jewelry, NOT TAKEN.		
30	Watch Cases, nickle plated, boxed	1½	
31	Watch Crystals, boxed	D 1	
32	Water Cooler Stands, boxed or crated	D 1	
33	**Wax:**		
34	Beeswax	1	
34½	Floor, Powdered or Chipped, in barrels or boxes	1	
35	Mineral, Crude	4	A
36	Tarrathus, in barrels or boxes	4	5
37	Shoe and Harness	2	
38	N. O. S.	1	
39	†Wax Figures, Images, Skeletons, Human Bones, Stuffed Birds and Museum Outfits 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, and prepaid	3† 1	1
40	Wax Tapers, boxed	1	3
41	Weather Strips, in bundles	1	
42	Weather Vanes, K. D., boxed	1	
43	Welding Compound, in boxes or barrels	3	
44	**Wheels:**		
45	Iron, Gear and Bull, plain and heavy, not machine finish (100 lbs. each or over)	4	5

† When carloads contain Live Stock, one man in charge will be passed free.

(Page 118.)

	ARTICLES.	L. C. L.	C. L.
	W		
	WHEELS—Continued.		
1	Iron N. O. S., including Iron Well Wheels and Iron Sprocket Wheels	2	5
2	Master Wheels N. O. S.	2	
3	Plain Iron Sprocket Wheels, weighing 100 lbs. or over	4	5
4	Propeller Wheels (iron or bronze), and parts of	2	
5	Wooden Cogged Gear Wheels	2	
6	N. O. S., in crates or bundles	D 1	
7	Wheel-Barrows:		
8	S. U., min. C. L. wt. 12,000 lbs.	1	3
9	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)	2	A Min. wt. 20,000 lbs.
10	K. D. flat and compact (wheels removed and packed flat in trays, legs and braces packed in trays or laid down flat)	2	
10½	Invalid Wheel Chairs, wrapped or crated	D 1	
11	Whip Line Reels (used at life saving stations), boxed or crated	1½	
12	White Metal Ware	1½	
13	Wicking	1	
14	Willow for baskets and furniture, in boxes or bales, min. C. L. wt 24,000 lbs.	2	4
15	Willow Ware:		
16	Boxed	D 1	
17	Not boxed	3 t 1	
18	Windlasses	1	
19	Wind-Mill Oilers	1	
20	Wind-Mill Springs or Equalizers	4	
21	Wind-Mills, K. D., min. C. L. wt. 20,000 lbs	2	A
22	Wind-Mill Tanks, wooden, in pieces	3	D
23	Wind-Mills and †Iron Pumps, min. wt. 20,000 lbs. C. L.		A
24	Wind-Mill Tanks, wooden, in pieces, Wind-Mill Towers and Timber prepared for same, and Iron Supports for Water Tanks	3	B Min. wt. 24,000 lbs.
25	**Window Shades, Curtains and Fixtures:**		
26	Bamboo Curtains, boxed	D 1	
27	Blind Slats (Venetian blinds not included), boxed or crated	3	
28	Curtain Exhibitors:		
29	In boxes, barrels or crates	2	
30	N. O. S.	1	
31	Curtain or Shade Rollers or Slats, Window, and Fixtures:		
32	In boxes, bundles or crates	2	
33	Curtain Poles covered with Plaster Paris, boxed or crated	3	4
34	Curtain Rods or Poles (metal or metal covered), and Metallic Fixtures, boxed	1	Min. wt. 24,000 lbs.
35	Curtain Rods or Poles (wooden), and Wooden Fixtures, boxed or crated, released	3	
36	Curtain Poles, in bundles, min. wt. 24,000 lbs.		4
37	Metal Roll Curtains, in rolls	4	5
38	Paper Curtains	1	
39	Venetian Blinds, boxed or crated	1	4
40	Window Curtain Cornices, boxed	1	
41	Window Reflectors, boxed or crated	1½	
42	Window Screen Cloth Holders (for holding wire screens), boxed	1	
43	Window Shade Cloth, boxed	1	
44	Window Shades and Fixtures N. O. S., boxed	1	
45	**Wire:**		
46	Aluminum Wire, in packages	1	
47	Barbed Wire		5
48	Brass or Copper, plain or insulated	2	4
49	Fence, Barbed and Telegraph, iron or steel	4	C
50	Iron, covered or insulated	4	5
51	Rope (copper), in coils or on reels	2	4

†Mixed carloads only with articles included in item.

(Page 119.)

	ARTICLES.	L. C. L.	C. L.
	W		
	WIRE—Continued.		
1	Steel or iron, plain, coppered, galvanized or tinned, in bundles, rolls, boxes, barrels or casks	4	5
2	Woven (for mattresses):		
3	In rolls, boxed	3	4
4	In rolls, min. wt. 20,000 lbs.		
5	N. O. S.	2	
6	Wire Articles:		
7	Aluminum Wire Cable, in packages	1	
8	Barrel Covers	1	
9	Baskets, Farmers', common, nested	1	
10	Baskets, Stationers', nested, flat:		
11	Boxed	1	
12	Crated	1½	
13	Box Straps, in bundles or in reels	4	5
14	Cloth and Netting, Brass Wire	2	
15	Cloth, N. O. S.	4	5
16	Flower Stands, set up	3 t 1	
17	K. D.	1	
18	Pillow Sham Holders, flat, boxed	1	
19	Plant Stakes, in boxes or barrels	2	
20	Rope N. O. S.:		
21	In coils or reels	4	5
22	LOOSE, NOT TAKEN.		
23	Skylight Guards, boxed or crated	3	4
24	Stall Guards, in bundles	2	
25	Table Furniture, boxed	1½	
26	Window Guards (for prisons and asylums)	3	5
27	Wire Goods, N. O. S.:		
28	N. O. S.	D 1	
29	Flat or nested, boxed	1	
30	Wire and Wood (combined) Material for Portable Corn Cribs and Granaries	4	C Min. wt. 20,000 lbs.
31	Wire Work, N. O. S.	D 1	
32	Wood Ashes:		
33	In packages	4	E
34	In bulk, C. L.		
35	Wood Flour, in barrels with cloth tops, min. C. L. wt. 24,000 lbs.	3	C
36	Wood, Petrified N. O. S.	3	5
37	Wood Pulp	3	C
38	Wood for Pulp, C. L.		E
39	Wooden Clamps, for refrigerator coils	3	
40	Wooden Covers for Ice Machines or Ice Pans, crated, min. C. L. wt. 24,000 lbs.	3	C
41	Wooden Whip Racks, folded flat	1½	
42	**Wooden and Fibre Ware,** consisting of the following articles:		
43	Axle Grease Boxes		4
	Bail Boxes		Min. wt. 16,000 lbs.
	Barrels (L. C. L. shipments to be taken at minimum weights shown under "Cooperage")		
	Bowls		
	Buckets, including Ore Buckets		
	Bungs		
	Butter Ladles, Butter Moulds		
	†Butter Plates or Trays		
	Butter Tubs, plain or lined with glass, tin or zinc		
	Candy Pails (wooden)		
	Cheese Boxes		
	Churns (hand)		
	Clothes Horses, Clothes Lifters		
	Clothes Pins, Clothes Racks		
	Corrugated Wood		
	Drums (wooden, set up)		
	Firkins		
	Indurated Fibre Ware Laundry Tubs		
	Ironing and Skirt Boards (plain and folding)		
	Kits, Legs, Lap Boards, Lard Tubs, Lemon Squeezers		
	Measures N. O. S.		
	Nail Boxes or Chests (wooden)		
	Pastry Boards		
	Pie Plates, wood and pulp		
	Potato Mashers, Rolling Pins, Rope Reels, Scoops		
	Shrubbery and Tree Labels, wooden		
	Sieves and Sifters (wood rim)		
	Skewers, Snow Shovels, Spice Cabinets		
	Tea Caddies (wood)		
	Trays, N. O. S.		

†Butter plates or trays, wooden, may be shipped in mixed carloads with baskets at basket rates.

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	ARTICLES.	L. C. L.	C. L.
	W-Z		
	WOODEN AND FIBRE WARE—Continued.		
	Towel Racks		
	Tubs		
	Washboards		
	Water Pails (wooden or paper)		
	Wooden Faucets		
	Wooden Laundry Tubs (zinc lined)		
	Wooden Shot Cases		
	Wooden Spoons		
	Wool Cards		
1	Articles above enumerated:		
2	In boxes, barrels or crates	2	
3	N. O. S.	1	
4	Barrel Covers, boxed or crated	2	
5	Butter and Lard Tubs and Covers:		4
6	Nested, in bundles, securely fastened with wood strips	2	Minimum
7	In packages containing three or more Tubs completely nested, with cover of outside Tub securely fastened	2	weight 16,000
8	Butter Boxes, Wooden or Fibre Ware (plain or parafined)	1	lbs.
9	Cheese Safes	2	
10	Churn Dashers	4	
11	Clothes Driers (for outside use), reels, boxed or crated	2	
12	Clothes Racks, tops cleated, bottoms tied	2	
13	Hand Churns, frames K. D. in bundles and cylinders or boxes, wrapped in burlaps or paper	2	
14	Pails (wooden, paper or fibre ware), wrapped with strawboard and encased in paper sacks	2	
15	Toothpicks, boxed	1	
16	Washboards, in bundles, securely cleated	2	
17	Willow Baskets, nested, Ladders not exceeding twelve (12) feet in length. Handles (axe and mop), and Wooden Plates (see Rule 7), C. L.		
18	Snow Shovels, Hand, min. C. L. wt. 16,000 lbs.		A
18½	Wooden Butter Dishes, min. wt. 20,000 lbs., C. L.		5
19	Wool:		
20	Scoured:		
21	§In sacks	D 1	
22	‖Compressed in bales	1½	
23	N. O. S.:		
24	§In sacks	2	
25	‖Compressed in bales	3	
26	Work Benches:		
27	N. O. S. Set up	1½	
28	Carpenters', Machinists', Tailors', or Cabinet Makers', K. D., boxed	3	
29	Carpenters' Benches, K. D. flat, legs and cross pieces in bundles	3	
30	Jewelers' Work Benches, boxed or crated	1	
31	Manual School Machine Shop Benches	2	
32	Wringers:		4
33	Clothes or Mop, Hand:		Min. wt.
34	Boxed or crated	2	24,000
35	N. O. S.	D 1	lbs.
36	Combined Steel Bucket and Mop Wringer, crated	1	
36½	X-Ray Machines, boxed	D 1	
37	Zinc:		
38	Dross	4	D
39	Flue Dust	4	D
40	Pigs or Slabs	4	5
41	Sheet, in casks	4	
42	Shavings	2	B
43	Sheet or Roll, not packed	1	
44	Scrap:		
45	In bales	4	D
46	In bulk		
47	Sweepings (refuse from dirt floors of galvanizing iron plants), C. L.		E

‖ Solid, compact and heavy packages, or single bales bound with rope, or with iron or wire hoops or bands.

§ Packages consisting of several sacks bound together are ratable as wool in sacks.

DWIGHT N. LEWIS, *Secretary.*

WELCOME MOWRY,
EDWARD A. DAWSON,
DAVID J. PALMER,
Commissioners.

After the promulgation of the foregoing classification, a number of errors were discovered in the same and amendment as follows was issued to make corrections:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

AMENDMENT No. 1 TO IOWA CLASSIFICATION No. 12.

DATED OCTOBER 10, 1901, EFFECTIVE OCTOBER 31, 1901.

The attention of the Board having been called to several manifest typographical and other errors in Iowa Classification No. 12, this amendment is issued to correct the same:

Page.	Item.	ARTICLE.	L. C. L.	C. L.
13	3	Blackboards, Slate or Wooden and School Drawing Boards without legs, boxed or crated	2	4
18	42	Banana Crates:		
	43	S. U	D 1	
	44	K. D. (hoops, slats and burlap bagging)	3	4
	45	Barrels, Oil, Iron, not less than 75 lbs. each, min. C. L. wt. 20,000 lbs	1	D
	46	Bicycle crates, K. D	1	
	47	Bottle Carriers (boxes with wooden partitions)	4	
	48	Breeding crates, K. D	3	5
	49	Butter Carriers (glass jars and tops)	3	
	50	Butter Carriers (glass) packed one each in galvanized iron pails	1	
	51	Can Racks, crated or in bundles, no finished surface exposed	1	
	52	Carboys, min. C. L. wt. 16,000 lbs	2	B
29	15	Vats, Cream or Cheese:		
	16	S. U	D 1	3 Min. wt.
	17	Legs and detachable parts taken off, crated	1	12,000 lbs.
45	7	Glass covers, for barrels and pails, and glass cracker box covers, in boxes, barrels or crates	2	4 Min. wt. 24,000 lbs.
62	25	House Trimmings, above enumerated (except Blinds, Doors and Sash, Turned Columns, and Door, Screen and Window Frames, S. U.) when made of other wood than Black Walnut, Cherry, Holly or Mahogany	4	B Min. wt. 20,000 lbs.
	26	Blinds and unglazed Doors:		
	27	Common Pine, Redwood, Cypress, Poplar, Hard Pine or Oak	4	
63	2½	Blinds and unglazed Sash and Doors, other than Common Pine, Redwood, Cypress, Black Walnut, Cherry, Mahogany or Tin Covered	4	
65	26	Bran Dusters:		
	27	Crated	D 1	3
	28	Boxed	1½	Min. wt.
	29	K. D. Boxed or crated	1	12,000 lbs.
68	35	Middlings Purifiers and Combined Purifiers and Flour Graders:		
	36	S. U	3 t 1	3
	37	Boxed	D 1	Min. wt.
	38	K. D. (hoods and pulleys detached) boxed or crated	1	12,000 lbs.
0-	7½	Head Cheese, boxed or barreled	3	
	51	Stone (all kinds) crushed for road building	4	Soft Coal (lump) rates.
95	40	Flax, Wild Mustard or Kale	4	Flaxseed tariff rates.
95	2	Shoddy, etc., etc		3 Min. wt. 12,000 lbs.
98	14	N. O. S. (*Hobby Horses and Shoo Flies*)	D 1	
98	21	Merry-Go-Rounds (*and bracketed articles*)		3 Min. wt. 15,000 lbs.
108	53 to 59	Trunk boxes, etc., etc , etc.		3 Min. wt. 12,000 lbs.
114	3	Boxed or crated (except Shafts or Poles), sufficiently K. D. to be loaded in box car, actual weight	1½	
	41	In Crates, Boxes, or Bundles	1½	

SCHEDULE OF REASONABLE MAXIMUM RATES.

Page III. The Chicago, Ft. Madison & Des Moines Railway, now being a branch of the Chicago, Burlington & Quincy Railroad Company, should not appear in Classification of Railroads.

Page V. Lumber Rate for 170 miles should 7.8 cents.

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

Des Moines, Iowa, October 10, 1901.

DWIGHT N. LEWIS, *Secretary.*

At a later date other errors having been discovered, amendment No. 2 was issued as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

AMENDMENT No. 2 TO IOWA CLASSIFICATION No. 12.

(SUPERSEDING AND INCLUDING AMENDMENT NO. 1.)

DATED DECEMBER 11, 1901. EFFECTIVE DECEMBER 31, 1901.

The attention of the Board having been called to several manifest typographical and other errors in Iowa Classification No. 12, this amendment is issued to correct the same:

Page.	Item.	ARTICLES.	L. C. L.	C. L.
13	3	Blackboards, Slate or Wooden and School Drawing Boards without legs, boxed or crated	2	4
18	42	Banana Crates:		
	43	S. U	D 1	
	44	K. D. (hoops, slats and burlap bagging)	3	4
	45	Barrels, Oil, Iron, not less than 75 lbs each, min. C. L. wt. 20,000 lbs.	1	D
	46	Bicycle Crates, K. D	1	
	47	Bottle Carriers (boxes with wooden partitions)	4	
	48	Breeding Crates, K. D	3	5
	49	Butter Carriers (glass jars and tops)	3	
	50	Butter Carriers (glass) packed one each in galvanized iron pails	1	
	51	Can Racks, crated or in bundles, no finish surface exposed	1	
	52	Carboys, min. C. L. wt. 16,000 lbs	2	3
19	53½	Barrels, N. O. S	4	Corn Tariff Rates
21	50	Oil Cake	4	
	51	Oil Cake Meal	4	
29	15	Vats, Cream or Cheese:	D 1	3 Min. wt. 12,000. lbs.
	16	S. U	1	
	17	Legs and detachable parts taken off, crated	4	
33	43	(Fencing) Combination wire and wood in rolls		4 Min. wt. 20,000 lbs.
43	15	Poultry:		
	16	Alive in coops, P. P. or guaranteed	1	
		No allowance for feed or water		4 Min. wt. 24,000 lbs.
45	7	Glass Covers, for barrels and pails, and glass cracker box covers, in boxes, barrels or crates	2	
62	25	House Trimmings, above enumerated (except Blinds, Doors and Sash, Turned Columns, and Door, Screen and Window Frames S. U.) when made of other wood than Black Walnut, Cherry, Holly or Mahogany	4	B Min. wt. 20,000 lbs.
		Blinds and unglazed Doors:		
	7	Common Pine, Redwood, Cypress, Poplar, Hard Pine or Oak	4	
63	2½	Blinds and unglazed Sash and Doors, other than Common Pine, Redwood, Cypress, Black Walnut, Cherry, Mahogany or Tin Covered	4	
63	17	Sash, made of Common Pine, Redwood or Cypress, glazed with Common Window Glass	4	
65	26	Bran Dusters:		
	27	Crated	D 1	3 Min. wt. 12,000 lbs.
	28	Boxed	1½	
	29	K. D. boxed or crated	1	
68	35	Middlings Purifiers and Combined Purifiers and Flour Graders:		
	36	S. U	3 1	3 Min. wt. 12,000 lbs.
	37	Boxed	D 1	
	38	K. D. (hoods and pullevs detached) boxed or crated	1	
82	7½	Head Cheese, boxed or barreled	3	
85	51	Stone (all kinds) crushed for road building	4	Soft Coal lump rates. Flaxseed tariff rates. 3 Min. wt. 12,000 lbs.
95	40	Flax Wild Mustard or Kale	4	
56	2	Shoddy etc., etc		
98	14	N. O. S. (*Hobby Horses and Shoo Flies*)	D 1	3 Min. wt. 15,000 lbs.
98	21	Merry-Go-Rounds (*and bracketed articles*)		3 Min. wt. 12,000 lbs.
108	53 to 59	Trunk Boxes, etc., etc., etc		
114	3	Boxed or Crated (except Shafts or Poles), sufficiently K. D. to be loaded in box car, actual weight	1½	
	41	In Crates, Boxes, or bundles	1½	

SCHEDULE OF REASONABLE MAXIMUM RATES.

Page III. The Chicago, Ft. Madison & Des Moines Railway, now being a branch of the Chicago, Burlington & Quincy Railroad Company, should not appear in Classification of Railroads.

The Winona & Western and the Mason City & Ft. Dodge Railroads, now being operated as a part of the Chicago Great Western Railway system, should not appear in Classification of Railroads.

Page V. Lumber Rate for 170 miles should be ..... 7.8 cents

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

Des Moines, Iowa, December 11, 1901. DWIGHT N. LEWIS, *Secretary*.

NOTE: On April 22, 1902, the board issued ammendment No. 3, effective May 10, 1902, which will be printed in commissioners' report for 1902.

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(NOTE.—The paging noted in the following index refers to pages of classification printed in parenthesis, thus (Page 23).

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" Desk Racks	98	62
" Grass Catchers	9	50
" Hunting and Fishing Cases	97	11
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" Grubbers	9	2
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" Butter or Grease	25	32
" Fibre	34	51
" Shells	46	54
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" " Paper	18	18
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Semaphore Lenses	92	68
" Material, Iron	92	55
Semi-portable Engines	66	40
Semita	21	25
Separators	7	1
" Cockle	65	42
" Cream	28	32
" Flour Mill	66	51
" Steam	71	14
Service Boxes	88	10
Set Hammers	107	23
Settees, L. C. L	41	44
" C. L	37	37
Setters, Cream	28	33
Settling Bowls for Smelters	73	22
Sewage Pumps	90	4
Sewed Carpet Lining	18	33
Sewer Braces	53	11
" Inlets	54	54
" Pipe	86	53
" " with Brick	16	2
Sewing Machine Stand Castings	71	1
" " Wagons	112	12
" " Woodwork	70	51
" " Oil	78	25
Sewing Machines	70	42
" " Parts of	70	46
Shade Rollers,	118	31
" Slats	118	31
Shades, Lamp	57	1
" " Glass	45	13
" Window	118	25
Shaft Ends	115	17
Shafting	71	3
" with Cotton Ginning Machinery	65	46
" with Laundry Machinery	68	19
" with Creamery Machinery	28	33
" Couplings	69	23
" Boxes	66	51

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" with Creamery Machinery	38	33
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" Vehicle	115	32
" with Wagon Material	117	17
Shakers, Grate	101	19
" Milk	68	30
Shanks, Shoe	13	56
Shaped Brick	16	6
Shapes for Agricultural Implements	10	22
Shares, Plow	10	10
Sharpeners, Disc	7	24
Shaved Hoops	26	37
Shavings	64	10
" Brewers'	95	52
" Cork	27	39
" Gas Purifying	55	45
" Leather	57	48
" Steel	55	29
" Vinegar	95	52
" " with Vinegar Generators	117	10
" Zinc	120	42
Shear Blocks	96	2
Shearing Machines	71	5
" " Bar Iron	68	26
Shears, Sheep	29	37
Sheathing and Lath, Combined	64	11
" Quilt	95	58
Sheep	61	10
" Dip	95	59
" Dip Paste	95	60
" Pelts	82	20
" Shears	29	37
" Skins	43	9
Sheep's Wool and Cement Boiler Covering	80	32
Sheet Brass	15	23
" Brass Screen Plates	15	38
" Copper	20	48
" Iron	58	1
" " with Corrugated Iron	52	47
" " with Planished Iron	54	58
" " with Stoves	103	14
" " with Tinware	106	12
" Music	74	78
" Zinc	120	41
" " with Tinware	106	12
Shelf Boxes	35	7
" Decorating Paper	84	16
" Music Cases	75	35
Shellac, Gum	48	46
Shellers, Corn	7	6
Shell Oysters	86	7
" Paving	85	49
Shells	95	66
" with Ordnance Stores	79	5
" Almond	11	10
" Cartridge	97	58
" Cartridge, Returned	97	60
" Clam	95	69
" Crab	95	67
" Cocoa	46	54
" Cocoanut	25	34
" Oyster	95	69
" Paper	108	22
" Racing	23	23
" Steel	71	17
" Tank Filter	55	32
Shelves, Brick Drying	16	16
" Dry Goods	64	6
" Stove Pipe	103	28
Shelving, Vault	109	23
" Wooden	62	1
Shift Knees	67	39
Shingle Bands, Iron	54	59
" Bolts	64	21
Shingle Machines	71	42
Shingles, Metal	85	38
" Wood	61	12
Ship Chandlery	13	18
" Knees	64	13
" Logs	95	4
" Lumber	64	14
Ships' Lantern Glasses	99	1
Shocker and Corn Harvester, Combined	7	8
Shock Glass	44	11
Shoddy	99	2
" Dust	96	2
" Pillows	86	12
" Rubber	94	14
Shoe Blacking	13	15
" Button Fastening Staples	13	58
" Dressing	13	15
" Findings	13	38
" Nails	75	43
" " with Cobblers' Outfits	13	44
" Pegs	13	53
" Polish	13	15
" Polishers	96	5
" Receptacles	41	49
" Scrapers	96	8
" Shanks	13	56
" Stands	13	47
" " Revolving	96	7
" Uppers	13	50
" Wax	117	37
Shoeing Racks	24	59
Shoes	13	39
" Horse and Mule	52	61
" Iron, for Stamp Mills	71	8
" Press Drill	10	15
" Sleigh	55	9
" Snow	98	32
" Wooden	13	57
Shoo Flies	98	11
Shooks, Box	61	20
" Brick	16	16
Shorts	20	35
Shot	98	25
" Solid	79	5
" Cases	20	1
" " Wooden	119	42
" Chilled	52	36
" Markers, Target	79	37
Shoveling Boards	115	42
Shovels	10	67
" Brass	15	41
" Fire	101	19
" Grain	69	32
" Snow, Wood	119	42
" Steam	91	28
" " on Flat Car	93	5
Shovels, Steam Fixtures	93	5
" Stove	101	19
Show Cards	96	9
" Case Frames	96	15
" " C. L	96	13
" " Material	96	16
" " Stands	96	17
" " Supports	96	13
" Cases	96	12
Shredded Wheat Biscuit	47	15
Shrinkers, Tire	71	20
Shrubbery	76	37
" Labels	119	42
Shutters, Iron	54	61
" " Covered	93	1
" Rolling, Steel	54	61½
Shuttles, Loom	71	44
Sickles, Reaping	10	57
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" " " C. L	38	9
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" Rain Proofs	85	18
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" Gratings	55	2
" Lights	109	24
" Tile, Cement	85	61
Siding, Iron	85	17
" Rock Face	85	38
" Steel	85	38
Sieve Scalpers	71	9
" " with Flour Mill Machinery	65	51
Sieves	56	18
" Tin	106	4
" Wooden	119	42
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" Tin	106	4
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Signal Lances	94	26
Sign Pots	96	34
Signs	96	23
Sliex	74	39
Silhouettes, Target	79	38
Silica	74	42
Silicate Brick	16	9
" of Soda	24	38
Silicated Paper and Cloth for Blackboard	13	7
Silicated Wood Pulp Boards	13	8
Silk Cocoons	90	35
" Lamp Shades	57	1
" Noiles	30	33
" Raw	30	43
Sills, Cement	20	23
" Iron, Door and Window	53	12
Silver Foil	46	3
" German	43	37
" Plated Ware	43	40
" Rice	21	7
" Trimmed Cutlery	29	38
Sinews	82	21
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Singletrees	114	29
" with Implements	9	57
" with Wagon Material	117	17
" Iron	114	30
Sink Backs	88	11
" Drain Boards	62	11
" Frames	62	11
Sinker Bars	88	18
Sinkers, Lead	57	26
Sinks, Iron	88	11
" Slate	88	24
" Soapstone	88	25
" Steel	105	32
" Wooden	42	44
" " K. D	64	15
Siphons, Iron	5	5
" Rubber	94	13
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Sizing	87	33
Skates	98	31
Skeins, Iron	116	4
" Thimble	117	17
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Skeletons	117	39
Skelp Iron	51	26
Skewers	119	42
Skids	96	36
Skillets	101	19
Skins	42	47
" with Packing House Products	81	32
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" Ironing Tables	42	27
Skivings, Leather	57	48
Skunk Skins	42	51
Skylight Frames	55	6
" Glass	44	27
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" Ventilators	55	6
Slab Tin	106	22
" " with Antimony	73	57
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" Billiard Table	97	53
" Marble	101	13
" Stone	101	13
" Zinc	120	40
Slag	74	45
" Carts	73	23
" Pots	73	24
" Roofing	85	27
Slat Basket Material	12	33
Slate	100	13
" Blackboards	13	3
" Brick	16	10
" Ground	16	10
" Laundry Tubs	88	24
" Liquid for Blackboards	13	6
" Mantels	72	9
" Paving	85	50
" Pencils	99	33
" Roofing	85	39
" School	99	34
" " unframed	100	27
" Sinks	88	24
" Slabs	100	13
" " for Furniture	38	4
Slate, Tile	105	25
" Urinals	88	24
" Washtubs	88	24
" Water Closet Ranges	88	24
Slates, Billiard Table	97	46
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" Blind	118	27
" Curtain	118	31
" Trunk	108	57
Sled Knees	54	7
" Runners	115	46
Sledges	107	42
Sleds, Bob	111	27
" Children's	116	42
" Clipper	116	45
" Logging	111	31
Sleeping Bags	42	19
" Cars	90	41
Sleeves, Converter	73	25
Sleigh Bobs	115	47
" Bonnies	115	48
" Gears	115	8
" Runner Attachments	114	6
" Runners	115	52
" Shoes	55	9
" Wood	117	12
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" Children's	116	42
" Freight	111	52
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" Retrigerator	41	32
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" " C. L	38	11
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" " Fronts	92	11
" " Houses	55	10
" Stack Iron	55	13
" Stacks	71	10
" " with Creamery Machinery	28	33
" " with Laundry Machinery	68	19
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" Meat	81	58
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" Tongues	82	24
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" Tobacco	107	1
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Smut Machines	66	51
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Snaths	10	61
Snow Plows	92	69
" " on Trucks	91	28
" " Loggers'	111	31
" " Street Railroad	92	69
" Shoes	98	32
" Shovels	119	42
" Sweeping Machines	93	1
Snuff	96	37
Soap	48	1
" Frames	108	30
" Powder	48	1
" Root	93	67
" Sample Cases and Desks, Combined	40	36
" Stock Mineral	77	41
" Stone, Dust	74	46
" " Facings		
" " Griddles	100	29
" " Packing	80	49
" " Sinks	88	25
" " Slabs	100	30
" " Tubs	88	26
" Weed	93	67
" Wrappers, Printed	84	28
" Wrapping Paper	84	29
Sockets, Carriage Bow	114	24
" Rope	66	19
" " with Oil Well Supplies	78	40
Sod	96	38
Sod Oil	78	28½
Soda	24	31
" Ash	22	36
" Bi-carbonate of	24	32
" Caustic	24	34
" Cyanide of	24	35
" Fountains and Fixtures	96	41
Soda Hypo-Sulphite of	24	36
" Nitrate of	24	37
" Sal	24	22
" " and Soda	24	39
" Silicate of	24	38
" Sulphate of	24	36
" Sulphide	24	36
" Tablets, Effervescent	26	8
" Water	59	13
" " Bottles	13	60
" " " Returned	19	7
" " Generators	71	44
" " Retainers	18	65
Sodium, Peroxide of	24	41
" Phosphate	24	42
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Solder	96	42
" with Antimony	73	57
Soldering Flux	96	46
" Furnaces, Gasoline	43	36
" Nipples	88	2
" Salts	96	45
Soldiers' Lockers	79	60
Sole Leather	57	35
Soles, Leather	13	45
Solid Rubber Tires	115	64
" Wood Wheels	116	19
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Sorghum Chips	45	20
" Seed	95	31
Soup Powder	48	5
" Tablets	48	5
Soups, Canned	17	67
Sour Mud	96	47
Sowers, Broadcast	7	32
Soy	110	5
Spades	10	67
Spaghetti	47	33
Spare Ribs	82	3
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" Cloth, Locomotive	92	9
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Specimens	96	48
Spectacle Cases	20	3
" Lenses	95	6
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Spelter	96	53
" Fume	83	33
Spent Lye	23	51
" Tanners' Bark	12	17
Spice	48	6
" Adulterant	47	51
" Cabinets	119	42
" Meal	48	11
Spiders	101	19
Spiegel Iron	55	14
" " Granulated	55	15
Spikes, Drift	53	7
" Iron	75	51
" " with Fencing	34	38
" Railroad	92	56
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" Seam Pipe	86	24
" Spring Supports	41	53
Splate	23	12
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Splices	92	57
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" " Material for	12	33
" Seat Chairs	39	12
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" " C. L	37	39
" Match	72	37
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" Peas	109	62
" Switches	92	58
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Sponge Display Counters	40	29
" Gas	43	34
" Iron	55	55
Sponges	97	6
" Cannon	79	28
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" (Carriers)	18	66
" " Returned	19	6
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" Wooden	119	42
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Spreaders Ballast	90	30
Spreader Stick	80	11
Spreaders, Hammock	49	19
" Manure and Fertilizer	8	24
Spring Bed Material	42	1
" " Plates and Links	42	1
" Beds	41	56
" " C. L	38	10
" Democrat Wagons	114	2

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Spring Freight Wagons	112	16
" Lounge Bottoms	41	53
" Passenger Wagons	114	2
" Hinges	53	48
" Keys	9	46
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" Agricultural Implement	10	21
" Car	92	35
" for Beds	41	53
" for Children's Vehicles	116	46
" Locomotive	92	49
" Vehicle	116	46
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" Street	70	18
" Street Car	90	53
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" C. L	111	1
Sprocket Wheels	118	3
" " with Castings	52	23
Sprouts, Barley or Malt	20	34
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Squibs	43	11
Stackers, Hay or Straw	8	4
Stacks, Iron Book	57	53
Staff Work	87	34
Stage Coaches	113	29
Stained Glass	43	49
Stair Rods	93	55
" Work, Iron	55	21
" " Wooden	62	23
Stairs, Wood	64	16
Stakes, Cane	17	38
Stalk Cutters	9	6
Stall Guards	55	16
" " Wire	119	24
" Gutters	55	17
Stalls	27	60
Stallions	61	11
Stamp Pads	99	41
" Racks	99	41
Stamped Ware	105	39
Stamps, Office and Rubber	99	35
" Parts of	90	41
Stanchions, Cattle	20	9
Standard Gauge Cars	90	49
Stand Pipe Material	55	22
" Pipes, R. R	92	24
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" Brass	42	10
" Butter, Returned	19	11
" Camera	11	35
" Copying Press	99	23
" Display	42	19
" " Flower	36	14
" Fire Set	15	41
" Flower	36	13
" for Geographical Globes	43	41
" Hall	40	43
" Hammock	49	20
" Music	75	12
" Photograpers'	11	35
" Pickel Display	40	28
" Printers'	89	25
" Range Boiler	88	22
" Sad Iron	103	6
" Shoe	13	48
" " Revolving	96	7
" Show Case	96	17
" Typewriter	109	8
" Umbrella	29	27
" Water Cooler	117	32
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" Iron	55	24
" " with Bolts	52	6
" Shipping, Sheet Iron	54	60
" Shoe Button Fastening	13	58
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Starch	48	12
" Kettles	68	19
" Machines, Automatic	71	11
" Polish	48	15
" Refuse	28	59
Starching Machines	61	19
Starchose	48	12
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Stationary Blast Forges	67	4
" Fare Registers	93	4
" Hose Reels	51	5
" Powder Magazines	88	61
" Tubs	68	19
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Stationery	98	58
" Cases	99	43
Statuary, Church	80	17
" Stone	100	21
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" Baskets	12	29
" Bolts	64	21
Staves	26	38
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" Steels, Dress	30	29
Stays, Fence Wire	34	36
Steam Chest Casings	55	27
" Coils and Fixtures	99	57
" Condensers	70	5
" Cookers, Tin	102	34
" Cranes	91	26
" Drying Closets	99	49
" Engines	66	39
" Engines and Dynamos Comb'd	31	42
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" Fire Engines	35	33
" Gauges	71	13
" " with Heating Apparatus	99	66
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" Heaters	101	19
" " with Laundry Machines	68	19
" " Portable	101	19
" Heating Apparatus	99	52
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" " Kettles	56	15
" Jet Blowers	65	12
" Motors and Cars, Combined	91	8
" Pile Hammers	69	33
" Power Wringers	68	19
" Pumps	90	6
" Radiators	99	56
" Riding Galleries	98	21
" Separators	71	14
" Shovels	93	5
" " on Trucks	91	28
" " Fixtures for	93	5
" Street Rollers	71	44
" Sterilizers	102	34
" Traps	71	14
" " with Heating Apparatus	99	67
" Washing Machines	68	19
" Wrecking Cranes	91	28
" Yachts	13	27
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" " with Evaporators	66	45
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" Articles	51	24
" Billets	51	43
" Brick Siding	85	38
" Brushes	16	42
" Chests	99	68
" Crushed	53	2
" Filings	53	20
" Granulated	53	2
" Pans	54	33
" Plates or Shapes for Agricultural Implements	10	22

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" Traps	108	4
" Tubes	87	1
" Waste	55	29
" Wire	119	1
" " with Fencing	34	28
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Stems, Artificial Tree	76	15
Stencils	100	1
Step Ladder Poles	12	54
" " with Turned Woods	64	26
" Ladders	56	29
" " and Chairs, Combined	56	29
" " Ironing Boards, Combined	56	29
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" Vehicle	114	25
" Steel, Street Railway Car	93	12
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Stereo-Relief	87	19
Stereotype Backing Compound	100	2
" Boxes	15	8
" Plates	87	42
" " Bases for	57	22
" Presses	69	47
Stereoscopes	95	7
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" Paper	84	17
Sterilizers' Steam	102	34
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Stick Chicory	47	4
" Licorice	57	58
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Stilts, Potters'	20	18
" Wooden	98	36
Stirrups	50	3
Stitch Horses	50	6
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" Cars	90	37
" Fountains	11	59
" Furniture, L. C. L	40	40
" " C. L.	37	42
" Hydrants	100	3
Stocking Blocks	50	69
Stockers, Fuel	67	8
Stomach Linings, Hog	50	39½
" "	82	26½
Stone and Mannfactures of	100	4
" Artificial	100	34
" Boats	101	14
" Conduits	32	1
" Crushed, for Filtering	100	31
" " for Road Building	85	51
" Lifters and Carriers	101	15
" Lined Blotter Baths	92	45
" Paving	85	50
" Pumice	100	24
" r Clay Pumps	100	23½
" Pullers	103	35
" Rollers for Floors	93	56
" Separating Machines	65	37
" Slabs for Furniture	38	4
Stoneware	100	42
" Churns	101	8
" Insulating Tubes	32	25
Stones, Curling	97	64
" Lithographic	100	9
" Mill	73	48
" " with Flour Mill Mach'y	66	51
" Oil	101	12
" Printers' Imposing	100	13
" Pulp Grinding	46	20
" Scythe	10	65
" Whet	101	13
Stools	42	5
" Mess	79	54
" Piano	75	31
Stools, Window	62	23
Stopcock Boxes	89	10
Stoppers, Bottle	14	17
" Powder Keg	54	32
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" " Parts of	31	32
" Battery Boxes	31	33
" Plates, Lead	31	34
" Racks	12	22
" Tanks	104	29
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" Furniture	37	31
" Shelving	62	1
" Stool Bases	38	25
" Stools	42	7
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" Houses	101	18
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" Beards	103	15
" " with Stoves	103	14
" Bolts	103	19
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" Castings	101	19
" Cover Lifters	101	19
" Fenders, Brass	15	34
" Furniture, Sheet Metal	106	10
" Linings	16	11
" Mats, Asbestos	103	20
" Pipe	103	21
" " with Coal Hod	102	32
" " Dampers	101	19
" " Elbows	103	21
" " with Coal Hods	102	32
" " Iron	103	26
" " with Stoves	102	32
" " with Tinware	105	42
" " Shelves	103	28
" " Thimbles	103	21
" Polish	103	29
" Reservoirs	101	19
" Shovels	101	19
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" Laundry	30	49
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Strap Hinges	53	47
Straps, Box	119	13
Straw	60	21
" Board	84	40
" " Boxes	15	9
" " Cartons	14	22
" " Candy-Pail Partitions	15	1
" " Cans or Boxes	15	6
" " Cores	103	34½
" " Cracker Pails	15	1
" " Discs	84	53
" " Display Stands	84	54
Straw Board Fruit Box Fillers	37	1
" " Fillings for Egg Carriers	31	6
" Bonnets	50	17
" Bottle Wrappers	14	21
" Braid	73	46
" Caps	50	17
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" Iron, Skylight	55	6
" Wall, Iron	55	46
" Window	117	7
Vermicelli	47	31
Vermin Coating	117	8
" Exterminator	11	26
Vessels, Brass	15	42
" Copper	27	20
Vestibule, Street Car	93	21
Veterinary Surgeons' Tables	117	9
Ventilator Frames	55	83
Vinegar	59	21
" with Cider	58	15
" and Pickles	59	26
" Barrels	26	14
" Returned	19	54
" Chips or Shavings	95	52
" " with Vinegar Generators	117	10
" Generators	117	10
Vines, Cranberry	76	18
" Grape	76	22
Vises	55	41
" and Anvils, Combined	51	29
Vitriol, Blue	22	48
" Oil of	22	13
Vitrified Brick Curbing	86	2
" Coping	86	3
Vulcanite	94	17
Vulcanized Corn Oil	77	39
" Fiber	35	9
Vulcanizers, Automatic	117	11

W

Wadding	30	45
Waffle Irons	101	19
Wagon Axles	114	12
" Brakes or Locks	116	1
" Beds	115	65
" Bodies, Farm	115	66
" with Tops	114	18
" Bows	117	17
" Box End Gates	115	42
" Brakes	116	1
" " with Wagon Material	117	17
" Carriage and Plow Material	117	17
" Carriage and Sleigh Wood	117	12
" Castings, Malleable	117	17
" Clevises	9	51
" Coal Chutes	25	30
" Cushions	114	27
" Dumps	117	19
" Gate Rods	115	29
" Gears	115	14
" Irons, Forged	114	38
" Jacks, Hand	107	66
" Oil Tanks	104	43
" Panels	116	2
" Poles	115	25
Wagon Racks	115	28
" Reaches	116	3
" Scale Platform Frms	94	51
" Seat Springs	115	58
" Seats	115	39
" Shafts	115	36
" Skeins and Boxes	116	4
" Springs	115	57
" " with Wagon Material	117	17
" Stake Pockets	52	16
" Tires	55	42
" Tongue Supports	116	9
" Tops	114	18
" Umbrellas	116	8
" Wheels	116	11
" Wood	117	12
Wagonettes	113	3
Wagons	119	3
" with Implements	9	19
" Battery	79	8
" Children's	117	1
" Dump	70	18
" Parts of	114	5
" Sugar	103	39
Wagon, Tank, for Farm Engines	9	18
Wainscoting	63	26
" with Furniture	37	33
" with House Trimmings	63	7
Waist Belts	79	11
Walkers and Rockers, Combined	97	17
" " with Children's Vehicles	116	31
Walking Plows	8	45
" Wheeled Plows	8	37
Wall Case Bases	62	1
Wall Cases	40	39
" Cleaning Paste	48	40
" Coping, Cement	20	23
" Covering, Papier Mache	87	25
" Finish	87	38
" Flues	103	32
" Maps	72	26
" Paper	87	24
" Plaster	87	39
" Pockets	42	37
" Racks	42	38
" Ties	55	45
" Ventilators and Gratings, Iron	55	46
Walnut Juice	47	71
" Pulp	17	71
" Logs	63	27
" Lumber	64	25
Walnuts	77	2
Wardrobes	42	39
Warehouse Trucks	108	30
Warming Closets	103	4
Warp Beams	117	20
" Carpet	18	40
Warps	117	20
Wash Benches	117	21
Wash Board	110	47
" Boilers	106	4
" " Copper	27	25
" Kettles	101	19
" Stands	42	42
" Stands, Cast Iron	88	11
" Tanks or Boxes for Saloon Counters	117	28
" Tubs, Iron	88	9
" " Slate	88	24
Washboard Frames	62	12
Washers, Coal	65	41
" Iron	55	48
" " with Bolts	52	6
" Lead	57	27
" Leather	57	51
Washing Compound	47	29
" Crystals	48	1
Washing Machines, Hand	117	22
" Steam Power	88	19
" Powders	48	1
Waste Cork	27	40
" Cotton	27	56
" Fur	42	62
Waste Steel	55	29
" Yarn	90	2
Watch Cases	117	30
" Crystals	117	31
" Glass Cases	20	4
Watches	117	29
Water Backs for Smelters	73	30
Closet Bowls	87	63
" " Frames	62	11
" " Hoppers	88	14
" " Ranges and Urinals	88	15
" " Seats	88	20
" " " with Lumber	62	11
" " Iron	88	36
" " Tanks	88	37
" Closets	88	35
" Cooler Stands	117	32
" Coolers	26	9
" " and Tinware	115	31
" Elevators	89	55
" Gates	86	47
" Gauges	67	19
" Heaters	102	40
" "	103	3
" " with Stoves	101	19
" Jackets for Smelters	73	31
" Mains	73	34
" Motor Fans	71	37
" Pails	119	42
" Pipe, Steel	87	2
" " Wood	87	4
" Tanks, Railroad	92	25
" Tank Spouts	91	32
" Towers, Fire Department	35	36
" Wheels	71	38
" " with Flour Mill Mach'y	66	51
Watering Troughs	55	49
" Wooden	61	20
Wax	117	33
" Candles	46	41
" Coated Paper	84	27
" Figures, Images and Museum Outfits	117	39
" Mineral	117	35
" Paraffine	117	36
" Tapers	117	40
Waxed String	87	33
" Wrapping Paper	84	26
Weaners Calf	17	31
Wearing Apparel, Fur	42	47
Weather Strips	117	41
" Vanes	1.17	48
Webbing, Burlap	12	9
" Jute	12	9
Wedges, Iron	55	52
" Wooden	64	23
Wedgewood, Jasper Ware	29	25
Weigners, Milk	28	33
Weighing Machines	67	21
Weights, Actual and Estimated	1	1
Weights, Clock	25	16
" for Folding Beds	38	30
" " Hoisting Machines	67	40
" Hitching	53	49
" Scale	94	55
" " Testing	94	52
Weiss Beer	58	5
Welding Compound	117	43
Well Augers	71	39
" Boring Machines	71	29
" Buckets with Cooperage	26	15
" Pipe Screens	55	53
Well Points (Drive Well)	53	10
" Tubing, Cement	20	22
" Wheels, Iron	116	1
" Battery	86	53
Whalebone	33	46
Wheat Biscuit	47	15
" Coffee	47	4
" Cracked	21	2
" Rolled	21	2
Wheelbarrows	118	7
" with Scrapers	95	18
" Children's	116	38
Wheel Flanges	116	10
" Guards	93	17
" Hoes	10	48
" Housing Castings	55	54
" Rims, Bicycle	97	39
Wheeled Potato Diggers	8	53
" Scrapers	95	15
" " with Road Making Machines	70	18
Wheels	117	44
" Bicycle	97	44
" Bicycle Sulky	116	12
" Buggy	116	16
" Bull	9	37
" Car	92	37
" Carriage	116	16
" Cart	116	11
" Emery	32	41
" Foot Power	67	1
" for Agricultural Implements	10	27
" " Flour Mill Machinery	63	51
" " Hoisting Machines	67	41
" Fly	68	15
" Iron Balance or Fly	68	15
" " for Children's Vehicles	117	6
" " Sprocket	118	1
" " Well	118	1
" Locomotive	92	14
" Mining Car	92	10
" Master	118	2
" " for Agrl. Implem'nts	9	37
" of Fortune	68	24
" Propeller	118	4
" R. R. Velocipede	93	35
" Rubber Tired	116	15
" Rubber Tired for Children's Vehicles	117	6
" Spinning	97	1
" Spring Wagon	116	16
" Wagon	116	20
" " with Wagon Material	117	17
Whetstones	101	13
Whiffletrees	114	29
" with Implements	9	57
" Iron	114	36
Whip Handles	50	10
" Line Reels	118	11
" Racks, Wooden	119	41
Whipstocks	50	10
" Wooden	50	13
Whips	50	12
Whisky	59	31
White Lead	83	30
" Paint	85	6
" Metal Ware	118	12
Whiting	74	51
" with Paints	81	30
Wicking	118	13
Wigs	49	10
Willow Basket Trucks	108	29
" Baskets	12	29
" Baskets and Woodenware	120	17
" Chairs	39	20
" Cuttings	76	46
" for Baskets and Furniture	118	14
" Furniture	42	43

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Willow Lounges	41	6
" Trunks	108	51
" Ware	118	15
Windlasses	118	18
" Arc Light	31	23
Windmill Equalizers	118	20
" Oilers	118	19
" Pumps	118	23
" Springs	118	20
" Tanks	118	22
" Towers	118	24
" " Iron for	118	24
" " Timber for	118	24
Windmills	118	21
" with Implements	9	20
" Returned	6	6
Window Aprons	62	23
" Caps, Cement	20	23
" Cleaners	94	15
" Coal Chutes	25	30
" Decorations	76	3
" Frames, Wood	62	23
" " Iron	54	44
" Glass	45	1
" Gratings	53	30
" Guards, Wire	119	26
" Reflectors	118	41
" Screen Cloth Holders	118	42
" " Frames	62	23
" Screens	95	22
" " with Furniture	37	33
" Shade Cloth	118	43
" Shades, Curt'ns and Fixt'rs	118	25
" Sills, Iron	53	12
" Stools, Wooden	62	23
" Ventilators	117	7
Wine	59	29
Wings, Plow	10	10
Wire	118	45
" with Electric Light Machinery	32	10
" and Wood Fence, Combined	33	43
" and Wood Mater'l for Corn Cribs	119	30
" Articles	119	6
" Barbed	118	49
" " with Fencing	34	38
" Barbs	34	35
" Barrel Covers	119	8
" Baskets	118	9
" Binding	9	21
" Box Straps	119	13
" Bustles	30	26
" Cable	31	38
" " Aluminum	119	7
" " Support Rollers	62	15
" " Telegraph	31	38
" Check Rower	9	31
" Cloth	119	15
" Clothes Line	25	20
" Cots	40	5
" Door Mats	72	42
" Dress Forms	30	26
" Fence	34	21
" " Board	34	20
" " Clamps	34	36
" " for Gates	34	38
" " for Interior Finish	34	21
" " Staples	34	37
" " Stays	34	36
" Fencing (Ornamental Strip)	34	20
" Goods	119	27
" Hammocks	49	18
" Hay Bale Ties	53	41
" Lath and Fastenings	57	9
Wire Matresses	41	20
" Mill Rollers	70	33
" Nails	75	47
" " with Fencing	34	38
" " Coated	75	45
Wire Netting	119	14
" " with Fencing	34	20
" " Display Racks	40	30
" Pillow Sham Holders	119	18
" Rat Traps	108	8
" Reels	18	68
" Rope	119	20
" " with Hoisting Machinery	67	42
" " with Rigging	13	24
Wire Rope Clips or Clamps	67	43
" " Reels	18	68
" " " Returned	19	46
" Tramways	67	29
" Screens	95	22
" Signs	93	32
" Skylight Guards	119	23
" Solder	96	44
" Springs	98	54
" Stall Guards	119	24
" Stretchers	34	26
" Table Furniture	119	25
" Telegraph	118	49
" Trough Hangers	108	20
" Twisters	34	27
" Window Guards	119	26
" Work	119	31
" " for Elevators	68	4
" " for Interior finish	34	21
" Woven for Mattresses	119	2
Wired Box Material	26	45
" Glass	44	31
" Staves	26	46
Witch Hazel	59	38
Wood Alcohol	59	41
" and Cement Posts	34	5
" and Wire Fence Combined	33	43
" " " Material for Corn Cribs	119	30
" Ashes	119	32
" Basket Bottoms	12	33
" Bolts for Staves, Shingles or Excelsior	64	21
" Bottle Wrappers	14	19
" Bushings	64	26
" Carpet	64	22
" Carriage	117	12
" Fiber Pipe	87	6
" Filler Paint	83	6
" Fillings for Egg Carriers	31	6
Wood Flour	119	35
" for Pulp	119	38
" Fuel	37	28
" Hames	49	39
" Partition Bottle Package	14	19
" Petrified	119	36
" " with Specimens	96	52
" Powder	98	7
" Pulp	119	37
" " Board	84	57
" " " Boxes	14	61
" " Boards, Silicated	13	8
" Quassia	30	54
" Roofing	85	45
" Seat Chairs, L. C. L	39	12
" " C. L	37	38
" Signs	96	33
" Sled	117	17
" Sleigh	117	12
" Tea Caddies	119	42
" Veneering	64	17
" Wagon	117	12
" Working Machinery	71	41
Wooden and Fiber Ware	119	42
" Figures	35	10
" Pipe	87	5
Woods, Combined	61	23
" Dye	30	54
" of Value	64	24
" Turned	64	26

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Woods, Veneered	61	25
Wool	120	19
" Cards	119	42
" Mineral	73	50
" Oil	78	6
" Presses	69	48
" Scoured	120	20
Woolen Mill Sweepings	96	2
Work Benches	120	26
" Boards	42	46
" " with Furniture	37	33
Worms for Stills	71	18
Woven Cane for Chair Seats	38	52
" Wire Barrel Hoops	26	44
" " Mattresses	41	19
" " " C. L	38	10
" " for Mattresses	119	2
Wrappers, Bottle	14	18
" Coin	84	43
Wrapping Mats	33	3
" Paper	84	25
Wreckers, Railroad	91	27
Wrecking Cranes	91	28
" Frogs	93	39
Wrenches, with Oil Well Supplies	78	40
" Monkey	107	72
" Screw	107	72
" Track	107	42
Wringers and Buckets, Combined	120	36
" Hand	120	33
" Steam Power	68	19
Writing Ink	99	6
" Paper	83	39
Wrought Iron Pipe	86	45
X		
X-Ray Machines	120	36½
Y		
Yachts	13	27
Yard Hydrants	88	8
Yard Sticks	107	65
Yarn	30	47
" Lath	27	28
" Waste	96	2
Yeast, Cakes	48	41
" Compressed	48	42
" Crumbs	48	41
" Liquid	48	43
" Powders	48	41
Yelks, Egg	31	18
Yokes, Bell	12	51
" Cable Railway	92	26
" Neck	114	29
" " with Wagon Material	117	17
" Ox	80	27
Yucca Roots	93	68
Z		
Zinc	120	37
" with Stoves	103	14
" with Tinware	106	12
" Battery	31	35
" Chloride of	24	53
" Cornice	27	42
" Dross	120	38
" Dry	83	33
" Flue Dust	120	39
" Junk	56	2
" Lead, White	83	33
" Lined Tubs	119	42
" Ore	74	53
" Oxide of	83	33
" Paint	83	6
" Scrap	120	44
" Shavings	120	42
" Sheet	120	41
" Signs	95	29
" Stove Boards	103	14
" Sulphate of	24	54
" Sweepings	120	47

CASES CLOSED BY CORRESPONDENCE.

CASES CLOSED BY CORRESPONDENCE.

No. 1684—1896.

J. K. EWING, ET AL, SHANNON,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.
Condition of Stock Yards.

On April 18, 1901, the Board received the following letter which explains itself:

SHANNON CITY, IOWA, APRIL 17, 1901.

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

GENTLEMEN:—I have been instructed by the city council to call your attention to your decision in regard to the removal of the stock yards at this place. The decision was made December 31, 1896. You will find the decision on page 51 of your 1896 report. The railway company has not done anything in regard to bettering the conditions of their yards. Their attention has been called to it time and again, but they failed to do anything, and do at the present time. The yards are in a frightful condition and have been for past two months. It is not only a nuisance to the health of our town, but it is a hardship to stock shippers, as the mud is from six inches to two feet deep and it is almost an impossibility for stock to get through. Mr. Reed, emigration agent for the C. G. W., came here in the fall of 1899, saying he came as the personal representative of Division Superintendent Mr. Burlinget, and told the Mayor, Mr. J. K. Ewing, that if the town would grant them until about the first of March, 1900, they would positively remove the stock yards and fix them in good shape. The time was gladly given them and Mr. Reed departed, feeling that he had fixed matters up all right. But 1900 came and went and so has 1901. Now, if you will kindly help us out in this matter and keep us from being imposed upon any longer we would feel very grateful to you.

Yours truly,

G. M. CANFIELD,
City Clerk.

Attention of the railway company was called to the above at once, and on July 17th General Manager Stickney, of the Great Western, advised the commission that matters in dispute had been amicably adjusted. The complainants were advised that unless they were heard from to the contrary, this disposition of the case would be presumed to be satisfactory.

Des Moines, Iowa, November 29, 1901.

No. 2307—1901.

L. E. SAMPSON, ALTOONA.
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Farm Crossing.

Complaint filed March 16, 1899.

The complainant in this case owns a farm just west of Altoona, Iowa, through which the lines of the C. R. I. & P. Railway company run, cutting off a few acres in the southwest corner of his farm from the balance of his land; the com-

pany had provided a grade crossing over both lines of railway and there was also a culvert that could be used by stock passing from one part of the farm to the other. Mr. Sampson desired that the railway company provide him an open crossing so that he might reach the highway at the south of his farm on practically a straight line from his house.

The matter was taken up with the railway company and upon answer of the company being received, the Commissioners addressed the following letter to Mr. Sampson: "Your communication of the 4th inst. concerning your application for an open farm crossing to highway from your house, to be located over the right-of-way of the C. R. I. & P. Railway company, was duly received, and the the matter was at once taken up with the officials of the railway company. In a letter received from the company they say: 'We furnish Mr. Sampson a crossing for wagons. We also furnish him with an underground run-way for stock, and it seems unreasonable to us for him to ask that we put in another crossing for him at a point where we have quite a fill, and it would cost several hundred dollars to put in a crossing as it would have to be done, when he has access to the public road from his own land and the crossing that we already have in is ample for the team work that he will want to do, and it should be borne in mind that the "flat iron" piece of land belonging to him, just on the opposite side of our track from his house and feed lots is used for pasture land only, and the under ground runway answers every purpose.' This is sent you for any further statements that you may want to make concerning the matter. It is probable that it will be necessary for the Commissioners to go to your place and view the premises before finally disposing of the case."

The Commissioners visited the premises on Tuesday, July 25th, and from examination made did not believe they would be justified in making an order for an open crossing at this time and the complainant was so informed.

Des Moines, Iowa, November 29, 1901.

No. 2308—1901.

C. W. THORUP ET AL, FLORENCE.
v.
MASON CITY & FORT DODGE RAILWAY COMPANY.
Petition for Depot.

Complaint filed May 4, 1899.

Upon receipt of the petition asking for depot, the Commissioners asked for information concerning the number of inhabitants, business interests, probable number of cars of produce, etc., etc. In answer to this inquiry the Board received the following:

FLORENCE, IOWA, May 10 1899.

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

Yours of May 4th, relating to petition sent you, asking for a depot here.

There is only three or four inhabitants here, but it is the surrounding farmers who are asking for a depot here. There is one store here and postoffice combined, one elevator and a creamery.

In regard to freight, the grain buyer claims he shipped 100 cars of grain in 1898, and fifteen cars of stock; received twenty-five cars of coal; the creamery ships between 75,000 and 100,000 pounds of butter a year from here.

I am running this store here, and also shipping a large amount of freight and also receive a large amount.

As to passenger earnings I guess is not very large, but you will understand that with a depot here, these things would increase to great extent; it would increase express for instance. As it is now we cannot get any express at all here, nor any freight without being prepaid from shipping point; the grain buyer cannot get any cars without ordering from the next station, which is very inconvenient; when we have any passengers to go they have no place to wait for trains, and have to flag the train in order to stop them, and therefore people would rather drive five or six miles to next station in order to have things comfortable.

This place is between five and six miles from their next station by rail and between six and seven miles by highway. The community around here believe we are not asking too much, as we believe there is business enough to demand a depot, we therefore beg the honorable railroad commissioners to help us in this matter. I remain. Yours truly,

C. W. THORUP,
Post Master.

P. S. Thirty families or more get mail at this postoffice.

The case was taken up with the railway company, and Mr. O. B. Grant, superintendent, wrote the Board on May 13, 1899, as follows:

FORT DODGE, IOWA, May 13, 1899.

Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN —Yours of the 12th, referring to petition for station building at Florence, Iowa, with enclosures, received.

I received the petition referred to from Mr. Thorup on April 22d, and replied to it on April 28th, as per copy of my letter herewith enclosed.

For your information I enclose a statement, showing the passenger and freight earnings of that station from the time the siding was put in, which was September 1896.

The passenger business is so very small that even the petitioners must, in all fairness, acknowledge there is not sufficient to justify asking for a station, further than the facilities now furnished, which consists of a platform, to which was added a small shelter for the pretection of butter shipments from the heat of the sun. This will also furnish shelter for passengers while waiting for trains.

The freight business of the station, as stated in my letter to Mr. Troup, is almost entirely grain, stock and butter shipments out and coal shipments in; aside from these four items freight shipments are light and a station building would be of no particular help.

It would not influence the business one way or the other, so far as I can see.

The petitioner is in error when he says the grain men order cars through the next station, as we have printed cards for non-agent stations to fill out and send to proper party at Fort Dodge, and the car movements at these points are handled to the satisfaction of all concerned.

The trouble in flagging trains to stop for passengers is more imaginary than real, as there is a flag at each of these small stations, and all a passenger has to do is to put it up in the place provided for it. If we were to take the star out of the time card at these points all such trains would, according to rule, have to come to full stop whether any one to go or not, as it is we are saved the expense and delay in making such stops about twenty days out of the month, and the burden on passenger to flag the train is not great.

As far as the express matter is concerned, the express company is always anxious to get all the business it can, they make their rules as easy as safe transaction of business will permit. Mr. Thorup can have express matter delivered at Florence by billing it through to some billing station beyond and marking it delivered at Florence at owners risk, or if there is business that will at all justify the express company will put him in as their agent, allowing him the usual commission on business done.

We have stock yards, with sheds, water and scales at that point, also got a party to build a grain elevator and done everything of that kind to encourage and increase the business and done as much for Florence as for any other station in this way.

We feel that the facilities at this point are ample to properly take care of the business offered and eel that the petition for station building and agent asked for is not justified by the conditions—that the platform and shelter now there are sufficient for the travel and business as at present. The stock shipments out of Florence amounts to 10 to 12 cars per year.

Yours Truly,

O. B. GRANT, *Superintendent.*

Accompaning this letter Mr. Grant filed a statement showing earnings at the station of Florence as follows: For 1896, freight business $282.59; 1897, passenger $10.75, freight business, $190.34; for year 1898, passenger, $12,70, freight business $2,617.97.

Some further correspondence was had with reference to this matter, but on the 12th of December, 1900, Mr. Thorup wrote the Board that he was no longer at Florence and no one else taking up the case, same was closed.

Des Moines, Iowa, November 29th, 1901.

No. 2309—1901.

M. McKone, et al, Brooklyn,
v.
United States Express Company.
} *Petition for free delivery.*

Complaint filed October 12, 1899.

The complaint in this case was in the form of a petition as follows:

Brooklyn, Iowa, October 5, 1899.

To the Honorable Board of Railroad Commissioners, in and for the state of Iowa:

We the undersigned citizens and business men of Brooklyn, Poweshiek county, Iowa, respectfully petition your Honorable body to compell the United States Express company, doing business on the Chicago, Rock Island & Pacific Railroad, running through Iowa, having an agent and office in Brooklyn, to deliver all the express matter consigned to the several business men at their respective places of business free of charge, the same as they do in all the surrounding towns not doing any more business than we do.

We have asked the above named company, through their superintendant, W. H. Quick, whose office is in Des Moines, to grant us the required relief which he has refused to do.

We therefore pray your honorable body to compel the express company doing business as common carriers to grant us the required relief

Signed by

I. Jones,
and fifty-two others.

This matter was taken up with the express company and reply was made for the company by Mr. W. H. Quick, general superintendent, which is set out below:

Des Moines, Iowa, October 26, 1899.

Mr. D. N. Lewis, Secretary Iowa Railroad Commissioners, Des Moines, Iowa:

Dear Sir: Returning yours of the 12th, with copy of petition from the citizens of Brooklyn asking for free delivery, I desire to say that the business of Brooklyn at the present time will not warrant free delivery. I have been looking around at all the towns to see if there was any discrimination in any way against the town of Brooklyn, and I find there is not. The only point where we make free delivery at a town where the business compares with that of Brooklyn, is at Montezuma. We would not have free delivery at that point were it not for the fact that we have to make transfer to a connecting company for matter destined for points on their lines. This makes it necessary to employ drayage, and while the drayman is thus employed he delivers packages to the business men in the main business portion of the town.

I find on looking over the business of Brooklyn that it would cost us at least ten per cent upon the amount of intrastate business done at that point, to make free delivery, and this is a little more than we can afford.

The main business portion of Brooklyn is within a block or two of the depot, and the business men can get their express matter at the same time they get their goods from the railroad company.

We are willing to treat Brooklyn just as well as any other town in which we do the same amount of business, but until the business is materially increased, we cannot afford free delivery.

Yours truly,

W. H. Quick,
General Superintendent.

On October 27th the Board received another communication from Mr. McKone stating that that town should have free delivery, and again the attention of Mr. Quick was called to the case. On November 29th Mr. Quick addressed the Board as follows:

Des Moines, Iowa, Nov. 29, 1899.

Mr. D. N. Lewis, Secretary Board of Railroad Commissioners, City:

Dear Sir:—Returning all correspondence in relation to free delivery at Brooklyn, I herewith enclose slip showing the amount of business done in the year 1898 at Brooklyn, Grinnell, Marengo, Newton and West Liberty. These figures show the total in and out business, and on the slip I explain that it has no bearing on the actual earnings. You will note that the business at Grinnell is more than double that of Brooklyn, that of Newton three times as much, and that of Marengo fifty per cent more. In the copy of my letter sent by you to Mr. McKone, you enter in the second paragraph "interstate" instead of "intra-state." When I made the statement of the cost of at least ten per cent, I meant that it was on "intra-state," not "interstate" business.

We think these figures will convince you that we try to handle our business and treat all patrons alike under the same circumstances. Mr. McKone speaks in his letter about talking with J. H. Tucker, who was our agent for many years at Brooklyn. I think if he will talk with Mr. Tucker again that he will tell him that I submitted the matter of free delivery at Brooklyn and whether the business could be increased sufficiently to pay the extra expense, and Mr Tucker decided that it would not be, and that there was no call for free delivery. I think Mr. Tucker will express himself in the same manner now.

I did not give you the figures from Montezuma, as I explained the situation to you when you called upon me yesterday, but can give them if you want them.

I will say, in conclusion, that as soon as we think it advisable, and the business will warrant it, we will give Brooklyn free delivery.

Trusting this explanation will be satisfactory,

Yours truly,

W. H. Quick,
General Agent

Accompaning the above letter was the following statement:

Des Moines, Iowa, November 29, 1899.

	1898.
Brooklyn, Iowa, total in and out business	$2,836.38
Grinnell, Iowa, total in and out business	7,758.71
Marengo, Iowa, total in and out business	4,335.33
Newton, Iowa, total in and out business	8,949.94
West Liberty, Iowa, total in and out business	4,828.21

These figures show the total business handled at each of the offices named, both in and out, but have no bearing on the earnings which would only be counted one way, the intra-state business would perhaps amount to 25 per cent of the total.

W. H. Quick.

Des Moines, Iowa, November 29, 1901.

No. 2310—1901.

C. A. McCarn, Princeton,
v.
Davenport, Rock Island & Northwestern Railway Company.
} *Dangerous Highway Crossing.*

Complaint filed January 11, 1900.

The complaint in this case was as follows:

Princeton, Iowa, January 10, 1900.

Chairman of Board of Railroad Commissioners:

Dear Sir: As you are no doubt aware the Davenport, Rock Island & Northwestern railroad commenced operations on the 8th, and have scheduled four trains each way per day except two omitting on Sundays.

As said railroad crosses the principal highway into Princeton, which highway runs very closely to a high bluff at an elevation of about seven feet, and at the entrance to a very deep cut, which also combines a sharp curve, making, as you will readily see, a veritable death trap for all who travel the highway to and from our town. To make matters still worse neither whistle or bell can be heard with any degree of certainty.

The opinion of all is that a night watchman is necessary to protect the lives and property of the people.

The object in writing to you is to ascertain if your Board has any jurisdiction in the matter. If so what steps shall I take to place the matter before your Board?

If you have no jurisdiction please tell me what course to pursue as it is a great injustice to the traveling public as it is. Yours, etc.,

C. A. McCarn.

The matter was at once taken up with the railway company and the Board was

advised on February 11th that an electric alarm signal would be put in at the railway crossing, and the complainant was so advised at once.

On July 9, 1900, the complainant wrote the Board as follows:

PRINCETON, IOWA, July 9, 1900.

D. N. Lewis, Des Moines, Iowa:

DEAR SIR:—About the first of February I wrote the Board concerning the very unsafe condition of a railroad crossing at what is known as Lancaster cut, north of Princeton, describing the crossing as accurately as I could. We were promised an electric gong; such so-called gong has been in use now about three months, and I feel it again my duty to complain of the unsatisfactory protection afforded by said gong. In the first place, it sounds no greater warning than could be given with a tin cup and a spoon; others have compared it to an alarm clock. Secondly, I have the words of a workman who is about there nearly every day who says it does not ring one-half of the time when trains are passing. Therefore, fully in the interests of humanity, I ask some member of your Board to personally inspect the crossing named, believing that if you do, your Board will order watchmen or guards day and night. I will gladly meet you with a comfortable rig if notified a few days ahead.

Not a member of your Board nor any railroad official on the Davenport, Rock Island & Northwestern would risk himself and family, as I do, without as vigorous a protest as I make.

C. A. MCCARN.

A copy of this was sent to the railway company, which elicited the following reply:

DAVENPORT, IOWA July 20. 1900.

Mr. D. N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR: Replying to your favor of the 14th inst., and the letter of Mr. C. A. McCarn of Princeton, Iowa, attached thereto. We installed an electric signal at the crossing in question near Princeton April 1st. I enclose you a diagram of the signal which is in use by a great many roads and has proved eminently satisfactory.

Our signal at Princeton has not failed to work, Mr. McCarn to the contrary notwithstanding, and as we have a gang of men stationed within two hundred feet of the signal, I can if necessary furnish statements from a number of them showing that the gong has not failed to give the necessary warning at any time since it has been installed.

We are looking after this matter very carefully, and in case there should be a failure of the alarm to work properly we will take steps to remedy the matter at once.

The signal which we are useing is the same which is used by the C. & N-W Ry. Co. at the crossing just west of Moiagona which you are possibly aware is one of the most dangerous crossings in the state, and I understand there has been no complaint in the use of that signal.

I should be very glad at any time if you are in this vicinity to take you to Princeton and show you the workings of this electric signal, and I am quite sure that you would be fully satisfied that we are amply protecting this crossing.

Yours truly,

E. E. HUGHES, *General Manager.*

Considerable correspondence followed the receipt of these letters and on November 14, 1900, after due notice, the Commissioners viewed the crossing in question and heard statements of interested parties. At this time the Commissioners suggested to the railway company that a bell or gong should be placed at the crossing, that the approaches to said crossing be graded up to a greater width, and that some trees that obstructed the view of approaching trains be removed, both the railway company and the county co-operating in the work.

On January 5, 1901, Mr. E. E. Hughes, general manager of the railway company, wrote the Board as follows:

DES MOINES, IOWA, January 25, 1901.

Mr. Dwight N. Lewis, Secretary Iowa Railroad Commissioners, Des Moines, Iowa.

DEAR SIR: Replying to your favor of the 4th inst., relative to highway crossing near Princeton, I beg leave to advise that we have graded the highway on each side of the crossing in accordance with the directions of the Railroad Commissioners, and have also removed all obstacles in said high way on our right of way. In other words we have placed the highway north of our crossing in condition for teams to turn before crossing our tracks if it is found necessary. This in compliance with the wishes of the Railroad Commissioners, when on the ground.

Des Moines. Iowa, November 29, 1901.

Yours Truly,
E. E. HUGHES,
General Manager.

No. 2311—1901.

FREMONT WATTS ET AL., GOOSE LAKE, IOWA,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
} *Petition for more sidetrack.*

Complaint filed March 20, 1900.

Upon date named the complainants in this case filed with the Board a copy of their petition against the Chicago & North-Western Railway company, as per the following:

GOOSE LAKE, IOWA, March 13, 1900.

H. J. Slifer, Superintendent of Chicago & North-Western Railray company:

The undersigned patrons of your road, located at Goose Lake, Iowa, want better advantages for handling freight at this point. We want the side track extended west to the cattle guards and set out so as to give access to cars from both sides of switch. As the track now is we cannot have access to more than three cars at one time where at least room for twelve cars is needed. Stock yards should be located 280 feet more or less west of the public highway. By so locating, cars of stock can be loaded on grade, without aid of an engine. As the grade now is and yards located it is impossible to move cars. The business at this office we think compares very favorably with points on your road in volume of live stock, grain, lumber and coal. We would be pleased to have you name a date when you could meet a committee here and look the ground over.

FREMONT WATTS,
THOS. FARRELL,
LOUIS KRUSE,
Committee.
LOUIS E. KRINER,
Secretary.

The matter was taken up with the Chicago & North-Western Railway company and on April 16, 1900, Mr. W. A. Gardner, general manager, wrote as follows:

Replying to your favor of March 9th:

Our average business at this point is something less than twenty cars, both in and out, every thirty days. Immediately east of the east switch there is a very long, heavy fill and the same condition prevails immediately west of the west switch; therefore, the length of these tracks is governed by physical conditions. I believe that an inprovement can be made in surfacing and leveling up the stock yards and team tracks, and have already given directions that this be done. This company is certainly so anxious to increase its earnings that it will not be backward in providing all the necessary facilities at Goose Lake or any other point and this, we believe, has been done. I think the people there will be satisfied after we have accomplished what is in our minds.

The contents of the foregoing were transmitted to the complainants, but they were not satisfied with the work done and desired the Commission to make further investigation into the matter. Thereupon the Board again called the attention of the company to the case, and Mr. H. J. Slifer, superintendent at Boone, Iowa, wrote the Board on July 11, 1900, that he had investigated the matter and found that it would be necessary to have some of the warehouses along the sidetrack removed in order to make room for an extension of the sidetrack.

On December 11, 1900, after due notice, the Board went to Goose Lake, looked over the ground and heard statements of the parties interested.

The case was the subject of considerable correspondence, nothing definite, however, being reached until May 21, 1901, when the Board sent the following letter to Mr. H. J. Slifer, superintendent Chicago & North-Western Railway company:

The Commissioners have had under consideration the matter of proper track room for loading and unloading cars by team at the station of Goose Lake and have personally inspected the premises and

given all interested opportunity to be heard. The Board desires to express to you its opinion with reference to this case without, at this time, making what might properly be termed, a formal or final order.

While the business of the station of Goose Lake may or may not warrant the expenditure necessary to make the extension of the sidetrack as asked for by the complainants, or to remove the stockyards, at least any considerable distance, yet the Commissioners believe that your company should so re-arrange conditions at this station that more room and reasonable facilities be provided for those desiring to load and unload cars by teams, although to do this may require some additional expense.

Will you kindly advise, as soon as possible, any action you may take upon the above suggestions.

Mr. Slifer acknowled receipt of this letter on May 22d, and on June 28, wrote the Board:

I will arrange to make improvements at Goose Lake as per letter of the Commissioners issued a short time ago. I will expect this work will all be completed inside of the next thirty days and trust after the work has been done there will be no further complaint.

On September 20, 1901, Keiner & Buech of Goose Lake, protested to the Board about being required to obey an order of the railway company, whereby they were required to remove their coal house off the right-of-way unless they could be granted another site. The Board thereupon wrote Keiner & Buech, September 29, 1901, as follows:

The Commissioners are in receipt of your letter and petition of the 16th inst., and have noted the same. The question of insufficient side-track facilities at Goose Lake has been before this Board for sometime and the Commissioners, on May 21, 1901, addressed a letter to the superintendent of the railway company as per the enclosed. This will explain any action the Commissioners have taken which might directly or indirectly affect your interests

Concerning the right of the railway company to require removal of your elevator or warehouse from its right-of-way: A recent decision of the United States Supreme Court seems to leave no room for doubt that the railway company has absolute control over its station grounds in so far as the allotment of sites for warehouses. etc., is concerned: and that it has the right, upon reasonable notice, to terminate leases granting such sites

The Commissioners regret that the carrying out of their suggestions will cause hardship to any one, but they have been importuned for a long time, and very persistently, to compel the railway company to provide more room along their side track for loading and unloading cars by wagon. It is believed, however, that if you will take this matter up with Mr. Slifer, the superintendent of this division, showing him this letter, you will have no difficulty in making a satisfactory adjustment of the same with him.

As nothing further has been heard from the complainants in this case, and as the Board understands there are ample side track facilities now provided at this station, the case is closed.

Des Moines, Iowa, November 29, 1901.

No. 2312—1901.

J. F. VINCENT, PEORIA, ILLINOIS,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Refusal to Permit Cars Loaded with Live Stock to be Transferred to the Des Moines Union Stock Yards.

Complaint filed March 23, 1900.

Complaint in this case was as follows:

J. F. VINCENT, COMPLAINANT,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

BEFORE THE HON. RAILROAD COMMISSIONERS.

COMPLAINT.

Complainant herein alleges that in the year 1895 he purchased grounds in the city of Des Moines, Polk county, Iowa, and erected therein stock yards, with

numerous pens, chutes, warehouses, scales, and all things necessary and pertaining to a well equipped stock yards. That said stock yards were so erected for the purpose of receiving and handling live stock. That said stock yards were designated as the Union Stock Yards of Des Moines, and have, since 1895, been continually operated for the purpose for which they were erected. That the defendant is a railway company operating a line of railway in the state of Iowa, with lines of road extending in different directions from the city of Des Moines. That at the time that the said Union Stock Yards were erected said defendant had a side-track, or spur, running to said yards, and that some time thereafter it pulled up and abandoned the use of this said side-track.

That the Des Moines Union Railway, which is a railway company with terminal facilities, transfers, and switches connecting with the said Chicago, Rock Island & Pacific Railway Company at Des Moines, and has tracks and transportation facilities for receiving cars from the said Chicago, Rock Island & Pacific Railway Company at Des Moines, to be delivered at the Union Stock Yards. That in February, 1896, this complainant made complaint before the Honorable Railroad Commissioners of Iowa against respondent for its refusal to comply with the laws of the state, and for its failure to furnish cars at the stations along its line of road for the shipment of live stock from such stations to said Union Stock Yards. That respondent appeared and made answer to said complaint, and thereupon the following agreement was entered into and made of record by the Board of Railroad Commissioners, to-wit:

"The Rock Island to receive shipments and deliver same to the Des Moines Union, or Union Stock Yards, and to continue to do so in good faith. The Rock Island not to pay any switching charges. That thereupon, and thereafter until recently, the respondent has furnished cars for the shipment of live stock from its stations to the Union Stock Yards of Des Moines, and has delivered cars to the Des Moines Union Railway company to be delivered at said stock yards. That notwithstanding this said agreement, but in violation thereof, and in violation of the provisions of the statute in such cases made and provided, respondent has, for several weeks past, refused to furnish cars for stock to be delivered at the Union Stock Yards in Des Moines. That it has instructed its agents and employes that it would not longer receive or transport cars of stock from points on its line to Union Stock Yards at Des Moines. That an order was sent to the local agents along the line of said railway forbidding the loading or shipment of any cars of stock to said complainant, or to the Union Stock Yards, to the great and irreparable injury of complainant herein. That it has wilfully failed and refused, upon reasonable notice, to furnish suitable cars for the transportation of stock from points on its line of road to the Union Stock Yards of Des Moines and to deliver said cars to the Des Moines Union Railway company, to be delivered at the Union Stock Yards, and has wilfully failed and refused to afford reasonable and proper facilities for the interchange of traffic between its respective lines, and for the receiving and forwarding and switching of cars, as aforesaid, to complainant's great and irreparable injury, and in direct violation of the laws of the state of Iowa.

WHEREFORE, Complainant prays that your honorable body examine into the subject matter of this complaint, and that you make such order herein as will protect and enforce the rights of complainant, and as will compel respondent to comply with the provisions of the law in such case made and provided.

J. F. VINCENT.

To which the railway company filed answer as set out below:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS.

J. F. VINCENT
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Answer.*

Comes now the Chicago, Rock Island & Pacific Railway Company and for answer to complaint says:

First—This respondent owns and operates a line of railway extending from the city of Chicago, in the State of Illinois, through the city of Des Moines to the city of Council Bluffs in the State of Iowa, and to points west, south and north thereof. It is engaged in the business of a common carrier and is a carrier of live stock between the termini and the intermediate points of its said line of railway. It has established in the city of Des Moines, in the State of Iowa, on its said line of railway; has owned, maintained, and now maintains, stock yards for the receipt and delivery of live stock, and said stock yards are adequate and ample for all purposes in connection with receiving, caring for and delivering all the live stock which in the operation of the respondent's business as a common carrier of live stock may be reasonably expected to be received by this respondent on its said line of railway for transportation to the said city of Des Moines. This respondent avers that having established and now maintaining said stock yards this respondent performs its entire duty, both to the public and shippers of live stock on its line of railway, and fulfills all the laws of the State of Iowa in reference thereto by delivering at the said stock yards all live stock offered to or received by this respondent for transportation to the said city of Des Moines. And that this respondent is not required by law to deliver elsewhere live stock transported over its said line of railway to said city or at any other stock yards within said city than the said stock yards as established and maintained by this respondent, or to deliver stock so transported by this respondent to any other railway company in the said city of Des Moines for delivery by said railway company to any other stock yards.

Second—This respondent admits that said Vincent did some years ago establish certain facilities for stock yards in the city of Des Moines, but this respondent avers that the establishment of such facilities does not and did not confer upon said Vincent, or upon any other person or persons, the right under the law to demand that this respondent should make deliveries of live stock transported by it to the said city of Des Moines at the said stock yards of said Vincent or elsewhere than at said stock yards of this respondent. This respondent further avers that the said Vincent before constructing his said stockyards was advised and informed that this respondent would not consider itself bound under the law in the event of the establishment of such stock yards to make delivery of live stock thereat and would refuse so to do. This respondent denies that the said Vincent has continually operated said stock yards since 1895, and avers that said yards are now used by him in his own personal business and are not stock yards used by the public generally.

Third—This respondent denies that it has ever failed or refused to receive and carry any live stock offered to it for transportation over its line of railway to the said city of Des Moines. It admits that this respondent has refused, as it lawfully might, to make delivery of live stock transported by it to the city of Des Moines at the said stock yards of the said Vincent. This respondent further admits that it

has refused to furnish cars for stock to be delivered to the Union Stock Yards in Des Moines, but avers that it at all times has been willing to receive at any of its stations on its said line stock destined for Des Moines to be delivered at its yards in said city. It denies that an order was sent out to the local agents forbidding the loading or shipment of any cars of stock to said complainant, but avers it has always been willing to accept cars for shipment for said complainant to Des Moines to be delivered at its stock yards in said city.

Fourth. This respondent denies that it entered into any agreement, as stated in the complaint herein, to receive shipments of stock and deliver the same to the Des Moines Union or Union Stock Yards. It avers that the only agreement entered into in connection therewith was an agreement to permit its cars to be unloaded at the Union Stock Yards upon condition that it was to be furnished with the actual weights of all shipments of live stock from points on its lines into said yards. That the respondent was to be given the same proportion of the total shipments forwarded from the yards that the receipts from the stations on the line of the respondent's road bore to the total receipts on all lines. That notwithstanding said agreement so made, the complainant herein has not furnished to this respondent the weights of live stock so shipped into said stock yards, nor has it given to this respondent its proportion of outgoing shipments from said yards, but, on the contrary, all the shipments from said yards have been made upon other lines of road. That there has been no effort upon the part of the complainant to give to this respondent its fair proportion of outgoing shipments. That the live stock shipped into the said yards of complainant have never been delivered there for the purpose of being sold at said place, but always with the intent and purpose to forward the same on different lines of railway to other points without the state.

Fifth—This respondent further shows that no agreement made by it at any time with complainant herein with reference to any transportation of stock can be enforced by this tribunal; that there is no power under the statute conferring upon this Board authority to enter into any inquiry or make any order in reference to any such agreement or contract.

This respondent further avers its willingnesss to receive for transportation freight destined for Des Moines, and avers its willingness to deliver live stock at its yards constructed and maintained for that purpose; but avers that in so doing it has performed its whole duty under the law; that it cannot be required to deliver its cars to any other road; that when it delivers its cars in its own yards at the station to which said cars are billed and consigned, it has performed its whole duty under the law.

And having fully answered, respondent prays that said complaint be dismissed.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,
By CARROLL WRIGHT,
Its Attorney.

On April 17, 1900, the complainant amended his complaint as follows:

BEFORE THE HONORABLE RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

IN THE MATTER OF THE COMPLAINT OF C. F. VINCENT, PROPRIETOR OF THE UNION STOCK YARDS, OF DES MOINES, IOWA, v. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Amendment to Complaint.*

Comes now complainant and amends his complaint herein, and alleges:

That the defendant company has direct communication with the Des Moines Union Railway Company in the city of Des Moines, as hereinbefore alleged.

That said Des Moines Union Railway Company furnishes terminal facilities for the defendant company and other railway companies entering Des Moines.

That it has a large number of tracks upon which are located factories, warehouses, coal mines, stock yards, and other industries including the Union Stock Yards of Des Moines.

That it has ample track room and facilities for handling and shipping cars billed to such industries in Des Moines from stations on defendants lines, and stations upon the lines of other railways entering Des Moines.

That defendant has at all times furnished cars at its stations to be loaded and forwarded to Des Moines, and to be delivered to such industries by the Des Moines Union Railway Company.

That in refusing to furnish cars to complainant for the shipment of stock to the Des Moines Union Stock Yards over its lines and those of the Des Moines Union Railway Company, defendant has unlawfully and unjustly discriminated against this complainant.

C. F. VINCENT,
Per CARR & PARKER,
His Attorneys.

On April 25th the defendant made further answer as per the following:

BEFORE THE HONORABLE RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

IN RE THE COMPLAINT OF C. F. VINCENT, v. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Comes now the respondent herein and for answer to the amendment of complainant says:

It denies that it has at any time unlawfully or unjustly discriminated against the complainant in connection with the matters and things referred to in the complaint and amendment thereto.

It denies that it has at all times furnished cars at its stations to be loaded and forwarded to Des Moines to be delivered to industries by the Des Moines Union Railway Company.

CARROLL WRIGHT,
Attorney for Chicago, Rock Island & Pacific Railway Company.

The Commissioners fixed May 4, 1900, 10 o'clock A. M., for hearing in this case, and upon that date appeared before the Board the complainant by himself and his attorney, Hon. G. H. Carr, the defendant appearing by its attorneys, Messrs. Robert Mather and Carroll Wright.

Owing to the prominence which has been given this case the Board believes that the public should have all the facts with reference thereto, and herewith submit the testimony as introduced in this hearing:

J. F. VINCENT v. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Hearing at Des Moines, Iowa, May 4, 1900, 10 a. m.*

HON. G. H. CARR, *for Complainant.*

ROBERT MATHER, CARROLL WRIGHT, } *for Defendants.*

J. F. VINCENT, SWORN, TESTIFIED FOR COMPLAINANT.

Examination in chief.

Int. 1. Where do you live?

Ans. Peoria, Ill.

Int. 2 What is your business?

Ans. Running stock yards.

Int. 3. Are you proprietor of certain stock yards in the city of Des Moines?

Ans. Yes, sir.

Int. 4. Where are they located?

Ans. Located in what is known as East Des Moines at the foot of Twentieth street.

Int. 5. Describe briefly the character of those yards with reference to their facilities for handling stock; general nature of the yards.

Ans. You mean the capacity of them?

Int. 6. Yes.

Ans. The capacity of the yards, I can handle three, or four, or five thousand head of hogs, and probably fifteen hundred head of cattle.

Int. 7. How many pens have you?

Ans. I have fifty-eight pens altogether; finished up pens.

Int. 8. About what amount of ground is covered by those yards?

Ans. I have ten acres altogether; about nine and seven-eights acres, I believe, and I judge there is in the neighborhood of one-half of it that is covered by those yards; maybe one-third.

Int. 9 How are the yards constructed?

Ans. They are constructed the same as any other stock yards; just the same as I have used and built for twenty years at Peoria. They are covered and floored, and all fenced in with cedar posts, and two-inch fencing lumber, and floored with three-inch lumber, and covers over the alleys, fifty-tons scale there, Fairbanks; everything equipped for a general, or union stock yards; that is what I call it—what it was built for. Everybody runs stuff there that wants to, and everybody comes to buy or sell that wants to. Built for that intention, and has been run as one as near as I could that way.

Int. 10. When were those yards first established?

Ans. Just five years ago, I believe; six years ago this fall. They have been since maintained continuously; they have never been closed; not a day since they were built. There was a time the next summer that we had this same trouble come up in regard to this switch business, and during that summer I don't remember that any particular amount of buying and selling was done, but anything that came I handled it just the same as any other yard would.

Int. 11. Where are your yards with reference to the track on the Rock Island road passing through the city of Des Moines?

Ans. They are probably one-half or three-fourths of a mile from the nearest point.

Int. 12. At the time you located the yards did the Rock Island have a spur running to them?

Ans. They have a spur running to the yards, but not running into the yards. It did when I bought the land, but it was taken out.

Int. 13. The yards are some distance from the main track?

Ans. Yes, sir; some distance from the main track?

Int. 14. What, if any, roads have tracks to your yards with facilities for loading and unloading?

Ans. Every road has facilities. They can all come in over the Des Moines Union track.

Int. 15, The Des Moines Union Railway has track facilities for unloading and loading at your yards?

Ans. Yes, sir.

Int. 16. How far are the Union Stock Yards from the stock yards of the Rock Island company?

Ans. I should judge about a mile and one-fourth; somewhere between one and one-fourth miles and a mile and one-half.

Int. 17. It is claimed by the respondent company that they have facilities for unloading stock at their yards. I wish you would describe briefly the character of the yards which the Rock Island road has.

Mr. Wright: That is objected to from the fact that there is no complaint here that the yards are not large enough and complete enough.

Mr. Carr: As I view this question, this is not very material. As I take it, we are entitled to have this stock taken to our yards, but, in view of the fact that they urge that they have ample facilities, I thought it might be shown just what they had.

Commissioner Dawson: It seems to me that is not a very important inquiry here, judge, but, of course, we ought not to exclude any evidence that might become important. If that matter is a matter or importance you may offer such evidence.

Wright: There is no complaint with reference to our stock yards. If they are not sufficient we can furnish yards that are sufficient.)

Int. 18. Mr. Vincent, is there any reason why stock brought into Des Moines and reloaded at the stock yards of the Rock Island road cannot be handled by you at your yards without the necessity of taking the cars to the yard to be unloaded?

Ans. It could be done—a man could drive the stuff from one yard to the other but you cannot do business and do it that way.

Int. 19. Why?

Ans. Because a shipper, shipping in and knowing the hogs would be unloaded and driven that way, he would naturally object to it, especially in hot weather or sleety weather. That is something that is not done, anyway. Suppose a man loads his stock to go to the stock yards. It is supposed to go there and to be unloaded at that place. It wouldn't be practicable.

Int. 20. For stock brought to your yards, what, if any, facilities has the Rock Island road for connection with any other road, so that cars could be delivered by them to another road to be taken to your yards?

Ans. They have their transfer where they set their stuff on to the transfer of the Des Moines Union, switching in here, which I think switches for all the industries where the roads haven't tracks to go to; they setit on the transfer track and the Des Moines Union takes it.

Int. 21. Since you begun doing business at these yards, and up until recently, you may state what has been the method of doing business so far as the Rock Island road is concerned with bringing in stock.

Ans. Their method has been the same as this; if a man wanted to ship a car to the Union stock yards, they billed it to the Des Moines Union, and the Des Moines Union brought it to the stock yards.

Int. 22. Who has been paying charges of the Des Moines Union?

Ans. I have always taken care of that myself.

Int. 23. What has been the practice, the length of time the cars were kept at the yards that were brought in to be loaded or unloaded?

Ans. That is owing to—

(Objected to by Mr. Mather as immaterial, because our claim is that it doesn't make any difference whether the car was loaded there two or three or four days.

Mr. Carr: With that view of it, we will drop the question.)

Int. 24. When did the defendant company first refuse to furnish cars to be billed to the Des Moines Union stock yards?

(That is objected to because it assumes action on our part that never was taken. I think this circular ought to be put in evidence. We have only refused to do what this circular refuses to do.)

Int. 25. I mean, to furnish cars.

(That is objected to for the same reason.)

(The objection is that all we have refused to do is to refuse to permit our cars to go to other companies to be delivered.

Commissioner Dawson: I think that question ought to be admitted, under the circumstances.)

Ans. It was somewhere about the first of March of this year. I think this circular will show exactly. The date is March 6th. (Circular marked Exhibit "A" and filed.)

Int. 26. Prior to that date, as I understand it, the Rock Island company had always, at your request, furnished cars to be loaded at stations along their lines to be sent to Des Moines to be delivered to the Des Moines Union stock yards.

Ans. Not at my request; the shipper requests it. He would order a car and bill it to the Des Moines Union stock yards; in other words, bill it to me at the Des Moines Union stock yards. I never order the goods myself.

Int. 27, The cars came billed in that way?

Ans. Yes, sir.

Int. 28. When brought to Des Moines, the Rock Island road placed them on the transfer?

Ans. Yes, sir.

Int. 29. They were then delivered to your place of business?

Ans. Yes, sir.

Int. 30. When were you first notified that the Rock Island would discontinue or refuse to do that any longer?

Ans. About the time this circular was written.

Int. 31. By whom were you notified?

Ans. Mr. Phillips notified my manager.

Int. 32. Who is Mr. Phillips?

Ans. Division freight agent of the Rock Island, Des Moines.

Int. 33. Did you have a conversation with him?

Ans. Not myself; but I think Mr. Phillips called my man up at the yards.

Int. 34. Since that time has the respondent furnished any cars to be loaded at their stations and sent to the Union stock yards?

Ans. No, sir; I think not.

Int. 35. Have you, since that time, had any talk with Mr. Phillips about the matter, or any one with the Rock Island?

Ans. Yes, sir; I talked with Mr. Phillips about it, probably the second day after the order was given that they wouldn't deliver the stuff. I simply went to Mr. Phillips and I talked with him in regard to the matter, wanted to know why it was taken, and he claimed he had instructions from superior officers to issue such an order. I think that was about the run of the conversation. I then talked with him quite a bit about trying to get it fixed up with them without going into litigation, and he talked it over and told me that he would correspond with his people about it, and see what he could do, and finally answered me that they didn't want to change and continue to do as they were now doing. His reason was that he simply didn't want to lose the business of hauling the stuff to Chicago, or to any long distance points, or Peoria. He might have spoken of St. Louis.

Cross-examination.

Int. 1. Since that circular was issued, have you tendered to the Rock Island road in Des Moines any carload of hogs, or other live stock, with the request that it be transferred by means of the Des Moines Union railway?

Ans. No, sir.

(Mr. Carr: I object to that as immaterial.)

Int. 2. Do you know that at any particular stations any car-loads of live stock has been offered to be billed to Des Moines Union Stock Yards and refused?

(Mr. Carr: Objected to that as immaterial in view of the fact that defendant admits that it has refused to furnish cars.)

(Mr. Mather: We have never refused to receive any shipment. I merely want this witness to testify whether any car-load of freight has been tendered to be delivered to his stock yards.)

(Commissioner Dawson: I think the question may be answered.)

Ans. Yes, sir; I have had shippers say they had refused.

Int. 3. What shipper, and where?

Ans. Don't know as I can say, not being especially acquainted with them. One of them is Mr. Talbot, at Indianola; another, a gentleman at Winterset; I cannot call his name. They were trying to do business with us in the way of selling or handling stuff; of course we always tried to do business with them, and when this order was issued, Mr. Talbot called us up and said he was going to ship a load of hogs, and later he called us up and said he couldn't ship and gave his reason that the agent told him that they couldn't be billed to Des Moines Union Stock Yards at Des Moines. He said he asked the agent why that was so, and the agent said

he didn't know anything about it, except that he pulled out this notice and read it to me. After this, one or two others made an effort to do business and had the same tronble. Since the other time we had the same trouble, I do not care to get into the same trouble again.

Int. 4. All you know about that case from what the gentlemen told you themselves?

Ans. Yes, sir.

Int. 5. Mr. Talbot was shown the circular under which the refusal was made?

Ans. Yes, sir.

(Mr. Carr. We would have had these parties subpoenied but for the understanding I had that there would be no claim made that you had been ready to take these cars.)

(Mr. Mather. We have never refused to do that. We have refused to take cars to be dilivered at Des Moines to be delivered to some other point than on our own line.)

Int. 6. Do you buy the stock that comes to your stock yards?

Ans. I do; some of it.

Int. 7. Do you buy all of it?

Ans. No; I don't buy all of it. We buy most of it.

Int. 8. The most of it?

Ans. At the present time; yes, sir.

Int. 9. You buy it from the shipper at other stations than at Des Moines?

Ans. We buy it at the yards, and sometimes by 'phone. We buy it delivered.

Int. 10. Either at point of shipment, or at the yards after it gets there?

Ans. You might say we make the trade with him at his own place by 'phone, so much delivered at the stock yards, and sometimes after it gets there.

Int. 11. How much of the stock comes there without your knowing of it in advance?

Ans. The biggest per cent of it comes as bought before it comes.

Ins. 12. How much per cent?

Ans. I would naturally suppose three-fourths; I think fully seventy-five per cent.

Int. 13. The other twenty-five per cent comes into your yard without any solicitation from you?

Ans. Yes, sir.

Int. 14. You buy most all of it?

Ans. Yes, sir.

Int. 15. Who else has bought any stock at your stock yards during the last year?

(Mr. Carr: Objected to as immaterial.)

(Commissioner Dawson: I suppose the question is made that this is not a public stock yards, and, with that view, I think perhaps we ought to admit this evidence.)

Ans. I will answer it in this way: When I first started the yards and commenced doing business, there were commission men came here and started business, a regular commission business, and they run here up to until this trouble came up before. Of course, when that trouble came up, they couldn't do business, and, of course, naturally pulled out and quit, so, as I said, from that time on, you might say, we were not doing any business except in this way; that cattle

in transit was set in, unloaded and fed, but probably there was no buying for awhile on account of this trouble. Of course, when I got ready to start up again, the outside buyers said they couldn't do business there, and for that reason I started in to do the buying again.

Int. 16. Who, besides yourself, has bought hogs during the last year?

Ans. No one at all; I won't say no one. I don't know but that some local butchers may have bought some. No one has bought any to switch. I buy them for diffierent parties, of course. We do all the buying ourselves.

Int. 17. How many hogs have been bought at your stock yards for local consumption by the butchers?

Ans. Very few; but, occasionally, a butcher will come down and buy five or ten, or three or four.

Int. 18. You don't know how many have been bought that way?

Ans. I wouldn't say.

Int. 19. Not a car load?

Ans. Yes, sir; I think more than a car load; probably not over two car loads.

Int. 20. The local supply is furnished from the packers?

Ans. The general butcher business is supplied by the packers.

Int. 21. Those packers have the refrigerator warehouses here and supply the butchers from them?

Ans. Yes, sir; mainly furnished from them.

Int. 22. There is practically no buying in your yards, or any other yards, for local consumption?

Ans. Yes, sir; there is another yard here where a good deal of that business is done.

Int. 23. It is only an occasional happening at your stock yards?

Ans. It is not a common thing.

Int. 24. So, practically, all the stuff that comes and goes out of your stock yards is bought and shipped by you for the last year, last two years?

Ans. Yes, sir; for the last three years; I buy for different people; fill orders for different people. The cattle business is bought by other people; handled by outside people. I don't know anything about that. Only handle stock yard's business.

Int. 25. Stock actually coming from the South?

Ans. Coming from all directions, or wherever they happen to come from.

Int. 26. How many carloads on an average were you receiving here monthly prior to the middle of February for the year prior to that time?

Ans. We did not buy many carloads from last August up until some time to about January.

Int. 27. About how many carloads, say, after the year 1899?

Ans. I cannot tell you just exactly. I expect probably it run from five to ten, twenty or thirty a month.

Int. 28. Haven't you the records?

Ans. Yes, sir.

Int. 29. Won't you look at those records and see just how many cars you have during 1899?

Ans. I have the records right here that will show how many in and out.

Int. 30. Begin with January, 1899.

Ans. We only shipped five double decker cars of hogs in January in and out. The bulk of that I don't think there was a carload shipped in; it was all local stuff driven into Des Moines. February, all kinds of stuff; twenty-two shipped out, double deck.

Int. 31. How many went out over the Rock Island?

(Objected to as immaterial.)

Ans. None went out over the Rock Island.

(Commissioner Dawson: I think we had better let it go in.

Carr: That is all right; I will simply indicate what is objectionable.)

You want to know in February, 1899, how many were shipped in, and how many were shipped out.

(Mather: Why can't he make the statement showing this for each month in 1899; the number of carloads shipped in; how many came in over the Rock Island road, and for the same months shipped out, how many over the Rock Island road and to what point.

(Carr: Subject to the exception of immateriality, I suppose he can do that.)

(Mather: I want each month for the year 1899.)

Int. 32. Can you tell us conveniently how many cars shipped in and out during January, 1900?

Ans. There were six shipped out in January.

Int. 33. Where did they go?

(Objected to as immaterial.)

Ans. They went over the Northwestern out of here to SinClair, Cedar Rapids.

Int. 34. All of them went out that way?

Ans. All went out that way.

Int. 35. Taking February, 1900, how many were shipped out?

Ans. Seventeen in February; double deckers.

Int. 36. Where did they go?

Ans. One load went over the Rock Island to Chicago; one load to SinClair over the Milwaukee; thirteen went over the Wabash to St. Louis; twenty-two went to Sin Clair over the Northwestern.

Int. 37. Where did those come from that month?

Ans. They came off all the different roads. Some of them off of your road.

Int. 38. Tell us exactly where each of them came from.

Ans. Two off the Chicago, Burlington & Quincy; one off the Keokuk & Western; one off the Northwestern; thirteen off the Rock Island; one off the Wabash; thirteen off the Rock Island, and thirteen double deckers to St. Louis.

Int. 39. Those that came in were single decked cars?

Ans. Yes, sir.

Int. 40. Where did the rest of the hogs come from?

Ans. They were hauled in and driven into the yards.

Int. 41. From what points on the Rock Island?

(Objected to as immaterial.)

Ans. Two from Stuart; five from Earlham; three from Menlo; one from De Soto.

Int. 42. How were these thirteen cars that went to St. Louis consigned?

(Objected to as immaterial.)

Int. 43. To whom were those thirteen cars consigned to at St. Louis?

Ans. They all went to Charles Wismuth Son Packing company, St. Louis.

Int. 44. You were the consignor?

Ans. Yes, sir; I bought them on orders for them.

Int. 45. You sold them to them at St. Louis?

Ans. No, sir; sold them right here.

Int. 46. Did you pay the freight from Des Moines to St. Louis?

Ans. I don't know; I suppose the freight was paid.

Int. 47. Did you pay it?

Ans. Yes, sir.

Int. 48. What rate did you pay?

(Objected to.)

Ans. I don't think that is necessary.

(Mr. Dawson: Why is that material to this investigation?)

Mr. Mather: Our proposition is this, that for years we have been doing business permitting the cars to go there, and during that time we knew where the stock came from and where it went and knew,—at least, we thought we knew—that a fair proportion of the stock we brought in was taken from here over our own rails. During that time we carried into and out of these stock yards comparatively a small amount of stock. In February of this year, a considerably larger amount of stock came in, and a correspondingly large amount went out, and went out over a different route. From what we know of rates, those hogs couldn't have moved on the regular public tariff rate without a loss to the party engaged in the transaction. Our proposition that, while we are perfectly willing to let our cars go to Mr. Vincent's stock yards for the purpose of making a delivery there of stock, so long as we are being fairly treated ourselves, we are not willing to stand that which the law does not require of us for the purpose of letting stock go into those stock yards to go into other cars to other points which we do no not reach with our rails, under circumstances which can only indicate that the regular public tariff rate was not paid. We think that this evidence is material, and the question of discrimination that is raised by the amendment to the complainant, and denied by our answer to that amendment that there can be no discrimination on our part for refusing a privilege to parties who used Mr. Vincent's stock yards, those parties being Mr. Vincent himself, when the only purpose intended to be accomplished was a violation of the inter-state commerce law; and, in order to determine whether we are right, it is necessary that we should know what rate this live stock paid. If we are mistaken, the facts will indicate; and, if the evidence does not indicate it, we are entitled to the facts.

Judge Carr: The position seems to be that, under the law, the Rock Island is not required to allow their cars to go off their tracks; that they are entitled to show that it is not proper because *they do not get the amount of business they* ought to get in shipping out of Des Moines. It seems to me the whole matter resolves itself into this question: Have we a legal right to have the cars of stock that are brought to Des Moines delivered to the Union Stock Yards, or have we not? Are we entitled to have these cars transferred to the Des Moines Union, or are we not? If we are not, then that is the end of the inquiry; if we are, then that is the end of the inquiry. Surely, in the matter of receiving stock, the question as to whether we give the Rock Island road what they think they ought to have, can have no bearing on the legal right of parties in shipping stock into Des Moines. My contention is that we are entitled to have the cars brought in and transferred to the Des Moines Union railway for delivery to the Union Stock Yards in carload lots. If I am wrong, that ends the inquiry. If I am right, it is none of the business of the Rock Island. Are we bound to furnish them freight to send out of Des Moines in same proportion? My theory has been all the time that the proprietor of the stock yards is in the same position as any other business

in Des Moines and that he has a right to bring his freight into Des Moines without any reference to whom he patronizes in shipping it. My contention is that we are entitled as a matter of law to have the stock delivered in the way we ask, and that without any reference to what we do with the stock after we get it. Certainly we cannot make a legal right of how much we should send out over the Rock Island

Mr. Wright: While Judge Carr may be right, yet there is one view of it, and Judge Carr has gone to the trouble to prove it, that the Rock Island had adopted a custom of delivering cars of stock to the Des Moines Union Stock Yards. That is evidence, I think, that, prior to that time, we had been doing it and had thus recognized the obligation to bring them in. This evidence is perfectly competent, and when we learned and discovered that Mr. Vincent was doing otherwise than giving us our fair proportion of cars, we had a right to change it. It will be claimed there is discrimination. There isn't a case, I suppose, and the board will bear me out, no case of breakage in transit, shipment of grain, or anything else, but that involves that we shall always have the same proportion of the shipments out. If we question that up to that time we were receiving our fair proportion out, and then suddenly that changed, we have a right to show the reason for the change. This evidence is admissiole as a matter of cross-examination of the witness himself.

Mr. Mather. I think that, whether we go into any further cross-examination of Mr. Vincent, we should know that. I think we are satisfied either with his answer or refusal.

Commissioner Dawson. Of course, we have always adopted the policy of admitting anything, but, before we pass on that, I would like to talk it over with the other commissioners.

(Mr. Vincent stands aside, waiting for another witness.)

C. J. PHILLIPS, SWORN, CALLED BY COMPLAINANT.

Int. 1. You live in Des Moines?

Ans. Yes, sir.

Int. 2. What is your business?

Ans. Division freight agent of the Chicago, Rock Island & Pacific Railway.

Int. 3. How long have you occupied that position?

Ans. Since 1895 at Des Moines.

Int. 4. At Des Moines?

Ans. Yes, sir.

Int. 5. You may examine Exhibit "A" and state if you remember sending out that circular.

Ans. Yes, sir; I did.

Int. 6. That was sent to agents along your line generally?

Ans. Yes, sir.

Int. 7. Was it sent out along the lines of your branch roads into Des Moines?

Ans. Yes, sir.

Int. 8. Have the directions given in that circular been recalled?

Ans. The circular has not been recalled. No further instructions given to agents.

Int. 9. In tracking business of the company at Des Moines you are familiar with the custom of the company in shipping carloads of freight from Des Moines to other points are you?

Ans. I think I am.

Int. 10. You may state whether your company bills out of here carloads of freight for points in other states where, in order to reach the destination, the cars must go over the tracks of other companies.

Ans. If I understand the question correctly, you want to know whether or not, we have, in effect, joint rates of business from Des Moines destined to points in other states that must pass over other rails than our own.

Int. 11. Put it in that way.

Ans. Yes, sir.

Int. 12. You frequently send cars from Des Moines to points like Indianapolis?

Ans. Yes, sir.

Int. 13. Is the car billed right through for Indianapolis?

Ans. Yes, sir.

Int. 14. Your line of road doesn't reach Indianapolis?

Ans. It does not.

Int. 15. That is true of numerous other points in other states?

Ans. Yes, sir.

Int. 16. It is true also that you frequently send cars out of Des Moines, billed to points on other lines of roads within the state?

Ans. Yes, sir.

Int. 17. You are constantly receiving cars in Des Moines for delivery at points in Des Moines; that is, at warehouses and industries at Des Moines that run on your tracks?

Ans. Yes; we receive some freight in carload lots which we make delivery at points in Des Moines.

Int. 18. There is a terminal company in Des Moines known as the Des Moines Union Railway?

Ans. Yes, sir.

Int. 19. You have transfer facilities with that company, have you not?

Ans. Yes, sir.

Int. 20. And you bring in cars destined to industries on the tracks of the Des Moines Union?

Ans. We sometimes do.

Int. 21. And deliver cars to the Des Moines Union to be delivered to those industries?

Ans. We sometimes do.

Int. 22. Isn't it your constant practice to do that?

Ans. We do that frequently, we have business of that kind.

Int. 23. Have you ever declined to do that except in case of the Des Moines Union stock yards?

(Objected to as immaterial.)

Ans. Yes.

Int. 24. In what case?

(Objected to as immaterial.)

COMMISSIONER DAWSON: What do you claim for that, Judge?

Judge Carr: Of course, this evidence is being offered along the line that we charge that they have discriminated against us. We set forth that the Rock Island road has transfer facilities with this terminal company, and that there are many industries located along the track of the Des Moines Union; that they are constantly bringing in these cars to be delivered to these other industries, and our

charge is that, in doing this for others, and not for us, they are discriminating against us. Our position is this, that, as a matter of law, they are bound to bring cars into Des Moines to be delivered to the Union stock yards without any reference to anything else. In addition to that, we urge that in failing to do that, they have discriminated against us. We base our complaint, first, on what we state to be our legal right, and second, on the basis of discrimination.

Mr. Wright: I suggest that, unless you pursue the other course, we ought to know the character of the other industries, and whether they are like the one involved here.

Judge Carr: I may have an entirely erroneous conception of what the statute of discrimination is, but must we show that there are other stock yards in the city of Des Moines, and that there methods are the same as ours before we can show discrimination? If that is necessary, of course, we cannot do it. My idea is, that the statute is broader than that. Our alligations are that there are other industries along the Des Moines Union Railway, and that they are receiving cars loaded for Des Moines, bringing them in here, and delivering to the terminal company to be delivered to the various warehouses along the tracks of the Des Moines Union, and are refusing to do that for us, and that that is discrimination. If they are in the habit of bringing in for other industries not similarly situated, and not for us, that is discrimination.

Commissioner Dawson: It seems to me that you shall not discriminate against any person, firm, place or commodity or corporation. If a car of product or commodity should be turned over to the Des Moines Union Railway, and that company is a solvent company, and has the ability to transact this business properly, and does that with other car loads, and if there are no different conditions attached to the delivery of this merchandise, I think perhaps, the burden would be on the railway to show that. I think, with that view of it, he might be permitted to answer the question.

Ans. I don't remember of any case. I don't remember now of refusing in any case, or refusing to allow our cars to go to any industries on the Des Moines Union Railway.

Int. 25. Except in the case of the Des Moines Union stock yards?

Ans. Yes, sir.

Int. 26. I think that is all.

J. A. WAGNER, SWORN.

Called by complainant.

Int. 1. Where do you live?

Ans. Des Moines.

Int. 2. What is your business?

Ans. Superintendent of the Des Moines Union Railway.

Int. 3. Will you describe the nature of the business done by the Des Moines Union?

Ans. We do all the business that is usually done by a terminal company; switching and furnishing terminal facilities for entering the city of Des Moines.

Int. 4. You have connections with the Rock Island road? What facilities have you for transferring freight in carload lots?

Ans. We have track connections with the Rock Island on which we deliver car load freight as received coming over the Rock Island to the Des Moines Union Railway.

Int. 5. Will you please examine exhibit "B", and state what it is?

Ans. That is a map of our tracks and terminals, and a partial list of the industries located on our tracks.

Int. 6. On the side opposite the map is a list of industries with which you have track connections?

Ans. Yes, sir.

Int. 7. State what, if to any extent, the Rock Island road delivers to you car loads of freight billed to and for delivery at these various industries on your tracks.

Ans. They deliver us car load freight daily for industries on our tracks.

Int. 8. Have you ever known of any case, except in the Union Stock Yards, for them to refuse to bring car loads of freight to be delivered to these various industries?

(Objected to as immaterial.)

Ans. I have no knowledge of any case of refusal.

Int. 9. You say it is a matter of daily occurrence for the Rock Island road to deliver car loads of freight to your company to be delivered to the various industries located on your tracks?

Ans. Yes, sir; it is.

CROSS EXAMINATION.

Int. 1. Where does that freight come from that you deliver in car loads to these different industries?

Ans. If of your railway?

Int. 2. Yes, sir.

Ans. I am unable to state.

Int. 3. Is there any general notion as to the place of origin of the freight that we give to you?

Ans. The advice given us by your company doesn't show where the freight originates.

Int. 4. Doesn't the commodity indicate that?

Ans. Not necessarily.

Int. 5. Suppose you get a carload of sugar, have you no notion where that comes from?

Ans. Not necessarily; you give us the car number, and consignee what the contents are.

Int. 6. Suppose you get a carload of salt; you would know where that came from?

Ans. No, sir.

Int. 7. You would know that was from outside the State of Iowa?

Ans. Not from the billing.

Int. 8. Suppose you got a carload of sugar; would you have no knowledge where that came from?

Ans. We would have no knowledge.

(Judge Carr: Complaint offered in evidence Exhibit "B.")

Int. 1. You say this (indicating Exhibit B.) indicates a list of your industries?

Ans. A partial list.

Int. 2. Do you mean to say that these industries are located on your tracks?

Ans. Yes, sir; it may not be a complete list.

Int. 3. Is the Milwaukee Beer Company an industry?

Ans. It is a warehouse on our track. I consider such things industries. They are warehouses; they are receivers and deliverers of freight.

Int. 4. So this list includes the warehouses on your track where they receive and ship freight?

Ans. Yes, sir.

Int. 5. Are very many of them manufacturing industries?

Ans. Some of them are manufacturing industries and some are not.

Int. 6. You call them all industries?

Ans. Yes, sir.

Int. 7. That is all.

(Adjourned until 1:30 P. M.)

OFFICE STATE RAILROAD COMMISSIONERS, DES MOINES, IOWA, May 4, A. D. 1900.

VINCENT,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

Commissioner Dawson: In reference to the question that was asked of Mr. Vincent, we have reached the conclusion that the objection made to the question ought to be sustained at the present time

The reason we have reached that conclusion at this time is that the company contends that they are not obliged to deliver these cars to the Des Moines Union. And the further fact that there is a contract pleaded between the company and Vincent, on the part of the railroad company; that if that contract is valid, we think it is only necessary to show its violation and do not think it is material why they violated the contract. We do not pass upon whether it is such a contract as could be enforced, or whether the company had to deliver the cars to the Des Moines Union. That is a matter we do not pass upon. It is not here.

Mr. Mather: We would like to resume the cross-examination of Mr. Vincent.

Mr. Vincent recalled.

Mr. Mather: Int. 1. Have you prepared the statement asked for?

Mr. Vincent: Ans. I have not made out the statement from the fact it would take a day's time to make it But I have studied the book so I can answer the question.

Int. 2. I will ask you to make up a statement and submit it here as a part of your testimony within the next day or two, showing all the cars of live stock transported into your stock yards each month for the year 1899; the point and the road over which they were received. Also showing every car of live stock transported out of your stock yards for each month during the year 1899, and the road over which it went and the point of destination.

Ans. I will do so.

Int. 3. Now will you turn to your book and tell us how many cars of live stock were shipped into your stock yards during the month of March, 1900, until the 6th, the date of this circular, marked "Exhibit A."

Judge Carr: Complainant desires to be understood as objecting to all this class of testimony on the ground that it is immaterial and not proper cross-examination.

Mr. Vincent: You want from March, 1899.

Mr. Mather: March, 1900. From the first of March until the sixth.

Mr. Vincent: Ans. Mr. Phillips, can I ask you a question? What road is Bevington on?

Mr. Phillips: The Rock Island.

Mr. Vincent: Ans. On March 1st, there was one car over the Rock Island road from Bevington.

Judge Carr: That was received?

Mr. Vincent. Yes, sir. On March 2nd; there was one load.

Int. 4. (By Mr. Mather.) Where from?

Ans. From Cullom—is that?

Mr. Phillips: Menlo.

Mr, Vincent: Menlo; that is it. I can't get that name—Menlo. Here is one car on the 3d, from the North-Western. Altoona. One car on the 3d from Altoona. Is that your road?

Mr. Phillips: Yes, sir.

Mr. Vincent: Here is one car on the 3d from the North-Western. Here is one car on the same day from Winterset over the Rock Island. Here is another car same date over the Rock Island from Van Meter, one from Indianola on the 5th. They are both over the Rock Island—one on the 8th.

Mr. Mather: Never mind the 8th. How many cars does that make?

Mr. Phillips: Seven from the Rock Island and one from the North-Western.

Int. 5. Now tell how many cars you shipped out of your stock yards from the first to the sixth, inclusive? In March 1900.

Ans. Mr. Vincent: We did not ship anything March 4th.

Int. 6. How many were shipped then?

Ans. We shipped then two double decks

Int. 7. Two double decks on the 4th. And where did they go?

Ans. We shipped three then.

Int. 8. Where did they go?

Ans. To St. Louis.

Int. 9. Who was the consignee?

Ans. Drumm Flato Co.

Int. 10. You were the consignor, were you?

Ans. Yes sir.

Int. 11. What was the weight of that shipment?

Ans. 283 hogs weighed 75210. 156 sheep weighed 13800.

Int. 12. Were they mixed?

Ans. Sheep and hogs?

Int. 13. Yes sir.

Ans. No Sir. They were not mixed. The sheep were in a part of one of the double decks—a deck of hogs and a deck of sheep.

Int. 14. What rates did they pay?

Objected to as immaterial and irrelavent.

Same ruling at this time.

Int. 15. When did you next ship any?

Ans. I shipped on March 5th, one double deck.

Int. 16. To whom did that go?

Ans. To Drumm Flato.

Int 17. And you were the consignor?

Ans. Yes, sir.

Int. 18. What was the weight?

Ans. One hundred and fifty three hogs, 33,900.

Int. 19. When did you next ship any?

Judge Carr: It is understood that this is all objected to and goes in under my objection.

Commissioner Dawson: Testimony taken subject to objection.

Int. 20. What was your rate?

Same objection as before. Objection sustained.

Int. 21. When was the next shipment?

Ans. I want to give you one here, March 3d, before the 4th.

Int. 22. Another double deck on March 3d?

Ans. It is a shipment made March 3d, and it was placed in the book below the others, and in that way I happened to miss it.

Int. 23. Did those go to the same parties?

Ans. No, sir, different parties, Charles Wissmath & Sons Packing Co., St. Louis, Mo.

Int. 24. What was the weight of that shipment?

Ans. The total weight? The number was 413 hogs, and the total weight was 96,550.

Int. 25. How many cars?

Ans. Three.

Int. 26. Three double deck cars in that shipment, were there?

Ans. Yes, sir; three double deck cars.

Int. 27. What rate did they pay?

Same objection as heretofore; same ruling.

Int. 28. When did you make the next shipment?

Ans. March 6th now comes.

Int. 29. How many did you ship then?

Ans. One double deck.

Int. 30. What was the weight?

Ans. 34,280.

Int. 31. To whom consigned?

Ans. To Charles Wissmath & Sons Packing Company.

Int. 32. St. Louis, Missouri?

Ans. Yes, sir.

Int. 33. What rates were paid on that?

Ans. The same as the rest.

Mr. Mather. That is all I care to ask. That was all on the 6th?

Ans. Yes, sir.

Int. 34. You were notified to produce on this hearing the expense bills for the sale of these shipments of hogs. Have you produced those?

Ans. No, sir. I did not understand that there were any expense bills to be produced.

Int. 35. Have you expense bills for the sale of those 13 car loads of hogs in February and those you testified to in March?

Ans. I presume I have.

Int. 36. Will you produce them?

Ans. No, sir. I do not think it has anything to do with it.

(Objected to as incompetent and irrelavant and immaterial. And because it has nothing to do with anything involved in this hearing.)

Mr. Mather. I suppose that will come within the ruling already made?

Mr. Dawson. That shows the rate.

Mr. Mather. It shows the rate but does not show the weight.

Mr. Dawson. Is there any controversy about the weight or the number of the shipments?

Mr. Mather. I do not know as there is. We would like to know the rates paid at these shipments, and one way to get at it is the weight multiplied by the rate.

Mr. Dawson. We have held that we do not think that is material at this time. We may change our ruling on that, but if we do you can then renew your question.

Int. 37. You testified on direct examination that on all shipments coming into your stock yards you paid the switching charges?

Ans. Yes, sir.

Int. 38. How much is that?

Ans. Three dollars a car.

Int. 39. Did you pay, on each car that went into your yards three dollars a car—three dollars to the Des Moines Union for switching?

Ans. Pay to the Des Moines Union?

Int. 40. Yes, sir.

Ans. Yes, sir.

Int. 41. You paid three dollars on each and every car that went into your yard —stock yards—from the Des Moines yards?

Ans. That is what I said.

Int. 42. Did you get any part of it back?

Ans. I did not.

Int. 43. Did you pay the same switchihg charge when the stock was taken out?

Ans. No sir.

Int. 44. Just paid it out one way?

Ans. The road that takes it out pays the switching.

Int. 45. Then there is another switching charge paid when it is taken out?

Ans. Yes, sir.

Int. 46. That is paid by the road taking it out?

Ans. Yes, sir.

Int. 47. That is how much? Three dollars?

Ans. Three dollars, I think. I don't know.

Int. 48. Every time a carload of stock comes into your stock-yards it pays three dollars to get in and three dollars to get out?

Ans. Yes, sir.

Int. 49. That is irrespective of the weight of the car?

Ans. Yes, sir.

Int. 50. What price did those hogs bring in St. Louis?

Objected to as immaterial.

Objection sustained.

Int. 51. You know what the rates are on live stock in and out of Des Moines, do you not?

Ans. Yes, sir, I do.

Witness excused.

Judge Carr: I do not know as we formally offered exhibit "A" in evidence. We will do so now. I believe that is all of the case.

C. J. PHILLIPS: FURTHER CROSS EXAMINATION:

Mr. Mather: Int. 1. I will ask you where the car loads of freight you have testified you delivered to other industries on the tracks of the Des Moines Union Railway, in a general way, come from?

Ans From outside the state —from manufacturing centers.

Int. 2. Manufacturing and jobbing centers?

Ans. Yes, sir.

Int. 3. Isn't it largely from places like Chicago, Milwaukee, St. Paul, Pittsburg, Cleveland, New York, Baltimore, and places like that?

Ans. Yes, sir

Int. 4. And what is the general nature of the carloads of freight you deliver to those industries?

Ans It is various commodities, such as agricultural implements, threshing machines and articles of that kind that are shipped here for distribution to points in this state.

Int. 5. That is, these establishments that are called industries, along the line of the Des Moines Union tracks, get their stocks in from these points of supplies? Then, they distribute them locally to points on the various railroads centering in Des Moines? Isn't that right?

Ans. Yes, sir

Int. 6. That is, to take a concrete case, an agricultural implement company agency here will receive a large stock of goods from the factory at points outside of the state of Iowa and store the stock in the warehouse here It will then distribute it to local points in or about Des Moines?

Ans. Yes, sir.

Int. 7. They keep it in the warehouse or distribute it till it is sold?

Ans. Yes, and in some instances it is used as a point where bulk is broken. Eastern manufacturers establish warehouses here and when the goods are sold at various points in Iowa and tributary to this point, it is shipped in carload lots to Des Moines, then the bulk is broken and reconsigned in less than carload lots, to various points.

Int. 8. All these commodities are kept and stored here for the market in this county and part of the state?

Ans. Yes, sir.

Int. 9. Merchants in the towns on the tributaries in the immediate territory of Des Moines, come here to buy?

Ans. Yes, sir.

Int. 10. And come here to buy goods from being solicited by salesmen to come here and buy?

Ans. Yes, sir.

Int. 11. The railroad company that brings this stuff in in carloads gets the long haul into Des Moines and the local haul out, so far as the goods are distributed to points along its line?

Ans. Yes, sir.

Int. 12. Is there any livestock market in the city of Des Moines?

Ans. No, sir; not other than a little local consumption.

Int. 13. Isn't it true that the live stock that comes into the city of Des Moines and passes through these stock-yards is really intended in the beginning, to move from the point from which it is grown, to a markets like Chicago, St. Louis, Kansas City or Omaha?

Ans. Yes, sir.

Int. 14. The stopping of it in Des Moines is not because there is any market or sale for it here, is it?

Ans. No, sir.

Int. 15. Now Mr. Phillips, isn't this also true, of origin of the car load freight that the Rock Island permits to go to these so called industries along the line of the Des Moines Union Railway, are points at which there is keen competition among the railroads for the carriage of it?

Ans. The larger per cent of it is.

Int. 16. Isn't it nearly all so?

Ans. Yes. The greater part of it is. There are only a few exceptions.

Int. 17. And isn't it true that the points from which live stock has been transported into the Union Stock yards at Des Moines are entirely local points along the Rock Island road?

Ans. Yes sir.

Int. 18. At which there is no competition at all?

Ans. Yes sir.

Int. 19. Take, for instance, a shipment of agricultural implements from say Chicago—that is a great producer of agricultural implements, isn't it?

Ans. Yes.

Int. 20. To Des Moines—How many roads compete for that business with the Chicago & Rock Island?

Ans. Six roads in Chicago competing for the Chicago business?

Int. 21. They all make a practice of permitting their cars to go upon the tracks of the Des Moines Union Railroad for the purpose of making delivery of that kind of stuff, do they not?

Ans. Yes sir.

Int. 22. If the Rock Island, in attempting to get agricultural implements in Chicago for shipment or for transportation to Des Moines, would not permit its cars to go upon the tracks of the Des Moines Union Railway, it would not get any agricultural implements?

Ans. Not for distribution—not for industries or distributing houses that are located on the Des Moines Union. The better work would be transferred to the warehouses.

Int. 23. Isn't it true that practically all of the carload freight that you permit to be delivered in your cars to industries along the line of the Des Moines Union, is interstate freight?

Ans. Yes, sir.

Int. 24. Practically none of it originates at points within the State of Iowa, isn't that true?

Ans. Very little, indeed, originats within the state.

Int. 25. And it is true also that in all of those shipments Des Moines is the ultimate point of destination, isn't it, until the good are re-sold?

Ans. Yes, sir.

Int. 26. It is your business to be acquainted with the rates of the railroads in the State of Iowa, isn't it.

Ans. Yes, sir.

Int. 27. Now what is the lawful tariff rate for hogs—on hogs from Bevington to Des Moines?

Objected to as immaterial and not proper cross-examination.

Mr. Mather: We will make him our witness for the purpose of getting at the rates.

Objected to as immaterial.

Objection overruled.

Ans. The rates on hogs from Bevington to Des Moines are $7.33 from that point.

Int. 28. What is the average weight of a carload of hogs?

Ans. The minimum weight of a thirty foot car is 15,000; of a thirty-four foot car is 16,000; thirty-seven foot car, 17,000. And hogs are usually loaded at just a little above the minimum, for instance from one thousand to twenty-five hundred pounds.

Int. 29. 20,000 pounds then would be a liberal estimate?

Ans. A very liberal estimate. That would be entirely too liberal.

Int. 30. 18,000 would be a fair estimate, would it?

Ans. Yes, sir.

Int. 31. Suppose a car load of hogs comes into Des Moines, and goes into the Union Stock Yards, and out again; it pays six dollars switching charges. The average of the hogs per hundred pounds would be about how much?

(Objected to as immaterial. Objected to all this testimony as immaterial and not proper cross-examination.)

Int. 32. Over three cents?

Ans. Yes; a switching charge alone of six dollars a car, three cents would be an average.

Int. 33. What is the public lawful tariff rate over the Wabash railroad on hogs from Des Moines to St. Louis, Mo?

(Objected to as immaterial, incompetent, not proper cross-examination.)

Ans. 18.5 cents per hundred pounds.

Int. 34. What is the sum of those three—the local rate, switching rate estimated at three cents per hundred pounds, and the rate from Des Moines to St. Louis?

Ans. 28.83 cents.

Int. 35. What is the rate on hogs from Bevington to Chicago?

Ans. 23.5 cents.

Int. 36. And the difference?

Ans. 5.33 cents per hundred pounds.

Int. 37. That is to say it would cost to get a car load of hogs from Bevington to St. Louis, bringing it locally to Des Moines and hauling it from the Des Moines Union tracks to the Des Moines union stock yards—out from the Des Moines Union to the Wabash, and on the Wabash to St. Louis at the rate of 5.33 per hundred more than to transport same car load of hogs to Chicago at the lawful rate?

Objected to as immaterial, incompetent; not proper cross-examination.

Ans. Yes; allowing for the switching of the car to other stock yards.

Int. 38. What is the lawful rate from Menlo to Des Moines?

Same objection.

Ans. 8.33 cents per hundred miles.

Int. 39. Three cents for switching would be 11.33—18.5 would be 29.83.

Int. 40. The difference between that and the Chicago rate would be—

Same objection.

Ans. 6.33 cents.

Int. 41. What is the lawful rate from Altoona to Des Moines?

Judge Carr: All this testimony is objected to by complainant as incompetent, irrelevant and immaterial. This objection may apply about the evidence of this character.

Ans. 6.33 cents.

Int. 42. What is the rate from Altoona to Chicago?

Ans. 23.5 cents.

Int. 43. The rates to St. Louis, figured the same way too, how much?

Ans. 27.83 cents.

Int. 44. What is the difference?

Ans. 4.33 cents.

Int. 45. What is the rate from Winterset to Des Moines?

Ans. 8.33 cents.

Int. 46. What is the rate from Winterset to Chicago?

Ans. 23.5 cents per hundred pounds.

Int. 47. What is the difference between Chicago and St. Louis rate, using the same basis?

Ans. 6.33 cents.

Int. 48. What is the rate from Van Meter to Des Moines?

Ans. 6.67 cents.

Int. 49. From Van Meter to Chicago?

Ans. 23.5 cents.

Int. 50. What is the difference between Chicago rate and St. Louis rate on the same basis of computation?

Ans. 4.17 cents.

Int. 51. What is the rate from Indianola to Des Moines?

Ans. Seven cents.

Int. 52. What is the rate from Indianola to Chicago?

Ans. 23.5 cents.

Int. 53. What is the difference, taking the Des Moines rate on the same basis?

Ans. Five cents.

Int. 54. What is the rate from Earlham to Des Moines?

Ans. 7.33 cents.

Int. 55. Earlham to Chicago?

Ans. 23.5 cents.

Int. 56. What is the difference between Chicago and St. Louis rate on the same basis?

Ans. 5.33 cents.

Int. 57. What is the rate from Stuart to Des Moines?

Ans. Eight cents even.

Int. 58. Stuart to Chicago?

Ans. 23.5 cents.

Int. 59. What is the difference between Chicago and St. Louis rate on the same basis?

Ans. Six cents even.

Int. 60. What is the rate from De Soto to Des Moines?

Ans. Seven cents.

Int. 61. From De Soto to Chicago?

Ans. 23.5 cents.

Int. 62. What is the difference between Chicago and St. Louis rate on the same basis?

Ans. Five cents.

Int. 63. As I understand you this difference you have figured at rates the cost per hundred pounds more for sending a carload of hogs from the local point of origin on the Rock Island road to the Union Stock Yards at Des Moines, then shipping it out again over the Wabash, assuming that the lawful rate is paid in each case, and hogs shipped from the local point of origin, Chicago.

Ans. Yes, sir.

Int. 64. How do you figure these rates? My inquiries were meant to apply to the time of movement of these cars in February and March.

Ans. These rates I have given you give the rate in force since January 1, 1900.

(Witness excused.)

MR. J. F. VINCENT, RECALLED.

Int. 1. (By Mr. Mather.) What charges are made at your stock yards for yardage and feeding, etc?

Objected to as immaterial.

Ans. That is owing to circumstances.

Int. 2. Haven't you the rate of charge?

Objected to as immaterial.

Ans. Yes.

Int. 3. What is your regular charge?

Ans. Five cents a head yardage.

Int. 4. What do you charge for feeding?

Ans. Sixty cents a bushel in some cases; in some cases, forty cents. It is owing to the circumstances of the deal a little.

Int. 5. Sixty cents a bushel for what?

Ans. Corn.

Int. 6. Sometimes forty cents?

Ans. Yes, sir.

Int. 7. It depends upon the ownership of stock?

Ans. No, sir; not exactly that way. It depends upon how much a man feeds. If he feeds a bushel of corn, we charge him sixty cents. If he stays several days, we charge less.

Int. 8. If a man gives you a good deal of business, you give him a better rate?

Ans. Yes, sir.

Int. 9. You think that is the rignt thing to do, don't you?

Objection as immaterial.

Objection sustained.

Int. 10. Is your yardage charge five cents a day?

Ans. No, sir.

Int. 11. No matter how long they stay?

Ans. No matter how long they stay.

Int. 12. As a matter of fact, they don't stay long, do they?

Ans. It is owing to circumstances about that.

Int. 13. Five cents for getting them in and out?

Ans. Yes, sir.

Int. 14. Is there any loading charge?

Ans. No, sir.

Int. 15. That much is all they are subjected to?

Ans. Yes, sir.

Int. 16. The hogs don't shrink?

Ans. We don't aim to allow them to shrink.

Int. 17. Not while you can get sixty cents a bushel for your corn?

Ans. We aim to give them plenty to eat while they are there.

Witness excused.

MR. PHILLIPS, RECALLED.

Examined by Mr. Mather; testified as follows:

Int. 1. The Rock Island has stock yards of its own in Des Moines?

Ans. Yes, Sir.

Int. 2. They are ample, aren't they, to accommodate stock that has been received at any time for delivery for the Chicago, Rock Island & Pacific?

Objected to as immaterial.

Ans. I have never known them not to be ample to handle all the business that they have had.

Int. 3. How extensive are they?

Ans. There are two or three pens.

Int. 4. (By Mr. Vincent.) Two, I think.

Ans. (By Mr. Phillips.) And the alleys.

Int. 5. (By Mr. Mather.) Has the Rock Island a man in charge of the stock yards to take care of them?

Ans. We have a man whose duty it is to take charge of the stock yards.

Int. 6. To keep them in shape?

Ans. Yes.

Int. 7. And keep them clean?

Ans. Yes.

Int. 8. How about the facilities for water?

Ans. We have facilities for watering stock.

Int. 9. In the stock yards?

Ans. Yes.

Int. 10. And to feed them also?

Ans. I don't think we have any special facilities for feeding. We have always been able to get feed delivered at the yards from feed stores near by cheaper than we could keep feed in stock.

Int. 11. Cattle could be fed there?

Ans. Yes.

Int. 12. Hogs also?

Ans. Yes.

Int. 13. As a matter of fact the cattle and hogs are fed and watered there, are they?

Ans. Whenever it is necessary they are, yes.

CROSS-EXAMINATION BY JUDGE CARR.

Int. 1. There are two pens?

Ans. There are two or three pens besides the alleys or the alley-way—I won't be positive which.

Int. 2. The alley-ways are not designed to keep stock in?

Ans. They are not intended for that purpose. However, they are used for that purpose at times.

Int. 3. What is the size of your pens?

Ans. I cannot say exactly. They probably are 40 by 50 shaded. Shade in both or all of the pens.

Int. 4. How many cars of stock would these pens accommodate as they are?

Ans. How's that?

Int. 5. How many cars of stock would you accommodate with these pens?

Ans. We would accommodate several cars of stock if they belonged to one man and are a mixed stock.

Int. 6. If they belonged to more than two men you couldn't accommodate stock without mixing the stock—that is, if they belonged to two different men?

Ans. No, sir.

Int. 7. Do you mean to be understood that all the carloads that pass off of your road into the hands of dealers along the various tracks along the lines are farm machinery?

Ans. No, sir.

Int. 8. What other freights of merchandise are delivered so to you?

Ans. California fruit going to shippers and brokers in Des Moines for distribution.

Int. 9. Coming into Des Moines for distribution to local points out of Des Moines?

Ans. Yes.

Int. 10. And for consumption in Des Moines?

Ans. Yes.

Int. 11. What other kinds of produce?

Ans. Lime.

Int. 12. Where is that shipped from?

Ans. From Quincy, Illinois, and Ash Grove, Missouri.

Int. 13. In points within the state?

Ans. I don't think we ever got a carload of lime from any point within the state.

Int. 14. That is shipped in here for local consumption?

Ans. Yes, sir.

Int. 15. Some of it to be shipped out again?

Ans. Yes, some lime is shipped here in small lots.

Int. 16. What other kinds of produce or freight do you handle?

Ans. Vehicles.

Int. 17. Carriages, wagons, and that sort of thing?

Ans. Yes, and iron for the manufacture of buggies and wagons.

Int. 18. Where does that come from mostly?

Ans. Chicago and eastern territory—South Bend, Indiana; Pittsburg, Philadelphia.

Int. 19. Is that for use here and to be shipped out?

Ans. For use here and to be shipped out.

Int. 20. What other kinds of merchandise?

Ans. Nails and wire.

Int. 21. What points do they come from?

Ans. From Sterling, Illinois; De Kalb, Illinois; Toledo and Chicago.

Int. 22. That is to be shipped for home consumption, or reshipped?

Ans. Both—home consumption and to be reshipped.

Int. 23. Anthing else? Had you some grain you handled that way?

Ans. No, sir.

Int. 24. Do you send cars off your line onto the Des Moines Union Railway lines to deliver merchandise to the National Starch Company?

Ans. No, sir.

Int. 25. You never did that?

Ans. No, sir.

Int. 26. You have a track to the National Starch Company?

Ans. Yes, sir.

Int. 27. You use your own track for that purpose?

Ans. Yes.

Int. 28. Do you have a track to the Liverpool and Des Moines Packing Compaines?

Ans. Yes, sir.

Int. 29. Do you handle merchandise to and from that company on your own tracks?

Ans. We did until the time they were closed up. They have been closed up three years—I guess nearly five years.

Int. 30. They are not handling freight, then?

Ans. No, sir.

Int. 31. Have you a track to the McDonald & Co., Rendering Works?

Ans. No, sir; they haven't any track. We have a track located within a block or two of their rendering establishment.

Int. 32. So they get no stuff in any carload lots?

Ans. Very seldom. They get in in less than carload lots and ship from here in carload lots. They bunch here. I don't now recollect of them ever being shipped in full carload lots.

Int. 33. Do you have a track to the warehouses of the Des Moines Elevator Company?

Ans. Yes, sir.

Int. 34. Do you bring in carloads of coal you turn over to the Des Moines Railway to be by them taken to the warehouse industries along the line?

Ans. I don't think we have ever turned over any coal from the Des Moines Union Railway.

Int. 35. What other kinds of merchandise than what you have already mentioned came in here at times in carload lots where you turned the car over to the Des Moines Union?

Ans. I cannot just call to mind. I have mentioned several commodities. I presume there are others, but I cannot just figure them out at this time.

Int. 36. Do you not get carloads of beer occasionally?

Ans. Yes.

Int. 37. Do you sometimes turn those cars over to the Des Moines Union for delivery to any other places along the tracks?

Ans. I don't remember having turned over a car of beer to them. We have beer houses of our own—I mean located along the line of the Rock Island Railroad.

Int. 38. You are not in the business then?

Ans. No, sir.

Int. 39. How about lumber? Did you bring any carloads of lumber that are turned over to the Des Moines Union?

Ans. No, sir.

Int. 40. You have track facilities of your own about the lumber yards?

Ans. But few of the lumber yards have tracks of their own. They unload from their regular team trucks.

Int. 41. You know you are not able now to mention from recollection other different commodities you bring in in carloads and turn over to the Des Moines Union than those you already mentioned.

Ans. I couldn't undertake to enumerate at this time all the commodities that we brought into Des Moines during a series of years.

Int. 42. You don't claim you have stated all the different kinds of commodities turned over to the Des Moines Union along their lines.

Ans. No, sir. I think I have mentioned all the principal ones. I think there might be others, and are others.

Int. 43. Making your estimate as to the cost per pound of shipping in and out live stock, you estimate that the weight of live stock coming from the Union Stock Yards would be the same as the car going in, don't you?

Ans. The figures I gave were in cents per hundred pounds.

Int. 44. You estimate on the basis of three dollars switching charge; you estimate the same amount going out in weight as coming in?

Ans. No, sir; I do not estimate the weight. The figures I gave were on estimated switching charge to and from the stock yards of three dollars a switch. Or, in other words, three dollars for switching a car regardless of size of car. The figures were based on cents per hundred pounds.

Int. 45. To get at that you had to estimate that the car contained a certain weight, did you, of live stock?

Ans. I allowed three cents a hundred to the car.

Mr. Vincent. It is about a cent.

Mr. Carroll Wright. About four cents.

Int. 46. (Judge Carr.) How many pounds of live stock do you figure to the car?

Ans. To arrive at three cents?

Int. 47. Yes.

Ans. 18,000 pounds—20,000 would be six dollars a car.

Int. 48. You figure the switching charge in and out of six dollars?

Ans. Yes, sir.

Int. 49. Then take the number of pounds you would figure a car of live stock and arrive at the cents per pound?

Ans. The switching charge of cents per pound was based on an estimate. The road into Des Moines and out of Des Moines was based on the actual tariff rate per cent per hundred pounds?

Int. 50. Yes; but in figuring or estimating the rate of expense per pound on the switching charge, you figure the same amount in as out? In other words, you don't take into consideration that in shipping out the car might load a greater amount—that is, a double-decker car—a double weight of live stock.

Ans. (Mr. Vincent.) You get fifty thousand in and out for what you figure twenty. You pass twenty. On six dollars, and you get twenty thousand pounds in and twenty-two or twenty-three out, which would virtually make six dollars a thousand. Six dollars would be paid for switching.

Mr. Phillips: Your estimate is too high. The medium weight of double-decked cars—that, you understand, enters into the work of switching—those are to be taken into consideration, and the size of the cars we use now-a-days, you understand you put more into the car, and, if you have a car big enough, the switching charges are so much more; and you handle the loaded car as heavy as you can, don't you? Where you pay so much per car for switching, the heavier the car is loaded, the less the rate would be per hundred pounds. That is what I am getting at. You figure twenty thousand pounds at six dollars; that would be three cents. And you get fifty thousand pounds for that, which would make a dollar a hundred. It doesn't amount to anything, but I don't think you noticed it yourself when you were giving it in that way is the reason I spoke about it.

Int. 51. (Judge Carr.) What merchandise have you in mind, Mr. Phillips that is shipped from points in Iowa to Des Moines in carload lots that is retained here, or distributed from here?

Ans. Stucco, more or less, from Ft. Dodge, is shipped to Des Moines in carload lots.

Int. 52. How are their cars handled?

Ans. In the regular way.

Int. 53. What do you mean by the regular way?

Ans. They unload from our team tracks.

Int. 54. In Des Moines?

Ans. Yes.

Int. 55. Do they ship to anyone in Des Moines?

Ans. They ship to those engaged in that branch of industry, such as lumbermen.

Int. 56. Do they ship in carload lots to those parties?

Ans. Yes.

Int. 57. Do they ship in carload lots to persons who have track facilities?

Ans. I don't think they do. I don't call to mind anyone who buys stucco in coarload lots that has access to the cars.

Int. 58. Have you anyone in mind—any industry in Iowa, that ships into Des Moines in carload lots consigned to persons or institutions that have track facilities for receiving in carload lots other than matters that have already been mentioned?

Ans. There is very little freight shipped from points in this state to Des Moines in bulk, where the bulk is broken and re-consigned to points within the state. I don't now call to mind a commodity that is handled in that way other than—

Int. 59. That is not getting at the question. Do you call to mind any commodity that is shipped from any point in Iowa to Des Moines where the car is delivered by you to the Des Moines Union for delivery to parties who consign?

Ans. No, sir; I do not.

Cross-examination by Mr. Mather.

Int. 1. When these commodities that come into Des Moines in carload lots are redistributed, they go out in less than carload lots?

Ans. Yes.

Int. 2. That is almost universally so?

Ans. Yes, sir.

Int. 3. Always do, don't they.

Ans. I don't recall a case where freight was shipped in here in carloads, and reconsigned in carload. That would necessitate higher freight rate by reason of the two shipments.

Int. 4. That is, no other dealer, no other commodity in Des Moines could establish what Mr. Vincent wants to have done, namely, ship things in in carloads and ship out in carload as against direct lawful rates?

Objected to as incompetent, immaterial.

Ans. I don't know of any other dealer in Des Moines who is attempting or doing as Mr. Vincent is in this matter.

Int. 5. Could he do it profitably?

Objected to as incompetent and immaterial.

Ans. No, sir; I don't think he could.

Int. 6. You know he could not do it profitably if lawful rates were paid?

Objected to as immaterial.

Ans. Yes; it could not be done.

Int. 7. There are no other stock yards except Mr. Vincent's on the line of the Des Moines Union, are there?

Ans. No, sir; not that I ever heard of.

Re-direct examination by Judge Carr.

Int. 1. You mean there is no other commodity could be shipped into Des Moines in carload lots and shipped out in carload lots profitably; is that your proposition?

Ans. As against other rates that would be less than combinations at Des Moines—shipping in and shipping out.

Int. 2. That is to say, if a man at some point on a road leading into Des Moines, desires to first ship beyond Des Moines, it would not be profitable to ship into Des Moines, and then out of Des Moines?

Ans. When the through rate from the point of origin to the ultimate destination would be less than the rates based on Des Moines, he certainly couldn't afford to.

Int. 3. What is the reason for that? However, you say it would not ordinarily be profitable for a man to send a carload of stuff into Des Moines which he intends to send beyond Des Moines, and then send it out again?

Ans. Yes, sir.

Int. 4. But the profitable thing to do would be to send it clear through?

Ans. Yes, sir; he could.

Int. 5. Mr. Mather. He couldn't do it unless he could get a cut rate in some way?

Ans. He certainly would pay more for part of a load.

Int. 6. Mather: Again, Mr. Vincent, in shipping to St. Louis from the Des Moines Union stock yards—

Judge Carr. I was not through.

Int. 7. What you mean to be understood as saying is not to attempt to say that a man could conduct the business in such a way it would be profitable to ship material into Des Moines and ship it out, but you mean to be understood as saying if a car was shipped from some point beyond Des Moines to another destination, the most profitable thing would be—What you mean to be understood as saying is that if a man lived, or was shipping at some point on the railroad running into Des Moines with the purpose and intention of then shipping on beyond Des Moines to Chicago or some other point, that it would not be profitable to ship

to Des Moines and then ship from Des Moines to the other point, but the best rate he could get would be to ship clear through—get a through rate?

Ans. He certainly couldn't afford, and, looking at it from every business standpoint, to pay higher rate by shipping into Des Moines and out of Des Moines than he could get by shipping directly from the point of origin to destination.

Int. 8. You don't mean to be understood as saying he would not have any moral or lawful right to ship into Des Moines if he wanted to, and then ship from Des Moines to some other point?

Ans. No, sir.

Int. 9. You don't mean to say he could not so conduct his business as to make it profitable to do that way, do you?

Ans. I cannot conceive of how the business can be conducted so he can better pay higher rate when he could handle the business on a less rate.

(Witness excused.)

Mr. Mather: I would like to ask Mr. Vincent a question or two.

Int. 1. About how many hogs would there be in an ordinary carload shipped into your stock yards?

Ans. They will run all the way from sixty to ninety. About seventy-five to eighty is the most common thing you get.

Int. 2. When you ship them out in double-deck cars how many would there be?

Ans. It will run from 100 to 150.

Int. 3. Say seventy-five in and 150 out—that will be 225. There would be a charge of five cents on each one of those for yardage?

Ans. No, sir, only just on the ones that come in.

Int. 4. Five cents on the seventy-five that came in?

Ans. Yes, sir.

Int. 5. You probably got the same number in and you charged five cents on them, so that on each carload that went in there would be a charge of $3 75 a car for yardage.

Ans. That is according to the number of cars and hogs.

Int. 6. Say there were seventy-five.

Ans. Yes, sir.

Int. 7. In addition to that charge there would be feeding charges?

Ans. There is very few of them fed. That is in the first nights they are not fed. They are fed more if they stay over.

(Witness excused.)

FRANK DODSON, SWORN AND EXAMINED IN CHIEF BY MR. MATHER, TESTIFIED AS FOLLOWS:

Int. 1. Where do you reside?

Ans. At Perry, Iowa.

Int, 2. What is your business?

Ans. I am in the stock business.

Int. 3. You are engaged in buying live stock in Iowa, aren't you?

Ans. Yes, sir.

Int. 4. For shipment to the Chicago market?

Ans. No, sir; for shipment to the eastern market, direct to the packers.

Inf. 5. Are you acquainted with the ruling prices for live stock in the various live stock markets of the country?

Ans. I try to keep posted the best I can.

Int. 6. As a general rule, what, if anything, is the difference in the ruling prices for hogs in the St.Louis market as compared with the ruling prices for the same class of hogs in the Chicago market.

(Objected to as immaterial.)

Commissioner Dawson: The testimony is taken subject to the objection.

Int. 7. Mr. Mather: We will limit that question to the months of January, February and March of this year?

(Same objection.)

(Objection overruled.)

Ans. The average price of hogs in St. Louis and Chicago varies very much, and the same in Kansas City and Omaha. The average prices in St. Louis is usually ten to twenty cents under Chicago.

Cross-examination.

Int. 1. Mr. Vincent: You have not been there lately, have you?

Ans. No, sir; but I have reports every day what they sell them at. The proof of the pudding is the chewing of the bag. I have been there and know what the market is.

Int. 2. (Judge Carr.) Are you in the habit of shipping stock to the St. Louis market?

Ans. No, sir.

Int. 3. What market do you ship to?

Ans. I ship to Indianapolis almost exclusively.

Int. 4. You have not been shipping to St. Louis and Chicago?

Ans. I ship hogs occasionally to Chicago, to post myself on what certain classses of hogs are selling at in order to buy judiciously for the packer.

Int. 5. Have you ever made shipments to St. Louis to test the market?

Ans. No, sir.

Int. 6. Do you know what hogs were selling for in St. Louis on the first of March of this year?

Ans. No, sir; I cannot call to mind without my record.

Int. 7. Do you know how the St. Louis market compared with the Chicago market the first of March of this year?

Ans. No, sir; I could not, without, as I say, having my markets before me.

Int. 8. Do you know how the St. Louis market compared with the Chicago market on any day during February of this year?

Ans. I do not know as I could tell exactly. I know about what the average sales were. It is not the tops of the two markets. Omaha has a big top but the average sale is less. The average prices and the amount of hogs sold is what we go by.

Int. 9. So far as you have observed the Chicago and St. Louis markets, you can say Chicago is better?

Ans. Yes; it will average ten to twenty cents better. Some days it will be up close to Chicago and other days it will be twenty cents under.

Int. 10. Are you prepared to say that there are not days when St. Louis is better than Chicago?

Ans. I never heard of it. I will say I never noticed only important market quotations where the average sales were higher than in Chicago. I have seen where the top hogs sold higher than in Chicago.

Int. 11. Are you prepared to say that there were not days in January, Febru-

ary and March of this year when certain grades of hogs were selling for better prices in St. Louis than in Chicago?

Ans. I do not think they were.

Int. 12. Are you prepared to say that is not true?

Ans. I could not say without my quotations. I have never seen an instance where that was true.

Mr. Mather. In view of this testimony, if your honors please, I want to call upon Mr. Vincent to produce, and ask the commission to order he produce, the expense bill, showing the sale of this live stock—these hogs shipped from his yards in the month of February and the first six days of March, in order that we may know the prices they brought.

Judge Carr. To all of which the complainant objects, because it is wholly immaterial to any subject inquired of before this board, and because it is unwarranted and is a prying into and an investigation of the private affairs of the complainant and is a subject that can throw no light whatever upon the question of his legal right to have the cars delivered to him at his yards which he claims he is entitled to.

Commissioner Dawson. I do not think we will change our ruling.

Mr. Mather. I do not imagine that there will be any further testimony offered at this time.

The further hearing of this case was here set for May 15, 1900, at 10 A. M.

The attorneys for complainant, Messrs. Carr and Parker, filed the following statement of facts, brief and arguments:

EXHIBIT "F."

BEFORE THE HONORABLE RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

IN THE MATTER OF THE COMPLAINT OF J. F. VINCENT, PROPRIETOR OF THE UNION STOCK YARDS OF DES MOINES v. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.	*Statement of facts.*

The following facts material to the consideration of this case are either admitted by the pleadings, or established by the undisputed testimony:

First. Complainant is the proprietor of the stock yards in the city of Des Moines, known as the Union Stock Yards of Des Moines, Iowa, which furnish facilities for handling a considerable quantity of live stock, and are being maintained for the use of any one who wants to handle stock, or buy and sell at that place.

Second. That the respondent has a number of lines of railway leading into or through Des Moines, and that they have now no track running to the Union stock yards, although it formerly had a track running to said yards, but that same was pulled up and abandoned by it.

Third. That the Des Moines Union Railway Company is a corporation with terminal facilities in Des Moines, having track connections with respondent, and a track to the Union stock yards with facilities for loading and unloading stock at that place.

Fourth. That the respondent refuses to permit cars loaded with stock which

have been brought to Des Moines from stations on their line of road for delivery at the Union stock yards to be transferred to the Des Moines Union Railway Company for delivery at such yards.

Fifth That the respondent has in no other instances refused to permit its loaded cars to be transferred to the Des Moines Union Railway Company, to be by it switched to the numerous industries located upon its tracks, but that in each and every instance, except in the case of the Union stock yards, it delivers its loaded cars to the Des Moines Union to be switched to the numerous industries located upon its tracks.

Sixth. That the respondent furnishes cars to shippers at Des Moines, to be there loaded and forwarded to various points in other states where respondent has no connection except over other lines of railway, and that it is constantly furnishing cars at Des Moines to be loaded with merchandise to be by it forwarded to connecting points with other railroads, to be by such railroads forwarded to points upon their respective lines in other states.

Various other facts are established by the evidence, but in our view of the law the foregoing are the essential facts in the case.

BRIEF AND ARGUMENT.

This controversy grows out of the refusal of respondent to deliver to the Des Moines Union carloads of stock, to be by it delivered at the Union Stock Yards. Such refusal appears to be based upon the claim that neither at common law, nor under the provisions of the Iowa code is it bound to permit its cars to be taken by connecting roads and delivered at points upon such connecting roads. For the purpose of this argument it is conceded that at common law a common carrier is not bound to receive for trasportation freight to be delivered at points beyond its own line, and that neither a railroad company, nor any other common carrier was bound at common law to turn over to a connecting common carrier its vehicles or cars for the purpose of transporting the freight contained therein to a point on such connecting line. The question therefore, here involved is one of statutory construction. Before proceeding to the consideration of the statutory law of this state bearing upon the question involved in this controversy, it is well to have in mind certain general principles of construction. Statutes regulating the operation of railroads imposing new duties upon them have been very generally passed by the various states of the Union and by the national legislature. These statutes are remedial in their character, and are designed to afford protection to the general public against the rapacity, greed and high handed methods which experience has shown such corporations are prone to indulge in, and against which the common law afforded no adequate protection. "A remedial statute is one made to supply defects or abridge superfluities in the common law, arising from the general imperfections of human laws, and change of time and circumstances, and from any other cause whatever." A statute law is the will of the legislature, and the object of all judicial interpretation of statutes is to determine what intention is conveyed, whether expressly or by implication by the language used. First Kents Com. 468.

The intention of the legislature is the leading, and indeed the only, object to be inquired into by a court in construing legislative enactments. * * * It frequently becomes the duty of courts in giving effect to the manifest intention of the statute to restrain, enlarge or qualify the original and ordinary meaning of the words used.

Noble v. State, 1 G. Greene, page 325.

The primary and fundamental question in the construction of statutory provisions is this,—what did the legislature intend in the enactment of the statute?

Miller v. State, 106 Ind., 415.

In the construction of statute, the prime object is to ascertain and carry out the purpose of the legislature. In their enacted use the words used in the instrument should be first considered in their ordinary and original signification, but it is often necessary to inquire beyond such meaning of the words.

Evansville v. Somers, 108 Ind., 192.

Statutes which are not inconsistent with one another, and which relate to the same subject matter, are in *pari materia*, and should be construed together and effect be given to them all, although they contain no reference to one another and were passed at different times.

Am. & Eng. Ency. of Law, Vol. 23, page 311 and numerous cases cited.

Remedial statutes are to be construed liberally for the suppression of a mischief and the advancement of the remedy. In construing such statutes the old law, the mischief and the remedy must be kept in mind and within the limits of the modern rule that which is within the mischief intended to be remedied is considered within the statute, and that which is not within the mischief is not considered within the statute though within the letter.

State v. Canton, 43 Mo., 48;
State v. Boyd, 2 Gill & J. (Md.), 375;
Smith v. Stevens, 82 Ill., 554;
People v. Lacomba, 99 N. Y., 43;

In *State v. Boyd, supra*, it is said: "Statutes are sometimes extended to cases not within the letter, and that on the principle that what is within the intention of the makers of the statute is within the statute though not within the letter.

In *The People v. Lacomba, supra*, it is said: "A strict and literal interpretation is not always to be adhered to, and where the case is brought within the intention of the makers of the statute, is within the statute, although by a technical interpretation it is not within the letter.

That the statutes under consideration are remedial in their character, see *State ex rel. Board of Transportation v. Fremont E. & M. V. Ry. Co.*, 35 N. W. Rep., 118, in which it is said by the supreme court of Nebraska that acts to regulate railroads and prevent unjust discrimination are remedial statutes, and are to receive a liberal construction so as to carry into effect the purposes for which they are enacted.

In view of a remark made by respondent's counsel during the oral discussion of this case, we also beg to call your attention to the well established rule of construction of statutes that punctuation has no particular importance in the construction of statutes. It is said: "Punctuation in the statute forms no part of the law, but is the work of the draughtsman, engrosser, or public printer. It is therefore of little importance in the construction, and although in doubtful cases it may throw some light, yet it cannot have a controlling effect. It may be, and frequently is disregarded altogether, and courts will correct and re-punctuate to give effect to what is plainly the legislative intent."

United States v. Isham, 17 Wallace, 496.

Also see text of *Am. & Eng. Enc. of Law*, Vol. 23, page 334 and numerous cases there referred to.

In *Irwin v. Burnett*, 11 Peters, 53, it is said: "Punctuation is a most fallible standard by which to interpret a writing. It may be resorted to when all other means fail, but the court will first take the instrument by its four corners in order to ascertain its true meaning, and if that is apparent on judicial inspection, the punctuation will not be suffered to change it."

In *Hamilton v. Hamilton*, 16 Ohio, St., 432, it is said: "Courts in the construction of statutes for the purpose of arriving at the true meaning and intention of the lawmakers disregard the punctuation, or re-punctuate if need be."

See to the same effect, *Hammock v. Farmers' Life & Trust Co.*, 105 U. S., 77.

Another principle which applies peculiarly to railroad corporations, and which should be at all times borne in mind in construing statutes enacted for their government, not only as to the validity of such statutes but as to their interpretation, is based upon the fact that they are *quasi* public corporations. In *C. B. & Q. Ry. Co. v. B. C. & N. Ry Co*, 34 Fed., 481, it is held: that a railroad corporation is not to be considered as a corporation for the mere pecuniary profit of the owners of the property; but in considering the question of their duty toward shippers of merchandise it is important to take into account their character as *quasi* public corporations having public duties to perform. A railroad company performs one of the great duties of a nation in keeping open the public highway. The government commits to them for the benefit of the whole people a public duty in the performance of which the people have an interest which is simply incalcuable and it is therefore the duty of the government, both state and national, to enforce on such railways the strict performance of their duty to the public.

Having in mind then the fact that railway corporations are *quasi* public in their character, and that the duty which they owe to shippers is more than that of a private individual, but is public in its essential characteristics, and that it is the duty of the state to enforce upon railways the strict performance of their public duty, and having in mind that the provisions of our code which have been adopted for the regulation of railway companies are remedial in their character and should be liberally construed, and that all the provisions in the code bearing upon the question at issue in this controversy are in *pari materia*, and are to be construed together, permit us to call your attention to the provisions of the code which it is our contention make it the duty of the respondent to comply with the demand of the complainant that they permit their loaded cars to be received by the Des Moines Union for delivery at the Union Stock Yards.

Every railway corporation shall, when within its power to do so, and upon rsasonable notice, furnish suitable cars to any and all persons who may apply therefor for the transportation of any and all kinds of freight, * * * and shall also receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be unloaded or discharged, or reloaded and returned to the road so connecting. All common carriers subject to the provisions of this chapter 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 * * * to and from their several

lines, and to and from other lines and places connected therewith, and shall not discriminate in their accomodations, rates and charges between such connecting lines.

§2116 and §2125 Code.

In reading the above we have read portions of the sections referred to as though they constituted one section, and have omitted such portions as did not bear directly upon the question at issue. As these two sections relate to the same subject matter, it is apparent they should be construed together as being in *pari materia*. So construing them, and having in mind that the punctuation is of no importance, that a liberal construction is to be given for the purpose of carrying out the evident intent of the legislature, let us proceed to determine, if we can, what is the legislative intent. In ascertaining such intent, which, when discovered, is to govern, the language used is, of course, of the greatest importance. Before, however, proceeding to an analysis of the language used, it would perhaps be well to have clearly in mind the conditions existing prior to the adoption of the statute, and the abuses or evils to be remedied. Prior to the adoption of these provisions of our code, it is contended on the one hand and conceded on the other that the common law did not compel railway companies to receive the loaded cars of other companies, or to deliver to connecting lines their loaded cars, and, further than this, that there was no rule of common law requiring common carriers to furnish facilities for the interchange of traffic between their lines. In view of the fact that modern shippers frequently transport property for long distances, and that in passing from the point from which freight is shipped to that to which it has been consigned it must frequently pass through the hands of several common carriers, the interests of the shipping public demand that it be made the duty of connecting lines of railway to afford all reasonable facilities for the interchange of traffic between their respective lines. There can be no possible question but that the legislature, by the adoption of the sections above referred to, designed and intended among other things to remedy the evil growing out of the fact that common law did not require an interchange of traffic between connecting lines of railroad. I repeat that there can be no possible question but that the evil growing out of the fact that connecting railroad companies were under no obligation at common law to afford facilities for the interchange of traffic between their respective lines was the principal evil which these sections sought to remedy. That this claim finds ample support in the sections referred to a careful reading will, we think, fully demonstrate. Section 2116 makes it the duty of every railway corporation to furnish suitable cars to any and all persons for the transportation of any and all kinds of freight. This is a duty which counsel for the respondent insist rested upon the common carrier at common law, and that proposition we are not prepared to dispute. The section further requires railway corporations to receive and transport freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling thereof at any depot on the line of its road. This is also claimed by counsel to be the mere statement of a duty which the common law imposed upon common carriers. This also we concede. The section also makes it the duty of every railroad corporation to receive and transport the empty or loaded cars furnished by any connecting road, which are to be delivered at any station or stations on its line of road, and after having been loaded or unloaded as the case may be, to return the same to the road so connecting. This latter portion of the section clearly imposes upon railroad companies the duty of receiving the cars of a connecting road, and to haul the same to its destination, and to return the same to the connecting road. Here is a duty imposed by the statute which did not exist at common law. It is true that some courts have held that such duty existed. It is conceded by counsel that there is some questioning under the authorities whether a railway company can be compelled to receive and transport cars of another railway and after citing the Illinois case it is said that there are a number of authorities holding a contrary view. If it were profitable to go into a detailed discussion of the question, we think it could be easily demonstrated that the great weight of judicial opinion is against the rule as announced by the Illinois court, and that not only is the weight of authority against the proposition, but that much the better reason is with the courts which hold to the contrary doctrine. In fact, every reason which can be urged against the proposition that it is the duty of the railway company to deliver its cars to a connecting line can be urged against the proposition that a company should discard or put aside its own rolling stock for the transportation of freight and receive from connecting lines freight in cars furnished by such connecting line except, perhaps, the one reason that in one instance the company delivers its property into the hands of another. But, on the other hand, to say to a railroad company that it shall receive the cars of a connecting line and transport freight over its line in that way, no matter how much it may prefer, for perhaps good and sufficient reasons, to handle the freight in its own cars, appears to my mind to be as much of an interference with the use of the property of the railroad as to require it to permit its cars to go temporarily out of its possession. No matter, however, as to what conclusion we may reach as to what was the common law rule, it is very apparent that in adopting this section it was intended either to create a duty which was not thought to exist at common law, or to create a duty the existence of which at common law was at least doubtful.

The section further provides that the railroad company shall not demand or receive any greater sum than is accepted by it from any other connecting railroad for a similar service. It is thus seen that the section under consideration creates at most but two additional obligations upon a railroad company which did not exist at common law, viz: to receive and transport the cars of connecting roads, and not to charge more for the service than it accepted from other roads for a like service. Section 2125 makes it unlawful to give any preference or advantage to any person, or to subject any particular person, or any particular description of traffic to any prejudice or disadvantage. Here is a duty imposed by a statute which is not imposed, or at least not imposed to so great an extent at common law. The section further requires a common carrier shall afford, according to their respective powers all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for receiving, forwarding and switching cars, and for 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 that they shall not discriminate in their accommodations, rates and charges between such connecting lines. It further provides that any common carrier may be required to switch and transfer cars for another for the purpose of being loaded or unloaded upon such terms as may be prescribed by the commissioners. Here by the statute is imposed a duty which it is conceded does not exist at common law, namely to afford all reasonable facilities for the interchange of traffic between the respective lines of connecting roads. Now, reading the two sections in connection, what obligations do these sections impose which do not rest upon common carriers by reason of the provisions of the common law.

First. To receive and transport the cars of connecting roads.

Second. Not to discriminate in the matter of charges for such services.

Third. Not to give any undue preference or advantage to one person, or to subject any person to any disadvantage or prejudice.

Fourth. To afford all reasonable facilities for the interchange of traffic between connecting lines.

Fifth. Requiring common carries to switch and transfer cars for another for the purpose of being loaded and unloaded.

These duties imposed by statute which the common law did not impose all relate to the interchange of traffic between different lines of road. It was because there was no duty resting upon common carriers as to the interchange of traffic, and because of the hardships growing out of such lack of duty, and the refusal of the railway companies to furnish such facilities for the interchange of traffic to the general public that the laws under consideration, and those of a like character were enacted. The evil then which the statute sought to remedy was precisely the evil of which we complain in this case, viz: the refusal to furnish proper facilities for the interchange of traffic between connecting lines, and that was the evil which the legislature sought to remedy. They did it by first providing that one company should receive and transport the loaded or empty cars of another; that all companies should, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between the respective lines, and for the receiving, forwarding and switching of cars to and from their several lines and places connected therewith. Can there be any doubt but that it was the legislative intent to require railroad companies to permit their loaded cars to go upon the tracks of connecting lines when by so doing the company owning the car was not unreasonably discommoded or hampered in the use of their property, nor subjected to the danger of loss of the same? It seems to me that such was the legislative intent is clear, not only from the language used, but because that was one of the things which entered into, and constituted a part of the evil which was sought to be remedied. It is not to be thought of that the legislature intended in seeking to remedy the evil which existed because of the want of authority to compel the furnishing of reasonable facilities for the interchange of traffic between connecting lines, that they intended or expected to remedy the evil by simply requiring one company to receive from connecting companies cars tendered it, while on the other hand a connecting company could not be required under any circumstances to permit its loaded car to go upon the tracks of a connecting road. To so construe the statute would be to say that in its enactment the legislature in seeking to remedy an existing evil had entirely lost sight of the nature and character of the evil sought to be remedied.

But the language of section 2125 is explicit in requiring all common carriers to afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, for the receiving, forwarding and switching of cars to and from their several lines, and to and from other lines and places connected therewith. What, let us ask, does this language mean if it does not impose upon a railroad company the duty under reasonable and proper circumstances to permit their cars to leave their tracks and go temporarily upon the tracks of connecting lines. The language, that each railway company is bound to afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines and other lines connected therewith is sufficiently explicit to impose the duty which we contend rests upon the respondent. Under the evidence in this case, can there be any question but that for the Rock Island road to permit its cars to be taken by the Des Moines Union, delivered at the Union Stock Yards, there to be unloaded and then returned is more than it is required to do to furnish reasonable and proper facilities for the interchange of traffic with the Des Moines Union Railway. Let it be borne in mind in this connection that the evidence shows that the Rock Island Stock Yards (so-called) are located from a mile and a quarter to a mile and a half from the Union Stock Yards; that it is impractical to drive stock from the Rock Island yards to the Union Stock Yards. It is perfectly apparent, and we think the evidence sufficiently shows that there is absolutely no inconvience imposed upon the Rock Island road by permitting its loaded cars to be switched onto the track of the Des Moines Union, taken to the Union Stock Yards, unloaded and returned to it. No burden of any kind or character is imposed upon the Rock Island road by permitting its cars to be thus used. It takes no chance of losing its property, as there is no claim that the Des Moines Union Railway is not a solvent institution. On the other hand, as appears from the undisputed testimony if complainant is denied the right to have cars of stock delivered at his yards, and is compelled to receive stock shipped to him at Des Moines at the yards (so-called) of the Rock Island road, a great burden and hardship is imposed upon him. Under the facts in this case, we would like to know by what process of reasoning counsel can urge the conclusion that to do that which we request of respondent is doing more than to afford all reasonable, proper and equal facilities for the inter-change of traffic between respondent and a connecting line. But apparently with the thought in mind that the general language above referred to might not be held to be sufficiently specific, the Iowa legislature when they came to enact section 2125, and which was doubtless, as is claimed, taken from the Inter-state Commerce Act, added to the language of the corresponding section of the Inter-state Commerce Act the words "and for the receiving forwarding and switching of cars." We have then the duty imposed by this section in clear and explicit language upon common carriers, not only to afford all reasonable, proper and equal facilities for the inter-change of traffic between the respective lines but they have imposed upon them the specific duty as a part of their general duty, to afford all reasonable facilities for the inter-change of traffic, to receive and forward and to switch cars to and from their several lines, and to and from other lines and place connected therewith. It was insisted in oral argument that section 2125 would not bear the reading which we here give it, because it was not punctuated to so read, in that there is no comma following the word "property" in the eighth line from the top of the page. But as we have seen, the matter of punctuation has but little if any force in construing statutes.

If it were otherwise the public printer rather than the courts would be the expounder of legislative enactments. Preceding the preposition "to" in the eighth line from the top of the page, we have first in the sentence the mandatory provision "that all common carriers shall, according to their respective powers, do something." Now what is it they are required to do? Following the word "powers" in the second line of the sentence is the first statement of what they are required to do, and is found in the phrase "afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines." The next clause requires the common carrier to afford all reasonable, proper and equal facilities for the receiving, forwarding and switching of cars. The third clause requires them to afford all reasonable, proper and equal facilities for the receiving, forwarding and delivering of passengers and property, and each of these three

separate clauses are modified by the words "to and from their several lines to and and from other lines and places connected therewith." The construction which counsel puts upon the section makes the words "to and from their several lines" only relate to the words "for the receiving, forwarding and delivering of passengers and property." Such a construction is not authorized by any rule of construction known to the law, and is clearly contrary to the plain meaning of the language used. Once more let us inquire what had the legislature in mind when they passed this statute. Beyond question it was their purpose to impose duties upon connecting roads with regard to the interchange of traffic. Hence they were required by the language of the section to afford all reasonable, proper and equal facilities for the interchange of traffic between the respective lines, including among other things the receiving, forwarding and switching of cars to and from their several lines, the receiving, forwarding, and delivering of passengers and property to and from their several lines. It often occurs in the use of language that the duty to be imposed or created by statute or contract is described in general terms, sometimes followed and sometimes preceded by particular statement of the things to be done. For example, in drawing contracts we frequently specify certain things, and then fearing that something has been omitted, add language which in a general way covers the whole subject. So in writing statutes. For an illustration of the fact we have in mind, we turn at random to section 3824 of the code which defines the powers of receivers. He is first empowered by that section to bring and defend actions, next to take and keep possession of property, third, to collect debts, fourth, to receive and keep the profits of real property. Then follows a general statement of powers in the following language: "And generally to do such acts in respect to property committed to him as may be authorized by law or ordered by the court." Many other examples illustrating the thought we have in mind will be found in the code, but this one example will serve our purpose. Following the method referred to of defining powers or prescribing duties, we have in this section, first, a general statement of the duties of connecting railroad companies in the matter of furnishing facilities for the interchange of traffic. It is to afford all reasonable and proper facilities according to their respective powers. Then follows instead of preceding as in the example given, a more particular specification of some of the things which they are to do. We do not wish to be understood as contending that under this section of the code railroad companies are absolutely bound under any and all circumstances to turn over their loaded cars to connecting lines for delivery at some point upon such line. The statute only imposes upon connecting lines the duty of affording all reasonable, proper and equal facilities, etc.

The affording of reasonable and proper facilities might not require the Rock Island road to deliver loaded cars to the Illinois Central for New Orleans when it would be required to permit the Des Moines Union which is strictly a terminal road to switch its cars a mile more or less to the Des Moines Union Stock Yards, to be there unloaded and returned to the place from which it was taken. One might not be a reasonable and proper facility for the interchange of traffic and the other might. It seems to me the test is, is the thing which we ask done a reasonable and proper thing to be done in the interchange of traffic between connecting lines? I am of the opinion that the words "reasonable and proper" fairly qualify all that follows in the sentence and the inquiry then is, is what we ask reasonable and proper? If this honorable Board can say that for the respondent to permit one of its cars loaded with stock consigned to the Des Moines Union Stock

Yards to be taken by the Des Moines Union Railway and switched to the Union Stock Yards, to be unloaded and returned is an unreasonable and improper facility for the interchange of traffic between these connecting lines of road, then respondent ought not to be required to permit what we ask. But if on the other hand you reach a conclusion that it is only a reasonable and proper facility for the interchange of traffic between respective lines of road which we are demanding, then in my judgment there can be no question but that the law has made ample provision for imposing the duty upon respondent, the performance of which we are here demanding. It has at no time been claimed, and cannot and will not be claimed but that what we are demanding is a reasonable and proper facility for the interchange of traffic between these connecting roads. That it is so regarded by the respondent is apparent from the fact that it at no time refuses except in case of complainant to permit its cars to be taken upon the tracks of the Des Moines Union for delivery for industries located thereon, and that even as to complainant, for years the respondent has permitted car loads to be delivered by the Des Moines Union at the Union Stock Yards. All this goes to fully establish the proposition which we now urge, that even respondent regards the doing of that which we demand as one of the reasonable and proper things for it to do in the inter change of traffic between connecting lines. It has at no time put its objection or refusal to comply with the request which we make upon the ground that it is not proper railroading, or a reasonable demand upon our part, but has based its objections solely upon the ground that in the matter of out-going freight we have not treated them squarely. It is another example of a great railway company adopting the tactics of a small boy who, because he could not have everything his own way, would not play. The fact that the complainant has found it to his advantage to seek market for his stock which does not lie upon the lines of the respondent, affords no reason why they should refuse to do that which we here demand. We repeat, that if what we were asking was unreasonable in that it for an unreasonable length of time deprived the respondent of the use of its rolling stock, or that it jeopardized the property, or was in any way liable to subject respondent to a loss, or to expense or inconvenience, or if what we asked was not proper railroading, then doubtless they would have grounds for refusing to comply with our demand. But as above stated respondent has never based its refusal upon such grounds, but by all its previous course of conduct, not only in the case of complainant, but as to all other industries located upon the tracks of the Des Moines Union, it has regarded that which we asked as reasonable and proper. The thing which we demand is certainly the furnishing of facilities for the interchange of traffic between connecting lines of railroad. That, the law in express terms provides that all common carriers shall do, and there remains but the one question, is that which we ask reasonable and proper? We repeat that counsel has at no time claimed that it is not reasonable and proper, nor do we believe they will make any such claim. Certain it is that they cannot do so with any show of reason.

Whenever the courts have had occasion to speak upon the subject of the importance to the general public of the right to have reasonable facilities for the transfer of freight between connecting lines, they have invariably pointed out the great importance of requiring connecting roads to interchange their cars. In the case of the *Michigan Central Railway Company v. Smithson*, reported in Vol. 7 of the North Western Reporter, at page 375, Judge Cooley uses the following language: "The primary fact that must rule this controversy is that the Michigan Central Rail-

road Company is compelled to receive and transport over its road all the varieties of freight cars which are offered to it for the purpose, and which are upon wheels adapted to its gauge. It is compelled to do so first, because the necessity of commerce demands it. It cannot and would not be tolerated that cars loaded at New York for San Francisco or at Boston for Chicago should have their freight transferred from one car to another whenever they passed upon another road. Time would be lost, expense incurred, injuries to freight made more numerous and no corresponding advantage accrue to any one. It is compelled to do so second, by its own interest. To attempt to unload every car offered to it at its termini that freight might be transferred to its own vehicles would be to drive away from its line a large portion of its traffic, and compel it to rely upon a local business for which it must increase its charges to make up if possible for what it would lose. But third, the statute itself requires it. It is provided by the general laws, 1873, page 99, that "every corporation owning a road in use, shall at all reasonable times, and for a reasonable compensation draw over the same the merchandise and cars of any other corporation. The necessities of commerce require this with such imperative force that there could scarcely be a more flagrant breach of corporate duty than would be a refusal to obey this law, and the interference of the state to punish could hardly fail to be speedy and effectual." Every word in the above quotation from the opinion of that able jurist, Judge Cooley, applies with the same force to the proposition that it is a reasonable requirement that the railroad companies shall permit their loaded cars to pass on the tracks of connecting lines, as to the proposition there directly involved which was as to whether it was the duty of a railroad company to receive and haul the cars of connecting lines. When it is said that the necessities of commerce require with imperative force that one company shall receive and haul the loaded cars of a connecting company, does not the statement naturally involve the proposition that the necessities of commerce imperatively require that a railroad shall permit its cars, under proper and reasonable conditions to go upon the track of a connecting road.

In the case of *Railroad Company v. Bolan* (Ala.) 11 South., 667, it is said: "It may be said it is a matter of common knowledge that the demands and exigencies of commerce require in the transportation of freight that the cars of one company shall be hauled over the road of another, and that in order to meet this demand the guage of the tracks of the great trunk lines has been made uniform."

In the case of *Chicago, Burlington & Quincy Railway Company v. Curtiss*, 71 Northwestern Reporter 42, the Supreme Court of Nebraska use the following language: "It is undoubtedly of great importance to the trade and commerce of the country that a car once loaded should go through to its destination without breaking bulk. It is unnecessary, we believe, to enlarge on this point, as its importance will be readily acknowledged." In Minnesota one section of the law governing common carriers reads as follows: That all common carriers subject to the provisions of this act shall provide at all points of connection, crossing or intersection at grade where it is practicable and necessary for the interest of traffic ample facilities by track connections for transferring any cars used in the regular business of their respective lines of road from their lines or tracks to those of any other common carrier whose lines or track may connect therewith, cross or intersect their own, and shall provide equal and reasonable facilities for the interchange of cars and traffic between their respective lines, and for the receiving, forwarding and delivering of passengers, property and cars to and from their several lines and those of other common carriers connecting therewith. It will be observed

that while the language of the Minnesota statute differs some from that of the Iowa Code, it covers precisely the same ground, it is designed to accomplish the same purpose, and expresses precisely and in every particular the same idea. The Supreme Court of that state recently had the construction of the section above referred to under consideration. The controversy arose over the question as to whether certain roads should be required to put in a connecting switch. It was urged upon the part of the railroad companies as counsel for respondent here urge, that neither railroad company could be compelled to deliver its loaded cars to the other, and that hence there was no reason why the company should be required to put in the connecting switch. In passing upon the question the Supreme Court of Minnesota use the following language. "It is contended that even if the connections were made, neither railroad company could be compelled to deliver its loaded cars to the other to be carried with their contents to their destination over the road of such other. That to compel appellant to deliver up its cars to be carried away from the line of its road to distant points would be in violation of its charter contract and unconstitutional. That for this reason it is useless to compel the making of the connection in question, and therefore the legislative act fails of its purpose and is unconstitutional and void. Such interchange of cars between the different railroads is a common and almost universal practice, though there are few railroad charters which expressly authorizes this practice. It would hardly be contended that such an act of interchange is *ultra vires* on the part of the railroad company whose charter is silent as to such authority. As incidental to the operation of its road, a railroad company has the power to interchange cars with other connecting companies, and this is the ordinary and usual way of doing business. We are clearly of the opinion that the legislature has the power to compel a common carrier to do business in the ordinary and usual way, and therefore may compel such interchange of powers as incidental to the business for which the company was chartered. * * * * * Appellant suggests that cases may arise where to be compelled to deliver its cars to another carrier who is insolvent, or where the couplings, air brakes or other appliances of the cars of one of the carriers will not match with those of the other, and where it would be unsafe to haul such other cars. It is only necessary to say that such cases can be disposed of when they arise. There is no suggestion that this is any such a case. Appellant seems to contend that this statute attempts to make the two or more railroad companies partners for the purpose of such a through shipment. That it attempts to compel the making of a joint shipping contract by which each company will be liable for all the defaults of the others in the through shipment, and that therefore the statute is unconstitutional and void. The statute merely provides that in case all railroad companies concerned in the through shipment fail to fix a reasonable total sum for the total haul, the commission shall do so for them. There is nothing in this which compels any company to assume any liability beyond its own line for the acts of others in making the haul.

Jacobson v. W. M. & P. Ry. Co., 40 L. R. A. 389.
Also reported in 74 N. W. Rep. 893.

It seems to us that the Jacobson case is decisive of the controversy here involved. It is the decision of what is conceded to be one of the ablest courts of last resort in the West. It is a construction put upon the statute in all its essential effects like the provisions of the Iowa Code, and in the most pointed and emphatic manner it declares it to be the duty of connecting lines of railroad to

interchange their cars where the demands of commerce require it, and that a railroad company can be compelled to deliver its loaded cars to a connecting road to be carried with their contents to their destination upon such connecting road. We ask for the Jacobson case a careful reading, believing that your honors will find it in point upon the question here involved, and that it fully establishes the propositions for which we contend in this proceeding.

Turning now to a brief consideration of respondent's argument, we have first to notice the statement made, that if it cannot be required to undertake to carry beyond its terminus, it certainly cannot be required to permit its cars to go beyond its lines. This we understand to be a statement of what counsel conceives to be the common law rule. If, however, counsel means to assert that it is not within the power of the legislature to require railroad companies to permit their cars to go beyond their lines, then we have to say that this view of the law is not in harmony with the Jacobson case above cited. Attention is called to the case of *Coles v. Railway Co.*, and it is claimed for that case that it is in point here. It will be observed, however, that the statute of the state of Georgia, the construction of which the court had under consideration, only requires railroad companies to receive cars when offered, and to transport them to their destination. There are no such provisions in the Georgia Code in reference to furnishing reasonable and proper facilities for the interchange of traffic between connecting lines of road. The case is, therefore, not in point. In the Jacobson case the supreme court of Minnesota had under consideration a statute which does require connecting lines to "provide equal and reasonable facilities for the interchange of cars and traffic between their respective lines, and for the receiving, forwarding and delivering of passengers, property and cars to and from their several lines and those of other common carriers connecting therewith," and hence is an authority in this case. It is true that it is said by way of argument in the opinion that it was not the intention of the legislature to compel one road to furnish its own cars to another without any compensation for their use by the other, and the court further doubt the power of the legislature to enact a law compelling a railroad to make a contract for a through bill of lading beyond its terminus. In these expressions of their view of the law, the supreme court of Georgia, (never recognized as a court of any particular strength), is clearly at variance with the supreme court of Minnesota, as well as the supreme court of Iowa, Michigan, Nebraska, and numerous other courts of high standing.

Again, it is said by counsel that it is within the power of a railroad company to do many things which it cannot be compelled to do, and this is submitted as a complete answer of the claim made by us that because it was entirely within the power of the railroad company to furnish cars for through transportation of freight over connecting lines, that it was their duty to do so. It is doubtless true that there are things which railroad companies have the power to do which they cannot be compelled to do, but it certainly does not follow from that fact that it is not their duty to do certain things which they have the power to do. It appears to me that counsel, throughout his entire argument, loses sight of the fact that the respondent is more than a mere private corporation. That it is *quasi* public in its character, and that it has public duties to perform. It is only necessary to read the utterances of such jurists as Judge Love and Judge Cooley, as found in the cases to which we have called your attention, to convey to the unprejudiced mind the thought that railroad companies being great highways of commerce, having conferred upon them extraordinary powers, have public duties imposed upon them

of an entirely different character than those resting upon private individuals or private corporations. If the demands of commerce require that railroad companies shall deliver to connecting lines their rolling stock, then certainly in the performance of their public duty they are under obligations so to do, and this obligation and this duty they can be compelled to perform. As was said by the supreme court of Minnesota in the Jacobson case, the ordinary and usual method of conducting the business of railroads is to send their loaded cars upon connecting lines. In the case at bar the ordinary method of the Rock Island road is to permit their loaded cars to go upon the tracks of the Des Moines Union Railway company for delivery at various points. When this thought is borne in mind, with how little force comes the objection that it is requiring of respondent an unusual and an unwarranted thing to permit cars loaded with stock to be switched to the Union stock yards! There is neither sense nor reason in the position taken that to require respondent to deliver a carload of cattle to the Des Moines Union to be unloaded at the Union stock yards is imposing upon respondent a burden and a hardship, and is an unwarranted interference with its rights of property.

It is said that section 2125 of the Code contains nothing making it obligatory upon the carrier to deliver its cars to another road. It does, it is said, provide for the receiving, forwarding and switching of cars, but does not provide for the delivery of cars. Counsel concedes that section 2116 requires railway companies to receive the loaded or unloaded cars of a connecting line, and deliver the same at stations on the line of its road. If section 2125 is to be construed as counsel would have it, the pertinent inquiry arises, why was it enacted? If all the words following the first sentence of the section simply impose upon a common carrier the duty to receive and forward cars, then it is apparent that the legislature has done the vain and foolish thing of prescribing in two separate sections of the code precisely the same duty. That such was the legislative intent we insist is not to be thought of. Neither is it to be thought of that in using the language "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 to and from their several lines, and to and from other lines and places connected therewith," that the legislature intended simply to impose the duty upon a connecting common carrier to receive the cars of other connecting lines. Surely, something more is intended. There is to be an interchange of freight. It is not only to come to, but to go from the connecting line. That proposition surely can be questioned by no one, and will not be questioned by counsel. He would, however, limit the interchange of traffic under the provisions of the section to something short of delivering freight in the cars of a connecting company. But we again call attention to the fact that it is made the duty of the carrier to *afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines.* And again we put the inquiry, is not what we are here asking a reasonable and proper facility for the interchange of traffic between two connecting lines? This inquiry respondent has answered by its common course of dealing. It has never, except in this one instance, refused to permit its cars to go upon the tracks of a connecting carrier. Its whole course of conduct and method of doing business is the strongest kind of an admission that what we are asking is simply a reasonable and proper facility for the interchange of traffic.

Counsel lays great stress upon the fact that neither under section 3 of the Inter state Commerce Act, nor under section 2 of the English Railway and Canal Traffic Act has it ever been held that a railway company could be compelled to deliver

its cars to another line. In the first place counsel is wrong in his statement because that is precisely what was held by the supreme court of Minnesota in the Jacobson case under a statute similar to section 3 of the Interstate Commerce Act. But even if that were not true, there is no force in the statement that it has never been so held unless there can be included in the statement the proposition that the courts have refused to so hold. We might with equal force say that it has never been held under either of these statutes that a railroad company was not bound to send its loaded cars upon the tracks of connecting lines. The real fact is that so universal is the custom of the railroad companies permitting their cars to go upon the track of connecting lines, and so important, not only to the shipping public but to the railroads themselves is this custom as pointed out by Judge Cooley in the Michigan case, that we verily believe that hitherto no railroad has been found which was so unmindful of its duty to the public, or so blind to its own interests as to refuse to permit its loaded cars to be taken upon the tracks of a connecting road to be unloaded.

It is said however that it has been held that railway companies cannot be compelled to make a through rate or to bill freight through to destination beyond its own line, and that much less could it be compelled to let its cars go beyond its own line. It is true that courts have repeatedly held that two connecting railway companies could not be compelled to enter into any contractual relations for a through traffic rate, but that is entirely a different proposition from the one involved in this inquiry. This distinction is touched upon by the supreme court of Minnesota in the Jacobson case. Without any joint rate statute it is undoubtedly true that there would be no way of compelling the making of a through rate over connecting lines, but it does not follow from this that where it is reasonable and proper to do so the initial carrier should not be required to permit its cars to go upon the tracks of a connecting line of road. It has the right to charge the shipper the usual and customary rates from the point of shipment to the point of connection, and the connecting road has the same right to charge for the haul over its road. The inconvenience is to the shipper and not to the connecting roads. They must pay for two short instead of one long haul and it was to remedy this evil that the joint rate statutes have been enacted. A moment's reflection will show to what absurdities counsel's argument would lead. Suppose the case of a receiving warehouse located upon the tracks of the North Western in Des Moines ten rods from its intersection with the Rock Island. The shipper brings in grain in bulk in car load lots over the Rock Island, and desires to have them delivered at his warehouse. Counsel argues that the Rock Island road ought not to be required to place the car upon the connecting switch or transfer track leading to the North-Western lines, because there is no power in the courts to compel the North-Western to enter into a joint arrangement with the Rock Island, and that there is no way by which the Rock Island can be paid for the wear and tear of its car in going the ten rods necessary to reach the warehouse located upon the North-Western tracks. It is said that the authorities will be searched in vain for a precedent holding that a railway company, even though compelled to make through rates, could be compelled to allow its cars to go upon the tracks of connecting lines. The case of *Jacobson v. Railroad, supra* is clearly such a precedent. Besides this the logic of both the Michigan and the Nebraska cases to which attention has been called is that companies may be required to do this very thing. If they cannot be required to permit their cars to go upon the tracks of connecting lines, what becomes of the force of the reasoning of Judge

Cooley? It is folly to say that the demands of commerce require one company to receive and haul the cars of another company, and yet say that the demands of commerce does not require one company to permit its loaded cars to go upon the tracks of a connecting company.

II.

Section 2153 provides: "Carload lots shall be transferred without unloading from the cars in which such shipments were first made unless such unloading into other cars shall be done without charge therefor to the shipper or receiver of such car lots, and unless such transfer be made without unreasonable delay. It further provides that all railway companies doing business in this state shall, upon the demand of any person or persons interested establish reasonable joint through rates for the transportation of freight between points upon the respective lines within this state, and shall receive and transport freight in cars over such route or routes as the shipper shall direct." These provisions of the Code are in force, and so far as it makes it the duty of railroad companies to transfer cars without unloading from the cars in which shipments were first made, relate to the same subject matter as the sections above referred to, and should be construed in connection therewith. Here then we have in plain and explicit language the duty imposed upon railway companies of transferring carload lots without unloading from the cars in which such shipments were first made. Counsel seems to make much of the alleged fact that since the decision of the supreme court in *State v. Railway Company*, 90 Iowa, 594, nothing has been done to enforce the joint rate law. There has never been any authoritative declaration of the supreme court as to the constitutionality of this law which did not uphold it, and in view of the fact that since the decision of the supreme court of Iowa, so many courts have upheld the constitutionality of similar statutes, there is no reason to doubt but that the supreme court will adhere to their former ruling on the question if the constitutionality of the statute is ever again before them. The ruling in *State v. Railway Company* has no effect whatever upon the provisions of the joint rate statute. However, as above stated, the joint rate statute was enacted, not for the purpose as counsel seems to think of enforcing facilities for the interchange of traffic, but rather for the purpose of creating a joint rate so as to give the shipper the benefit of a continuous haul from the point of shipment to the point of destination. There is no question here of an establishment of joint rates. Here the question is, ought respondent to be required to permit its loaded cars to be taken by a terminal company, and without expense or loss of any kind or character to respondent, switch to the yards of complainant to be there unloaded, and then returned. This, we conceive to be a very different question than the power of the courts or of the legislature to enforce a joint rate between two connecting lines of road. The provisions, however, of section 2135 in relation to the transfer of cars without unloading is as much the law, and is as binding upon the respondent as though found in some other section of the Code, and it clearly imposes the duty which we are here seeking to enforce.

It is said that the provisions of the joint rate statute serve to show that neither section 2116 nor section 2125 were susceptible of the construction placed upon them, because in these sections giving the right to compel the delivery of a car to a connecting line there was no necessity for any joint rate statute. But, as we have seen, the joint rate statute was enacted, not with the primary idea of compelling an interchange of traffic, but of compelling a joint rate, and the fact that

in passing a law providing for a joint rate provision is made as to the interchange of cars hardly warrants the statement that it was a legislative construction; that sections 2116 and 2125 did not require such interchange. Counsel quotes from the dissenting opinion of Judge Rothrock in the Dey case. As a rule dissenting opinions I think are not authoritative, and when we contrast what is there said with the language of the supreme court in the Jacobson case, and of Judge Cooley, and of other courts which have discussed the duty of railway companies, the language quoted presents an exceedingly narrow view of the duty of railroad companies to the general public. It is said if the constitutionality of a joint rate statute is even doubtful, then how clear it is that sections 2116 and 2125 are unconstitutional if susceptible of the construction maintained by counsel for the plaintiff. We understand this to mean that counsel is of the opinion that any legislative enactment which would require a railroad company to permit its cars to go upon the tracks of a connecting line of road would be unconstitutional. This was precisely the contention of the railroad companies in the Jacobson case, but such a narrow view of the duty of a railroad company to the public found no favor with the supreme court of Minnesota. They dispose of the whole question by saying: "We are clearly of the opinion that the legislature has the power to compel a common carrier to do business in the ordinary and usual way, and therefore may compel such interchange of cars as is incidental to the business for which the company was chartered." It must be borne in mind that this language is used in answer to the proposition urged by the companies that they could not be compelled to deliver their cars to be carried away from the line of their road to distant points. If there was any doubt as to the unconstitutionality of the law requiring railroad companies to permit their cars to go upon the tracks of another railroad company when the demands of commerce made it reasonable and proper for them to do so, it is surely set at rest by the authorities cited. Note also the language of the supreme court of Illinois in the case of *Peoria & Pekin Union Railway Company v. C., R. I. & P. Ry., Co.*, 109 Ill., 135. "It is a matter of so much public concern that judicial notice may be taken of the fact that cars belonging to different companies are interchangeably used on all of the principal railroads of the United States, and that no company could do any considerable freighting business that did not conform to this general usage. Without such usage it would be difficult, if indeed it would be possible to transact the commercial business of the country. Freight for shipment across the continent could not well be stopped at the terminus of each carrier's line and reshipped in the cars of a connecting carrier. That would occasion more delay than the necessities of commerce would tolerate." Can your honors doubt that the court which used the above quoted language would hesitate for a moment in holding a law which required the interchange of cars to be constitutional. It seems to me that this case is authority for the proposition, not only that a common carrier is bound to receive and carry the cars of a connecting carrier, but that such connecting carrier is bound to deliver its loaded cars to be forwarded to the point of destination upon the connecting line. Mark the language: "Freights for shipment could not well be stopped at the terminus of each carrier's line and reshipped in the cars of a connecting line. That would occasion more delay than the necessities of commerce would tolerate." If, as the courts have over and over again held, the necessities of commerce demand a through shipment in car load lots, and that because the necessities of commerce so demand, a common carrier is bound to receive and forward the loaded car when required by statute so to do,

what folly it would be for a court to hold that a law which imposes the corresponding duty of delivering the car to be forwarded was unconstitutional.

III.

It is provided by section 2125 that it shall be unlawful for any common carrier, subject to the provisions of this chapter, to make or give any preference or advantage to any particular person, company, corporation, firm or locality, or any particular description of traffic in any respect whatsoever, or subject any particular person, company, corporation or locality, or any particular description of traffic to any prejudice or disadvantage in any respect whatsoever. The evidence shows that the respondent furnishes cars to be loaded with machinery and other merchandise, brought to Des Moines and delivered to the Des Moines Union Railway for delivery to warehouses and industries on the tracks of the latter company. This is an advantage to the receiver of such freight, as well as to the shipper, of great importance. To these particular persons, companies, firms or corporations an advantage is given which is denied to complainant, and he is subjected to a disadvantage and prejudice which is not imposed upon any other industries located upon the tracks of the Des Moines Union Railway company. It is our contention that independent of any other provisions of the statute, the conduct of the respondent in this respect gives us just ground for complaint. In his discussion of this matter counsel for respondent set out section 3 of the interstate commerce law upon which the section of the Code of Iowa above referred to is based, and then proceeds to a discussion of the interpretation to be given this section, and cites a number of opinions of the federal court which involve a consideration of an entirely different section of the interstate commerce law, being section 2 of that act, similar to section 2124 of the Code. He cites *Interstate Commerce Commission v. Railway company*, 145 U. S., 282, and quotes largely from the case. An examination of the case will show that it in no way relates to section 3 of the interstate commerce law, nor to section 2125 of the Code, and the same is true of several other of the cases cited. Further quoting from the language of the courts in construing section 2 of the interstate commerce law, it is said: "Tested by this definition, how can there be any claim that there has been any discrimination against the complainant. That the instances where respondent has delivered cars to the Des Moines Union were not contemporaneous service in the transportation of like kinds of traffic under substantially the same circumstances and conditions. That there is no substantial identity of situation and of service. That there is not any irregularity or partiality resulting *to* any undue advantage to one, or undue advantage to the other. You will observe that the language quoted and which is here applied as the test as to whether the complainant has been subjected to a disadvantage, is used by the Supreme Court of the United States in a case where they had under consideration the construction of section 2 of the interstate commerce law. The language, "a contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, etc.," is not found in section 3 of the interstate commerce law nor is it found in section 2125 of the Code.

We do not think we need to give these cases further consideration, as it must be entirely manifest that the language used in construing section 2 of the interstate commerce law can have little weight or force in construing section 3, and as section 2125 was based upon section 3 and not section 2, the cases are of no importance in determining the question here involved. Of course if this was a

question of charge for transportation, counsel's position that in order to create a discrimination the service for which the charge is made must be a like kind of traffic under substantially the same circumstances and conditions, would be correct. The language quoted was used in a case where comparison was made between a charge of a passenger fare for one person, and a charge made for a number of persons constituting one party. Here, however, we have an entirely different question calling for the construction of a different statute, and for the application of these principles. The question here is, has respondent given any preference or advantage to any particular person, or any *particular description of traffic*, or has complainant been subjected to any prejudice or disadvantage in any respect whatsoever. That counsel's position is clearly erroneous when he claims that comparisons can only be drawn between those engaged in the same kind of business, is shown by the fact that the statute provides, that it shall not be so construed as to prevent the giving of preference as to time of shipment of live stock, uncured meats, or other perishable property. Here, in the very language of the statute a comparison is drawn between the shipment of perishable property and of other classes of property, and an exception as to perishable property is made in the matter of the time of shipment. It thus appears that it is clearly the purpose of the general provisions of the statute that a person engaged in one kind of traffic shall not be subjected to any disadvantage or prejudice as against a shipper handling an entirely different kind of freight. It is the giving of preferences that the statute is aimed at, and in many ways a preference could be given a person shipping coal for example that would be denied to one shipping lumber, and it is against the giving of such preferences that the statute is clearly aimed. It would perhaps serve no good purpose, and would require a lengthening of this argument to an unreasonable extent to attempt a review in detail of all the authorities cited by counsel upon this branch of his argument. To show that the cases relied upon are not in point in this controversy, a brief review of the five cases from which he largely quotes, and upon which he seems to rely, will serve to show that the line of cases cited are not authorities upon the question here presented. These cases are *Interstate Commerce Commission v. Railroad, Covington Stock Yards Company v. Keith, Little Rock & M. R. Company v. Railway Company*, and *Butchers and Drovers Stock Yard Company v. Railway Company*. In the *Interstate Commerce v. Railway*, the question involved was whether the issuance of party tickets, each good for a party of ten or more persons at the rate of two cents per mile, while single passengers were charged three cents was an unjust discrimination, or an undue or unreasonable preference or advantage within the meaning of the interstate commerce act. As above stated, the case did not involve a construction of section 3 of the interstate commerce law, but rather a construction of section 2, and related entirely to the wrongfulness of a charge for passenger trasportation. In his discussion of the case, Mr. Justice Brown uses the following language: "In order to constitute an unjust discrinination under section 2, a carrier must charge or receive directly from one person a greater or less compensation than from another, or must accomplish the same thing indirectly by means of a special rate, rebate or other device, but in either case it must be for a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions. To bring the present case within the words of this section, we must assume that the transportation of ten persons on a single ticket is substantially indentical with the transportation of one, and in view of the universally accepted fact that a man may buy, contract, or manufacture on a large scale cheaper proportionately

than on a small scale, this is impossible." The language upon which counsel lay so much stress in attempting to apply the rule in the above case to the case at bar is not found in the section of the Code of Iowa which is aimed at undue preferences, nor is it found in section 3 of the interstate commerce act, but in section 2 thereof. It surely requires no extended review of this case to show that it is not in point. The question was, is it an unlawful or unjust discrimination to give a better rate for a party or excursion than for a single passenger. Here the question is is the complainant subjected to a disadvantage in comparison with other shippers whose warehouses are located upon the tracks of the Des Moines Union Railway? The questions are determined by different sections of the statute, and are as dissimilar in their essential features as it is possible for two cases to be.

In *Covington Stock Yards Co. v. Keith*, the question was whether a carrier of live stock could make a valid agreement to receive and deliver all stock consigned to it exclusively at and through the stock yards of another corporation, and to charge the shipper or consignee for the benefit of such corporation a certain amount for the use of its yards in addition to charges for transportation, and it was held by the Supreme Court of the United States that such an agreement was not valid under the interstate commerce law. The facts in the case are, briefly, as follows: Covington Stock Yards company owned stock yards located upon the tracks of the respondent railway. Keith also owned stock yards within sixty feet of the yards of the Covington company, and respondent company refused to unload its cars at the Keith stock yard, but did unload them at the Covington company's yards, which compelled Keith to pay a yardage charge. The controversy seems to have been entirely confined to this question of yardage charge. There is no showing or claim in the case that it was particularly inconvenient, or entailed any hardship to Keith to receive his stock at the Covington yards except that he was compelled to pay yardage charges, and it was of that which he complained. It was decreed by the lower court that Keith should receive his stock through the Covington stock yards without charge, upon the consent of said stock yards in writing being filed, and that in default of consent being so filed, that upon Keith putting up shoots and platforms to deliver, was to be delivered at his yards. It will be seen at once that this case is entirely dissimilar to the case at bar, and that the question decided in no way tends to strengthen counsel's position. It is true that in the course of the opinion the court uses the language quoted to the effect that the railroad company was not bound to furnish suitable and convenient appliances for receiving and delivering live stock at every point on its line in the city of Covington where persons chose to establish stock yards, and it is further said that if appellees had been permitted to use the yards of the Covington company without charge, they would have been without just ground of complaint, and it is from this language used by the court, and not from the question determined that counsel seeks to draw comfort. But we are not here contending that the Rock Island road is bound to establish facilities for unloading stock at any place upon its line in the city of Des Moines where one may choose to establish a place for buying and selling stock, or that it would be discriminating against buyers not to do so. It must be borne in mind that the question we are dealing with is one of preference or disadvantage to a shipper. If the respondent company has ample facilities for handling stock, it would not necessarily be subjecting a person to a disadvantage by not delivering it at other yards in the city where stock yards might be located upon its tracks. Suppose, however, that numerous grain elevators or private stock yards were located in the city of Des Moines upon the tracks of the Rock Island road, and supposing that the company

delivered its cars to be unloaded at all the elevators, warehouses and stock yards located upon its road in the city of Des Moines except in the instance of one particular individual, can it be asserted with anyshow of reason that this would not be subjecting said individual to a disadvantage within the meaning of the Iowa Code? Here the complainant charges that he is subjected to an unreasonable disadvantage over other shippers, located not upon the tracks of the Rock Island road, but upon the tracks of the Des Moines Union, because in each and every other instance it permits its cars loaded with freight to be delivered at the warehouses of other shippers. We are not asking that the respondent build a line of track to our yards, or that they operate the line of track which they have there; neither are we asking them to furnish suitable and convenient appliances for receiving and delivering live stock at any point on their line, but what we are asking is that inasmuch as the statute requires them to afford reasonable facilities for the interchange of traffic between connecting lines, and inasmuch as they are in the business of permitting their loaded cars to go upon the tracks of the Des Moines Union, that they obey the plain injunction of the statute, and afford us the same facilities that they afford all other shippers. As above stated, the Covington stock yards case, so far as the point decided, has no similarity whatever to the question here involved, nor does the conclusion reached by analogy in any way support respondent's contention. Further than that, there is nothing in the language used, and which counsel has quoted, that tends in any way to strengthen his position.

The case of *Little Rock & M. R. Co. v. St. Louis, I. M. & S. Ry. Co.*, is a case which involved the question whether a court of equity has power, either at common law or under the interstate commerce act, to compel a railroad company to enter into a contract with another company for a joint through rate and joint through routing of freight and passengers. The following quotation from the pen of Judge Caldwell will show how dissimilar is the case to the case at bar: "What the plaintiff seeks to accomplish by this suit is a practical extension of its line over the defendant's line beyond Little Rock. The plaintiff's road extends from Memphis to Little Rock. The defendant's road extends from Memphis to Little Rock, and from the latter place south to Texas. The abstract justice of requiring the defendant ot give up for the plaintiff's benefit all, or any part of the advantages gained by the defendant by building an abutting line to the plaintiff's road from Memphis to Little Rock is not very obvious, It is further said in the opinion, the sole ground of complaint in this case is that the principal defendant refuses to enter into a contract with the plaintiff for through routing and through rating over its road. No discrimination of the traffic carried on by the plaintiff over its own line is claimed." There is absolntely no question of discrimination or preference in the case. The case is in no sense an authority upon the question whether respondent has subjected complainant to a disadvantage by not permitting its cars loaded with its merchandise to go upon the tracks of the Des Moines Union Railway, and which advantage it accords to all others.

The case of *Little Rock & M. R. Co. v. Railway Co.*, involves two questions. First, whether a carrier subjects another carrier to an undue or unreasonable disadvantage by exacting the prepayment of freight, while not requiring the freight to be paid in advance by other individuals and competing carriers; and second, whether a carrier who enters into an arrangement with a connecting carrier for through rating and for the use of its tracks and terminals is obliged to make the

same arrangement with other connecting carriers where the physical facilities for interchange of traffic are the same. In deciding the first point, the court holds that inasmuch as the company has the right to exact the payment of freight in advance, that it was not undue or unreasonable disadvantage to require it of one connecting line, though it did not require it of another. We quote the following language: "The common law right of requiring payment in advance of some customers and of extending credit to others, has not been taken away by the interstate commerce law, unless it is taken away indirectly by the inhibition contained in the third section of the act, which declares that an interstate carrier shall not 'subject any particular person, company, corporation or locality to any undue or unreasonable disadvantage in any respect whatever.' This prohibition is very broad, it is true, but it is materially qualified and restricted by the words "undue or unreasonable." One person or corporation may be lawfully subjected to some disadvantage in comparison with others, provided it is not an undue or an unreasonable disadvantage."

As was said by us in construing the words, "reasonable facilities for the interchange of traffic," so we say again, that if to refuse to permit the Des Moines Union under the circumstances developed by the evidence of this case, to take the loaded cars of complainant to the yards of complainant, to be there unloaded and returned, while that privilege is accorded to all other shippers and warehouses upon the tracks of the Des Moines Union is not subjecting complainant to an undue and unreasonable disadvantage, then we concede that there has been no violation of the statute against undue preferences we are quite content to have the question as to whether respondent has been guilty of a violation of the statute against undue preferences determined under the language quoted from the opinion of Judge Thayer. When it is remembered that under the undisputed testimony the respondent suffers no inconvience and no expense in permitting its cars to go upon the tracks of the Des Moines Union to be taken to the complainant's stock yards, and when it is remembered that to refuse this privilege accorded to others subjects complainant to such a disadvantage as to be ruinous to his business as appears by the undisputed testimony, how can it be urged with any show of reason that the disadvantage to which complainant is being subjected over other shippers upon the tracks of the Des Moines Union is not an undue and unreasonable disadvantage.

It is certainly a very different proposition from that involved in the case decided by Judge Thayer, and which was simply a question whether freight should be paid in advance or at some subsequent time.

In determining the second proposition in the case above referred to, the court lay great stress upon the fact that under the provisions of the interstate commerce law, the provision that carriers shall afford equal facilities for an interchange of traffic is controlled and limited by the words "shall not be construed as requiring a carrier to give the use of its tracks or terminal facilities to another carrier." Here the mandate that equal facilities shall be afforded is expressly held not to require one carrier to give the use of its terminal facilities to another carrier. It is also to be observed that the thought is in the mind of the court that this is simply a controversy between two carriers concerning which the public have no interest as is evidenced by the following language: "It may be also that the arrangement thus forced upon the carrier would be one in which the public at large had no particular concern, because the equal facilities demanded by the complainant carrier would be of no material advantage to the general pub-

lic, and would only be a benefit to the complainant. The question here involved, however, is one of great importance to the general public, for if the Rock Island road may lawfully subject complainant to the disadvantage of refusing to permit their loaded cars to be taken to this yard, they may do so with any shipper located upon the tracks of the Des Moines Union. Indeed it is within the knowledge of this honorable board that this complainant is not the only company that has had occasion to find fault with the treatment received from respondent in this particular. If the Rock Island road in this case may say to Mr. Viccent, we will only permit our cars to be taken to your yards under the agreement that you shall give us all, or a certain amount of your patronage out of the city, they may do the same thing with every other shipper. If the Rock Island may adopt this method of obtaining business and "preventing their throats from being cut," then every other road coming into Des Moines may do the same thing. And what, may we ask, would be the effect upon the shipping public? It is only necessary to suggest the thought to convey to the mind the great public importance of the question here involved. We find nothing in *Little Rock M. R. Co., v. St. Louis Ry. Co.*, which even remotely tends to support the contention of respondent.

In *Butchers & Drovers Stock Yards Co. v. Railway Company*, the material facts appear to be as follows: "The complainant owned stock yards not on the line of the respondent railway company. There was outside of the city of Nashville on the line of another road, stock yards known as the Union Stock Yards. The respondent had constructed a siding in the city of Nashville for the accommodation of certain shippers. Complainant sought a mandatory injunction to compel respondent to construct a spur to its stock yards, a claim being made that it was discriminated against." The court first discusses the question as to whether, in constructing a spur for the benefit of certain shippers, it was subjecting the complainant to an undue and unreasonable disadvantage. Language is used in the discussion of that question, which, as we read it, tends directly to support our contention in this case. It had been shown by the testimony that the class of freight which complainant proposed to ship and receive was live stock, while the other shippers handled what was termed dead freight, consisting of lumber, logs, coal, brick, etc It was shown that in the handling of live stock the company would be subjected to a great deal more expense and inconvenience than in the handling of dead freight. It was shown that the live stock, because of its perishable nature, cannot be loaded on cars until the train is about to leave, and then the cars must be removed at once. That the exigencies for the carriage of live stock are imperative. That respondent would be required to handle extra shipping crews to care properly for the same because of the frequent trips required, and that they would have to be handled at night on the spur track, while at present it could be handled in the day time. Other facts were shown by the testimony tending to show a marked difference between the facilities required for loading, unloading and handling the live stock and those required to handle dead freight. In speaking upon the subject as to whether there was an unlawful discrimination between the complainant and the shippers of dead freight, the court used the following language: "We are clearly of the opinion, that however unjust and unlawful it may be for a railroad company having furnished a side track to one shipper, to refuse it to another similarly situated. The difference in this case between the business of the complainant and that of other abbutters upon the same track is so great as to make the refusal of the railroad company to grant a side track to the complainant entirely reasonable. * * * The evidence clearly shows that the delivery of car load lots of dead freight and receipt of them by side tracks is much less onerous, and involves much less care and responsibility from the railroad company, than would a receipt of live stock from a private yard by side track. One of the chief reasons why deliveries and shipments of car load lots by side track are possible and consistent with the conduct of the business of a large trunk line is that the railroad car may stand upon its side track for hours or even a day, until the railroad company finds it convenient to back its engine down and take it. Such delays are utterly impossible in the proper transportation of car loads of live stock. When they are loaded they must be moved. The evidence shows that in other respects the supervision of the switching of cattle cars would be much more expensive and troublesome to the railroad company than dead freight. There is no ground, therefore, for any charge of unjust discrimination against defendant railway company as between complainant and the Front street shippers."

This language of the court is instructive in considering the question involved in this controversy. It will be observed that it is the opinion of the court that it is unjust and unlawful to discriminate between shippers by erecting a side track for one and refusing to erect for another, unless there is a marked difference in the character of the freight to be handled, subjecting the company to much greater inconvenience in the one case than in the other. It is then made to clearly appear that under the circumstances surrounding the case, it would be much more convenient for the railroad company to handle live stock than the dead freight. Now let us apply these principles to the case at bar. We are not here asking the construction of a side track, nor are we asking the Rock Island road to make arrangements for terminal facilities with the Des Moines Union. But having shown that the Rock Island road has arrangements for terminal facilities with the Des Moines Union, and that it is every day delivering loaded cars to the Des Moines Union, and in each and every instance it has delivered its cars loaded with freight to the Des Moines Union, we complain that it is making an exception or discriminating against us in this particular. Now clearly under the language above used, this is not only unjust, but unlawful, unless as in the case of the Butchers and Drovers stock yards case, there is some good and sufficient reason for the discrimination. It will be observed also that this case refutes the claim of counsel that there can be no discrimination except as between shippers engaged in the same business, or who are competitive, one with another. What we are asking is not that the Rock Island road put itself to any inconvenience on our part that it is not subjected to in each and every instance where it permtts its loaded cars to go upon the tracks of the Des Moines Union. Every objection pointed out in the Butchers and Drovers stock yards case is wanting here. Respondent has not suggested anywhere that they could be put to the slightest inconvenience or expense in delivering cars loaded with stock to the Des Moines Union that they would not be put to in delivering cars loaded with agricultural implements for some shipper whose warehouse is located upon the tracks of the Des Moines Union. In other words, this case establishes the rule that unless there is some good and sufficient reason for the discrimination it is both unjust and unlawful for respondent to refuse to permit its loaded cars to be taken to complainants stock yards while permitting its loaded cars to be taken to the warehouses of other shippers unless there is some sufficient reason for such discrimination, and as above stated, the record here will be searched in vain for a single valid reason for such discrimination. The court

also holds that there was no unlawful discrimination against plaintiff in favor of the Union Stock Yards company. The fact must not be over-looked that the Union Stock Yards company was located upon another road, while there was no road and no tracks running to plaintiff's yards, and the question was, whether in a case where a railroad company can reach stock yards in a town by sending its cars over the tracks of a connecting line, it is discriminating against another stock yards by refusing to build a line of road to such yards. It only requires a moment's reflection to see that there is no parallel between such case and the case at bar. Let it be remembered that we are not charging discrimination because the Rock Island road does not construct or operate a track to our yards; but we are charging discrimination because the Rock Island road permits its carsto be taken by the Des Moines Union to every other industry in the city that it reaches, and refuses to permit us the same privilege. If it could be shown that there was any more expense or trouble or inconvenience of any kind in permitting cars loaded with stock to be taken by the Des Moines Union and switched to the Union Stock Yards than grows out of the same service for other shippers, we would not be heard to charge discrimination, but we repeat, that no claim has at any time been made that there is any valid reason why there should be discrimination against us except the one reason that respondent does not get as much of the outgoing freight as they think they are entitled to receive; and this reason, surely no court and no board of commissioners would for a moment consider as a valid one. We will not take up the time of this board with a further review of the authorities cited by respondent's counsel. We will simply content ourselves by saying that we have examined them all, and not one of them is authority against our proposition that there is here on the part of respondent an unjust and unlawful discrimination against the complainant.

IV.

It is provided by section 2154 of the Code that in the shipments of freight between different points within the state, railway companies shall at all times give the same facilities and accommodations to local or state traffic as they give to interstate traffic over their lines of road. It is shown by the undisputed evidence that the respondent furnishes cars to be loaded with freight at Des Moines and other places within the state of Iowa for shipment to points in other states not reached by any of its lines, and that in this interstate traffic it furnishes facilities for shippers by permitting its cars to go upon the tracks of connecting lines to be taken to designated points in other states. In refusing to permit its cars loaded with stock to go upon the tracks of the Des Moines Union for delivery at complainant's stock yards, it seems clear that they are refusing to give to us the same facilities and accommodations for traffic that they are giving to interstate traffic over their lines of road. There can be no question but that the legislature in adopting section 2154 had some purpose in view, and that by the language used something is meant. If it does not mean that they are to give the same facilities and accommodations to local traffic that they give to interstate traffic, what does it mean? If to permit their loaded cars to go upon the lines of other roads in the interstate traffic and to refuse to do it in the local traffic is furnishing the same facilities and accommodations to local traffic that is given to interstate traffic, then the lan guage used has absolutely no meaning.

V.

To briefly summarize our position, it is as follows:

First—Under the provisions of our Code respondent is bound to afford, according to their respective powers, all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and switching of cars to and from their several lines.

Second—That they shall not make or give any preference or advantage to any particular person, * * * or any particular description of traffic in any respect whatsoever, or subject any particular person * * * or any particular description of traffic to any prejudice or disadvantage in any respect whatsoever.

Third—That they shall furnish the same facilities for local or state traffic which they give to interstate traffic. The question which we have here to determine is one of the most vital importance to the shippers of Des Moines. This is a rapidly growing railroad and commercial center. Many industries are located in the city at a very considerable distance from each other. No single road entering the city has track accommodations or facilities for reaching these various industries. Such a condition of things has made it necessary and of the highest importance to the shipping interests of our city to construct a railroad with terminal facilities such as the Des Moines Union, having trackage and switching facilities to take loaded cars from the various roads entering the city and deliver them at the warehouses of consignees located upon their tracks.

The importance to shippers of having their freight brought in carload lots to their warehouses, yards and grain elevators cannot be over-estimated. If it shall be held in this case that respondent has the right to refuse to permit its loaded cars to go upon the tracks of the Des Moines Union for delivery at complainant's stock yards, then it is perfectly clear that they may lawfully deny the same advantage or facilities to any other shipper in the city of Des Moines. If they pursue toward complainant the high-handed method of literally taking him by the throat and demanding that he furnish them a certain amount of business out of Des Moines before they will accord to him the facilities for receiving the freight which he demands, respondent can in each and every instance of shippers in Des Moines similarly situated, do the same thing, thus forcing shippers to patronize respondent's road in shipping freight out of Des Moines, without any reference to their personal interests. If respondent may pursue this high-handed method, every other road entering Des Moines may do the same thing. It requires no argument to show that such methods would prove absolutely ruinous to the shipping interests of this city. We desire to emphasize the thought that in asking equal facilities with other shippers, we are not asking anything which is unreasonable, or which imposes any hardship or burden of any kind upon respondent. Nothing could better establish or better illustrate this idea than the course of respondent in the past. When this same controversy was before this honorable Board on a former occasion, respondent voluntarily entered into an agreement, made of record by you, to permit their loaded cars to be switched to our yards by the Des Moines Union without expense to respondent. No claim was then made, or is there any claim now made that such a course of conduct on their part imposed no expense, burden or hardship upon it. Not only has that been the course of conduct with the complainant in the past, but as we have seen, with all other shippers; it is their usual and customary manner of doing business. We repeat, that nothing could more emphatically establish the proposition that what we are asking is only a

reasonable and proper facility, than the admission of respondent by their course of conduct and method of doing business in the past. In view of the mandate of the statute that respondent shall furnish equal, proper, and reasonable facilities for the interchange of traffic between its lines of road and the Des Moines Union, and in view of the fact, which cannot be successfully controverted, that what we are asking is a most reasonable and proper facility for the interchange of traffic, we see no way of escaping the conclusion that the conduct of respondent is unjust and unlawful, and in direct violation of the plain provisions of the Iowa Code. No amount of specious reasoning can, as it seems to us, lead the mind to any other conclusion but that we are being discriminated against and subjected to a disadvantage that is unjust and unlawful. We believe that we are entitled to the interference of this Board, and submit the case with confidence that we shall not have invoked its aid in vain. If for either of the reasons discussed we are entitled to relief, the relief to which we are entitled is that an order shall be issued commanding respondent to deliver loaded cars consigned to the Union Stock Yards to go upon the tracks of the Des Moines Union for delivery at complainant's yards. Whether we are entitled to such relief because of the provisions of the statute against granting undue preferences, or because of the provision of the statute requiring respondent to furnish reasonable facilities for the interchange of traffic, it seems clear, under the authorities, that such an order could be enforced by mandatory injunction or mandamus.

Respectfully submitted, CARR & PARKER.

The respondent railway company, by its attorney, filed the following statement of facts, brief and arguments:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

J. F. VINCENT, COMPLAINANT,
v.
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, DEFENDANT.
} *Brief for Defendant.*

STATEMENT OF FACTS.

No fault is found with the statement of facts made in the brief and argument for the complainant, with the exception that defendant insists, as it has heretofore insisted, that "it has not refused to furnish cars to shippers from stations on its line of road in which to load and ship live stock consigned to the Union Stock Yards at Des Moines." All that it has done has been to refuse to permit its cars loaded with live stock, which had been brought to Des Moines from stations along its line, to be delivered to the Des Moines Union Railway company for transfer to such stock yards. The circular of the division freight agent, introduced in evidence on the hearing, clearly shows the extent of the act of defendant which is complained of here. This instruction to agents goes no further, nor does the acts of defendant's agents under these instructions go further, than to refuse to permit its cars, loaded with live stock and consigned to Des Moines, to be taken anywhere for unloading except at the stock yards of defendant in Des Moines. The defendant has not refused to furnish cars for any shipment that has been or may be offered to it for transportation. The only claim that defendant makes is that it has the right, when cars of live stock are transported by it to Des Moines, either for Mr. Vincent or for any other shipper, to make delivery at its own stock yards,

and it insists that it cannot be compelled, merely by the circumstance that Mr. Vincent has stock yards on another company's line, to deliver its cars to that line to be transported to his stock yards.

ARGUMENT.

I.

Defendant takes issue flatly upon the contention of complainant that the defendant "may be required to deliver its cars loaded with merchandise to connecting lines of road to be by it forwarded to the stations upon its lines."

Complainant's first contention is that this duty is imposed upon defendant by section 2116 of the Code. This section reads:

"Every railway corporation shall, when within its power to do so, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor for the transportation of any and all kinds of freight, and receive and transport such freight with all reasonable dispatch, and provide and keep suitable facilities for the receiving and handling thereof at any depot on the line of its road; and shall also receive and transport in like manner the empty or loaded cars furnished by any connecting road to be delivered at any station or stations on the line of its road, to be loaded and discharged or reloaded and returned to the road so connecting."

Complainant does not contend that this section in terms imposes upon defendant the duty to furnish its cars loaded with freight to connecting lines to be delivered at such stations on such connecting lines. It is claimed, however, that this duty arises from the section quoted "by necessary implication." That is, as we understand the complainant's claim, because a connecting line is required by the statute to receive the loaded or empty cars of other lines offered to it by such other lines, it is, "by necessary implication," also compelled, although the statute does not say so, to permit its cars at the demand of the spipper to go upon the tracks and into the care of a connecting line. This contention plainly reads into the statute words which are not there. We know of no principle of statutory construction which requires or even permits courts or commissions to enact legislation in this way.

At the time this section was enacted it was the law in the state of Iowa, and in every other jurisdiction, that "the law does not impose upon carriers the duty of undertaking to transport goods beyond the terminus of their respective routes. Whenever liability for such transportation exists, it arises either from express contract or from an implied agreement arising from the acceptance of goods consigned to points beyond the termini of their routes. As they are originally under no obligation to undertake to transport beyond the end of their lines, it is clear that they may, by special agreement, stipulate that they shall not be liable beyond such point."

Mulligan v. Illinois Central Railway Company, 36 Iowa, 181.

Again, it was said in *Angle v. Ry. Co.*, 98 Iowa, 487:

"Everyone understands and knows that ordinarily a railway company undertakes to carry on their line and route only."

Again, it was held in *Cobb v. Ry. Co.*, 38 Iowa, 601:

"It may be conceded that a railway company, in the absence of express contract or custom, is not required to deliver or receive goods beyond its terminus."

It is conceded by counsel that at common law there was and is no obligation to deliver our loaded cars to any railway company, nor to transport goods beyond a point on our own line.

There is some question under the authorities whether or not a railway company can be compelled to receive and transport the cars of another railway company. It was held in *Railway Co. v. Railway Co.*, 109 Ill., 135, that such common carrier could be compelled to so receive and transport the cars of another company, but there are a number of authorities holding the contrary view.

The section of the statute quoted above merely announces the common law rule in respect to the obligation of a common carrier in reference to the furnishing of cars and facilities, and contains no reference whatever to the delivery of its cars to a connecting road. The latter part of the section settles the dispute as to whether or not the carrier is bound to receive and transport cars tendered to it by a connecting line. It in express terms compels the receiving and hauling of cars of other companies, but does not in express terms, nor in any language that could be so construed, require a railway company to undertake to transport goods beyond the terminus of its line. It is still the law, undisturbed by any decision since the Mulligan case, or by any statute of Iowa (unless it be the joint rate law hereafter to be considered), that a railroad company is not compelled to undertake to transport goods beyond the terminus of its line. If it cannot be required to undertake to carry beyond its terminus, it certainly cannot be required to permit its cars to go beyond its line. The same contention that is made here was maintained in *Coles v. Ry. Co.*, 12 S. E., 749. In that case the court had for consideration the statute of Georgia, which provided as follows:

All railroad companies in this state shall, at the terminus or any intermediate point be required to receive from the connecting road having the same gauge, when offered, all cars containing goods or freight consigned to any point on the road to which the same is offered, and to transport the said cars to their destination with reasonable diligence.

This statute provided a penalty for a failure to comply with the above provision. The plaintiffs sought to recover damages of the defendant for its refusal to receive and transport cars from a point on its line to and over the line of a connecting road.

The court said:

The gist of the action is the refusal of the defendant to make a contract with the plaintiffs for the transportation of their cotton from the several points on the line of the defendant over its own road and over the Brunswick & Western road to Brunswick. We do not think that either the act of 1874, or the amendatory act of 1883 (quoted above), applies under the facts set out in the declaration. These acts, certainly, do not force or compel any railway company in this state to make a contract to forward goods beyond its own lines, nor do we think such was the intention of the legislature. Under the common law a common carrier could only be compelled to receive goods and carry them to the end of its own line, and this statute does not add any further compulsory duty upon the railroad. It is argued, however, that the statute requires that all railroad companies in this state, shall, at their terminus or at any intermediate point, switch off or deliver to any connecting road having the same guage, all cars passing over their lines, or any portion of the same, containing goods or freight consigned to any point over or beyond such connecting road; and that as the defendant carried its cars over a portion of its line to the connecting line of the Brunswick & Western at Albany, it was compelled by this clause of the statute to deliver them to the latter railroad to be forwarded to Brunswick. If the defendant had made a contract of this kind with the plaintiffs, and had failed to carry it out, it would have been liable in damages; but as it steadily refused to make this sort of a contract we do not think it is liable. Nor do we think the words above quoted compel the defendant to deliver its own cars to the connecting line to be forwarded over that line to Brunswick when it had steadily refused to contract so to do. We are inclined to think that these words mean that if the railway company receives cars from other lines consigned to a point beyond its terminus, it is required to deliver them to the connecting road which runs to the point to which the cars are consigned; but it certainly was not the intention of the legislature to compel one railroad to furnish its own cars to another railroad without any compensation for their use by the other. * * * A corporation may voluntarily make a contract of this sort, but there is no law that we know of which compels it to make one against its wishes. And speaking for myself, I doubt very much the power of the legislature to enact a law compelling a railroad to make a contract for a through bill of lading beyond its terminus.

We invite the attention of the Board to the language and reasoning of this opinion, for it answers every argument made by complainant's counsel in reference to the construction of either section 2116 or section 2125.

Plaintiff's second contention is that because it is "within the power of the railroad companies to furnish cars to be loaded, not only to points on other lines, but to points beyond connecting line, it is their duty to do so." It is only necessary to say in reply to this claim that it is within the power of the railway company, or of any other corporation to do many things which it cannot be compelled to do; that is to say, the state, in chartering a corporation, confers upon it many powers the exercise of which is left to the discretion of the corporation. It is within the power of a railroad company to do many things which it ought not to do, and to do many things which it cannot be compelled to do. It is like a natural person in this respect.

Complainant, however, admits that there is some doubt as to whether section 2116 can be construed to compel us to deliver our cars to a connecting road, but submits that this doubt is removed by the provisions of section 2125 of the Code, which is as follows:

It shall be unlawful for any common carrier, subject to the provisions of this chapter, 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 subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any prejudice or disadvantage in any respect whatsoever. All common carriers, subject to the provisions of this chapter, shall, according to their respective powers, offer 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 for 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. Any common carrier may be required to switch and transfer cars for another, for the purpose of being loaded or unloaded, under such terms and conditions as may be prescribed by the board of railroad commissioners.

We submit that this section of the statute contains nothing whatever making it obligatory upon the carrier to deliver its cars to another road. On the contrary, it negatives any such construction. It does provide for the receiving, forwarding and switching of cars; it does not provide for the delivery of cars. We must receive, forward and switch the cars of another, but there is nothing that by implication requires us to deliver our cars at any time or for any purpose. It requires us to deliver passengers and property to and from other lines, and the very fact that it provides for the delivery of passengers and property and for the receiving and forwarding of cars is conclusive proof that there was no purpose to compel the delivery of cars.

This section is modeled on section three of the interstate commerce act which is in part as follows:

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines for the receiving, forwarding and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines;

This is the same as section 2 of the English railway and canal traffic act.

It has never been held under either of these provisions that a railway company could be compelled to deliver its cars to another line for the purpose of having the freight contained therein transported in such cars to a point of destination beyond the line of the carrier originating the freight. Indeed, it has been expressly held under both the Federal and the English statutes that not even through rates or through billing was required to be given to shippers by the railway companies by the language of the acts referred to. Of course if a railway company could not be compelled to make a through rate or bill freight through to destination beyond its own line, much less could it be compelled to let its cars go beyond its own line for the purpose of accomplishing thereby what the through rate and the through billing are designed to accomplish, namely: An unbroken transportation from the point of origin to the point of destination. Indeed, there could be no such unbroken transportation without a contract for such through billing. The very idea of the delivery of our cars for the purpose of accomplishing an unbroken transportation from the initial point to destination renders some contract absolutely necessary. Without such a contract there could be no such unbroken transportation. It involves a through rating and a through billing; this cannot be had without agreement of the parties. There are many cases holding that through rate and through billing could not be compelled under statutes almost identical with section 2125. Among them are the following:

Great Western Ry. Co. v. Severn & Wye Ry. Co., 5 Railway and Canal Traffic Cases, 170.
A., T. & S. F Ry. Co. v. D. & N. D. Ry. Co., 110 U. S., 682.
K. & I. Bridge Co. v. L. & N. Ry. Co., 37 Fed., 624.
O. S. L. & U. N. Ry Co. v. U. P. Ry. Co., 51 Fed., 465.
Same case (on appeal) 61 Fed., 158.
Little Rock & M. R. Co. v. St. L., I. & M. S. Ry. Co, 41 Fed. 559.
Same v. Same, 59 Fed., 400.
Same case (on appeal), 63 Fed., 775.
St. L. Drayage Co. v. L. & N. Ry. Co., 65 Fed., 42.
So. Ind. Ex. Co. v. U. S. Ex. Co., 88 Fed., 659.
P. & A. C. R. R. Co. v. A., T. & S. F. Ry. Co., 73 Fed., 438.

In 1873 the English parliament in the "Regulation of Railways Act" expressly provided that railway companies should make through rates for traffic passing over connecting lines. Even under this act it has nowhere been held that a railway company, even though compelled to make through rates, could be compelled to allow its cars to go upon the tracks of connecting lines. The authorities will be searched in vain for a precedent which sanctions such a claim as is made by complainant here. If, therefore, it shall be held in this case that the right to require that loaded cars shall pass from one connecting line to a point of destination on another line is a "reasonable facility for the interchange of traffic" between such connecting lines, the decision will be the first of its kind. It is strange, to say the least, if section 2125 imposes such a requirement that this meaning has never yet been found in the same language in the other statutes in which it has been used for nearly fifty years.

The complainant finally falls back upon sections 2153 and 2154 of the Code, which were included in section 2 of the so-called joint rate law. The history of

this law is familiar to the commission. Passed by the Twenty-third General Assembly, it has been on the statute books for ten years. One effort to enforce it met with failure. The supreme court, in its last opinion in the case of *B., C. R. & N. Ry. v. Dey*, intimated that the court as then constituted would hold the statute as unconstitutional. In *State v. Ry. Co.*, 90 Iowa, 594, it was held that no action could be taken to render the act operative and effective without pursuing the provisions of the statute as to notice. Since these decisions, by the general consent of the state, it has been permitted to remain unenforced. If enforced, however, it confers upon the complainant no such right as is claimed in this proceeding. There is therefore no absolute requirement that the cars of one company shall be at the demand of a shipper permitted to go upon the tracks of a connecting line to the point of ultimate destination of the freight transported in them. On the contrary, the provision of section 2153 is that "Carload lots shall be transferred without unloading from the cars in which such shipments were first made, unless such unloading into other cars shall be done without charge therefor to the shipper or receiver of such carloads, and unless such transfer be made without unreasonable delay." In other words, the carrier transporting freight, even when governed and controlled by this provision of the statute, has the option either to permit its cars to go upon the tracks of the connecting line, or to transfer the freight at its own expense into the cars of the connecting company. We have the right, therefore, in this case to exercise this option, and, as we may elect, either permit our cars to go upon the tracks of the Des Moines Union Railway company, or to require that cars shall be furnished in which we can make the transfer at our cost. No such option has been offered the defendant in this case.

Moreover, this proceeding is not maintained under the joint rate act. If it were intended to enforce against us the requirements of that act, we are entitled to demand that such enforcement shall be in the manner prescribed by the act. It is perfectly clear that the requirement of section 2153 is dependent upon the establishment of joint through rates in the manner prescribed by the act. No such joint rates have been established between the defendant and the Des Moines Union Railway company or by the railroad commissioners under the authority conferred by the joint rate law. In the absence of the establishment of joint rates by the one method or the other, sections 2153 and 2157 are not operative upon the freight traffic of the state of Iowa. The main purpose of the passage of this act was to compel the establishment of joint rates over connecting lines and the through shipment over connecting lines in carload lots. There is no other provision of the statutes of Iowa which attempt to require the delivery of cars to a connecting carrier.

The provisions of the joint rate statute serve to show that neither section 2116 nor section 2125 were susceptible of the construction placed upon them by the counsel for the complainant. It was because neither of these sections gave the right to compel a through billing that the joint rate act was passed. If sections 2116 and 2125 give the shipper a right to compel the delivery of a car to a connecting carrier in this state, then, so far as car load lots are concerned, there was no necessity for any joint rate statute. That statute was enacted because the other sections did not contain the provisions which counsel now seeks to read into them. The history of railroad legislation in Iowa shows very plainly that it was never assumed that the legislature had endeavored to compel the delivery of cars by one road to another.

Judge Rothrock, in the dissenting opinion in the case of the *B. C. R. & N. Ry. Co. v. Dey*, 82 Iowa, 312, says:

The fact that carriers over connecting lines do, by contract make through shipments, is no reason why they should not be allowed to make their own contracts, at least so far as to protect themselves in the collection of their freight charges and in the control of their cars. They should have this power, or the law shou'd provide for such regulations as would protect them in their undoubted rights. * * * The second section requires that, if the initial carrier does not deem it prudent to deliver its cars to the connecting line for any reason, such as that the car is required to transact its own business, or that it may have to institute legal proceedings to procure its return, the contents shall be unloaded "in other cars" without unreasonable delay. It is to be supposed that this means other cars, the property of the connecting line. It cannot discharge its obligation by unloading in a warehouse, if the connecting carrier neglects to furnish other cars. * * I conclude that no court ought to be called upon to uphold an act like this, which attempts to control the most important rights without the semblance of an effort to protect the parties affected thereby. * * * It appears to me that it will be time enough to authorize the establishment of through rates when a law shall be passed, making provision for the protection of the rights of property which are everywhere and at all times regarded as sacred, and of which the owner cannot be deprived, even by legislative authority, without due process of law.

The majority opinion in that same case upheld the joint rate statute only and solely because it contained provisions giving the railroad commissioners the power to fix through rates in cases where the railway companies could not agree upon the same. As stated above, on the subsequent hearing of that same case, the court in its opinion intimated that it would then hold the statute unconstitutional. If the constitutionality of the joint rate statute is even doubtful, then how clear it is that sections 2116-2125 are unconstitutional if susceptible of the construction maintained by counsel for the plaintiff. The joint rate statute does surround the carrier with some protection and fixes the tribunal that shall determine the rate and the compensation. Sections 2116 and 2125 contain no protective features whatever, and under them we would be compelled to enter into contractual relations with a connecting carrier without our consent and with no tribunal to fix the compensation or the circumstances under which we should comply with their provisions.

We think it then perfectly clear that neither at common law nor by statute are we required to deliver our cars to a connecting carrier, nor are we required to contract to deliver freight beyond our own line.

II.

The complainant finally falls back upon the first clause of section 2125 in reference to discrimination. Its language again is a substantial reprint of the first clause of section 3 of the interstate commerce law, which reads as follows:

It shall be unlawful for any common carrier, subject to the provisions of this act, to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

This provision is again but a mere copy of a part of section 2 of the English Railway and Canal Traffic Act of 1854.

In the interpretation of this language in the statutes from which the state of Iowa has copied, the test in determining whether any shipper has been subjected to any disadvantage or prejudice within the meaning of the act in consequence of any advantage or preference given to another shipper has always been whether the traffic in the two cases between which comparison is made is of such a nature as to be competitive. In other words, the courts have uniformly recognized and acted upon the principle that a complainant is not subject to any disadvantage or prejudice unless the advantage or preference of which he complains is extended to

the same or a like kind of traffic in which he himself is interested. Thus, in *N. & L. Coal Co. v. Ry. Co.*, 2d Railway and Canal Traffic Cases, 39, elaborate investigation was made into the respective characteristics of Splint coal and Cannel coal for the purpose of determining whether the two articles were used for substantially the same purpose so as to be competitive in the market. In the determination of the question whether the advantage which was given by the railway company in that case to one class of coal was a prejudice to the other class, and to the shippers interested in its transportation, the conclusion was reached that the uses of the two kinds of coal were substantially the same so that they competed with each other in the market, and it was held that the preference in the rate to one kind of coal subjected the other to a prejudice within the meaning of the statute. No case will be found in the books where the question of discrimination is involved holding that the complainant was discriminated against unless the advantage or preference was given to some shipper engaged in a similar traffic with which the complainant came in competition. The supreme court of the United States, in the case of *Interstate Commerce Commission v. Ry. Co.*, 145 U. S., 282, approved the following definition:

To come within the inhibition of said sections, (as to discrimination), the difference must be made under like conditions; that is, there must be contemporaneous service in the transportation of like kinds of traffic under substantially the same circumstances and conditions. In respect to passenger traffic, the positions of the respective persons or classes between whom difference in charges are made must be compared with each other, and there must be found to exist substantial identity of situation and of service, accompanied by irregularity and partiality resulting in undue advantage to one and undue disadvantage to the other, in order to constitute unjust discrimination.

Again, in the same case, it is said:

In short, the substance of these decisions is that railway companies are only bound to give the same terms to all persons alike under the same conditions and circumstances, and that any fact which produces an inequality of conditions or change of circumstances justifies an inequality of charge. *** So far as relates to the question of undue preference it may be assumed that congress, in adopting the language of the English act, had in mind the construction given to these words by the English courts.

The language quoted from the above opinion has been approved again and again by all of the courts of last resort in this country. It is substantially the definition given by the English courts and is the undoubted rule in this country. Tested by this definition, how can there be any claim that there has been any discrimination against the complainant? No other shipper engaged in any like traffic has been given any advantage over him. He is at no disadvantage as compared with any person engaged in a like business. The instances where we have delivered cars to the Des Moines Union were not "contemporaneous service in the transportation of like kinds of traffic under substantially the same circumstances and conditions." There is not "substantial identity of situation and of service." There is not "any irregularity or partiality resulting in undue advantage to one or undue disadvantage to the other." There is, therefore, no discrimination or preference of which he can complain.

In *Covington Stock Yards v. Keith*, 139 U. S., 128, it was said:

We must not be understood as holding that the railroad company in this case was under any legal obligation to furnish or cause to be furnished suitable and convenient appliances for receiving and delivering live stock at every point on its line in the city of Covington where persons engaged in buying, selling and shipping live stock, chose to establish stock yards. In respect to the mere loading and unloading of live stock, it is only required by the nature of its employment to furnish such facilities as are reasonably sufficient for the business of that city. So far as the record discloses, the

yards maintained by the appellant are for the purposes just stated, equal to all the needs, at that city, of shippers and consignees of live stock; and if the appellees had been permitted to use them without extra charge for mere yardage, they would have been without just ground of complaint in that regard, for it did not concern them whether the railroad company itself maintained stock yards or employed another person or corporation to supply the facilities for receiving and delivering live stock it was under obligation to the public to furnish.

In that case the complaint was that the railroad company delivered all stock coming over its line to one stock yard owned by a separate corporation, and the complainant was compelled to pay this stock yards company what is known as "yardage." He asked that the railroad company be required also to deliver stock at his yards. The supreme court held that inasmuch as "yardage" was charged, and inasmuch as the railway company had no right to add such a charge to the cost of transportation, the complainant was entitled to have the stock delivered at his yards without this charge. The language of the opinion is very pertinent to the question under consideration. This becomes all the more apparent when we examine the opinion in the case of *Butchers & Drovers Stock Yards Co. v. Ry. Co.*, 67 Fed. Rep., 35. In that case the complainant had stock yards within the city limits of Nashville. The railway company, under a grant by the city council, was permitted to lay its main track along Front street, and the grant required it to furnish persons whose warehouses abutted on Front street just and equal facilities for receiving and shipping freight in carload lots. Under subsequent ordinances, the railway company constructed sidings to the property occupied by various industries. The complainant was engaged in receiving and feeding live stock. Its yards were a block from the defendant's main line. The railway company had entered into a contract with the Union Stock Yards company by which it agreed to deliver all of the stock coming into Nashville at its yards, and it refused to deliver stock to the complainant company. It was charged that this was discrimination and giving undue advantage to the stock yards company having the contract. The court said:

We are clearly of the opinion that however unjust and unlawful it may be for a railway company having furnished a side track to one shipper to refuse it to another similarly situated, the difference in this case between the business of the complainant and the other abutters upon spur tracks is so great as to make the refusal of the railway company to grant the side track to complainant entirely reasonable. The difference between the duties of a common carrier in the transportation of live stock and of dead freight has been remarked upon more than once by the supreme court of the United States. * * * We come now to the charge of discrimination between the Butchers & Drovers Stock Yards company and the Union Stock Yards company. In the case of *Stock Yards Co. v. Keith*, 139 U. S., 128, the proprietors of a live stock yard filed a petition to compel the receiver to permit the erection of cattle chutes and yards along the road for the receipt and delivery of the live stock of the petitioner. It appeared that all the live stock shipped on the railroad was delivered by the receiver through the stock yards of an incorporated company at a short distance from the petitioner's yards, under a contract made by the railway company with the stock yards company, and that the latter charged the petitioner, and other shippers and consignees, a yardage fee for all stock loaded and unloaded by the railroad company. The circuit court held that it was the duty of the railroad company, as a carrier of live stock, to provide reasonable facilities for the loading and unloading of stock transported by it; that such facilities necessarily included chutes and yards where the cattle might be kept until called for by the owner, and that it could not, in addition to the legitimate charges for transportation, itself make or allow any agent it employed to make, a special charge for merely receiving and merely delivering such stock in and through yards provided for that purpose. * * * * * * * * In view of the principles laid down in that case, the complainant has no ground for objection to the arrangement between the Union Stock Yards company and the Louisville & Nashville Railway company. The latter uses the chutes and yards of the Union Stock Yards company to deliver and receive cattle at that point as its station without any yardage charge or fee for the proper loading and unloading of cattle. The evidence establishes that no charge is made by the Union Stock Yards company for two hours after the cattle are delivered from the cars. There is no evidence to show that it would be unreasonable for the railroad company, or for the owner of the stock yards himself

to charge for the delay of the consignee in taking his cattle beyond two hours after unloading; and in the absence of such showing we cannot say that it is unreasonable for the railroad company to permit its agent, the stock yards company, to make a charge of two dollars per car for turning the cattle into pens and keeping them there after such a delay.

In that case the railway company had designated one stock yards as the only one to which it would deliver cattle; and the court held that this did not amount to discrimination against one of the other stock yards. If this is the law, then how clear it is that we are not discriminating against Mr. Vincent when we agree to deliver all cattle coming to Des Moines at our own stock yards, treating Mr. Vincent precisely as we do everyone else.

In *Little Rock Ry. Co. v. Ry. Co.*, 63 Fed. Rep., 775, we have an opinion by Judge Thayer, of the court of appeals in this district, which is decisive of every question involved in this controversy. The complaint there was, that two railroads refused, *first*, to honor through tickets and through bills of lading issued by the complainant company, and refused to enter into arrangements with it for through billing and through rating: and *second*, that they refused to accept loaded cars from complaining road, and required the cars to be rebilled and reloaded; that these acts constituted a discrimination for the reason that the defendant roads did accept through billing from other connecting carriers, and did accept loaded cars from such connecting roads. In discussing this question the court said:

"Before discussing the precise issue which arises upon this record, it will be well to restate one or two propositions that are supported by high authorities, as well as persuasive reasons, and which do not seem to be seriously controverted even by the complainant's counsel. In the first place, the interstate commerce law does not require an interstate carrier to treat all other connecting carriers in precisely the same manner without reference to its own interests. Some play is given by the act to self-interest. The inhibitions of the third section of the law against giving preferences or advantages are aimed at those which are undue or unreasonable; and even that clause which requires carriers 'to afford equal facilities for an interchange of traffic' does not require that such equal facilities shall be afforded under dissimilar circumstances and conditions. In the second place, it has been held that neither by the common law nor by the interstate commerce law have the national courts been vested with jurisdiction to compel interstate carriers to enter into arrangements or agreements with each other for the through billing of freight and for joint through rates. Agreements of this nature, it is said, under existing laws, depend upon the voluntary action of the parties, and cannot be enforced by judicial proceedings without additional legislation. * * * Furthermore, it has been ruled by Mr. Justice Field in the case of *Railway Co. v. Railway Co.*, 51 Fed. Rep., 165, that the third section of the interstate commerce act does not require an interstate carrier to receive freight in the cars in which it is tendered by a connecting carrier and to transport it in such cars, paying a mileage rate thereon, when it has cars of its own that are available for the service, and the freight will not be injured by transfer. * * *

As we have before remarked, the several propositions above stated do not seem to be seriously questioned. It is urged, however, in substance, that although the court may be powerless to make and enforce agreements between carriers for through billing and through rating, and for the use of each other's cars, tracks and terminal facilities, yet, that when a carrier, of its own volition, enters into an agreement of that nature with another connecting carrier, the law commands it to extend "equal facilities" to all other connecting carriers, if the physical con-

nection is made at or about the same place, and the physical facilities for an interchange of traffic are the same, and that this latter duty the courts may and should enforce. It will be observed that the proposition contended for, if sound, will enable the the courts to do indirectly what it is conceded they cannot do directly. It authorizes them to put in force between two carriers an arrangement for the interchange of traffic, that may be of great financial importance to both, which could be neither established nor enforced by judicial decree, except for the fact that one of the parties had previously seen fit to make a similar arrangement with some other connecting carrier. It may be, also, that the arrangement thus forced upon the carrier would be one in which the public at large have no particular concern, because the equal facilities demanded by the complainant carrier would be of no material advantage to the general public, and would only be a benefit to the complainant.

Another necessary result of the doctrine contended for is that it deprives railway carriers in a great measure, of the management and control of their own property, by destroying their right to determine for themselves what contracts and traffic arrangements with connecting carriers are desirable and what are undesirable. There ought to be a clear authority found in the statute for depriving a carrier of this important right, before the authority is exercised, for, when questions of that nature have to be solved, a great variety of complex considerations will present themselves, some of which can neither be foreseen nor stated. * * * In view of these considerations, we are unable to adopt a construction of the interstate commerce act which will practically compel a carrier, when it enters into an arrangement with one carrier for through billing and rating and for the use of its tracks and terminals, to make the same arrangement with all other connecting carriers.

In two of the cases heretofore cited it was held that the charge of undue or unreasonable discrimination cannot be predicated on the fact that a railroad company allows one connecting carrier to make a certain use of its tracks or terminals which it does not concede to another. * * *

Furthermore, it is the settled construction of the act, as we have before remarked, that it does not make it obligatory upon the connecting carriers to enter into traffic arrangements for through billing and rating either as to passengers or freight traffic. This conclusion has been reached by all of the tribunals who have had occasion to consider the subject, and it is based on the fact that, in enacting the commerce act, congress did not see fit to adopt that provision of the English railway and canal traffic act which expressly empowered the English commissioners to compel connecting carriers to put in force arrangements for through billing and through rating when they deemed it to the interest of the public that such arrangements should be made. * * * In the light of these adjudications, we are compelled to conclude that if the charge of an unreasonable discrimination cannot be successfully predicated on the ground that a railway company makes an arrangement with one connecting carrier for the use of its tracks and terminals, which it refuses to make with another, although the physical facilities for an interchange of traffic is the same, then the charge of discrimination cannot be predicated on the ground that it makes an arrangement for through billing and rating with one carrier and does not make it with another. The interstate commerce act does not, it seems, at present, make it obligatory on carriers to make arrangements of either sort, and does not give the commission power to compel such arrangements, but leaves connecting carriers, as at common law, to determine for themselves when such arrangements are desirable and when undesirable."

It will be observed that the court in the above opinion was dealing with that section of the interstate commerce law which is almost identical with section 2125, upon which the complainant seems to rely. Counsel in his oral argument laid great stress upon the words "equal facilities," and claimed that this language compelled us to accept and deliver cars at the insistence of complainant if we, under any circumstances, accepted and delivered cars for other persons. The reasoning of this opinion answers every contention of counsel upon that subject. The court held that the requirement to extend "equal facilities" did not compel a carrier to receive and transport the cars of all other roads, and make through billing with reference to the same, even though it did receive and transport the cars of certain connecting lines, and did make a through rating and through billing contract with and for such lines. The court there was construing the very words that are quoted and relied upon by counsel. If it was not discrimination under the interstate commerce act to refuse to receive the loaded cars of the complainant in the case above referred to, then it could not be discrimination to refuse to deliver our cars to the Des Moines Union Railway company to be transported by that railway company to the complainant's yards in the city of Des Moines.

This same doctrine is announced in an elaborate opinion in *A., T. & S. F. Ry. v. D. & N. O. Ry.*, 110 U. S., 680.

In *Ry. Co. v. Ry. Co.*, 41 Fed. Rep., 562, Judge Caldwell said:

"The precise question in this case is can a United States circuit court, in the exercise of its equity powers, require a railroad company engaged in interstate commerce traffic, to enter into an agreement with another railroad company, engaged in like traffic, for a joint through routing and joint through rates, and, upon the refusal of the company to comply with such a requirement, may the court itself make such a contract for the parties? It is apparent from the affidavits, and is common knowledge, that to effect through routing and through rates over independent lines of railroads, contract relations must be established between the companies operating the roads. The share which each road is to receive of the through rate, the mileage rate to be paid or allowed on cars passing over each other's lines, the method of adjusting losses, the arrangement of time-tabies, the rates for passengers and freight, and other matters are necessarily matters of contract. The solvency of the respective lines, their ability to handle in a satisfactory manner the joint traffic, and their ability to contribute to that traffic, and various other considerations, enter into and influence the terms of such contracts. The common law imposes no obligation on railroad companies to enter into such contract. At common law a carrier is not bound to carry except on his own line, and we think it quite clear that, if he contracts to go beyond, he may, in the absence of statutory regulations to the contrary, determine for himself what agencies he will employ."

In that case the defendant road had entered into a joint traffic arrangement with other railroads and did accept and transport the loaded cars of other connecting lines. It refused to make any such arrangement with the complaining road. Notwithstanding this, the court refused to enter any order compelling the defendant road to enter into a like contract with the complainant.

On this same subject we call your attention to the following cases:

Railway Co. v. Railway Co., 51 Fed. Rep., 465.
Same Case, 61 Fed. Rep., 158.
Railway Co. v. Railway Co., 63 Fed. Rep., 775.
St. L. Bridge Co. v. Railway Co., 65 Fed. Rep., 39.

Railway Co., v. Railway Co., 73 Fed. Rep., 438.
Express Co. v. Express Co., 88 Fed. Rep., 659.

It will be impossible to find a decision holding that preference or advantage to a shipper engaged in one class of traffic operates as a prejudice or disadvantage to a shipper engaged in an entirely different and non-competitive business. The case of *McCoy v. Railway Co.*, 13 Fed. Rep., relied upon by complainant, illustrates the same principle. It would undoubtedly be true, as intimated in that case, that if we should carry live stock to another stock yards on the tracks of the Des Moines Union which was competitive with the Union Stock Yards, and refused to permit our cars to go to the latter yards, that would be a preference to the stock yards favored, and a prejudice and disadvantage to Vincent's stock yards. But there seems to be in every case arising under the provisions of the statute the element of comparison. The mere fact that one shipper is granted by the railway company a privilege or advantage of facilities for the delivery of his goods which is not afforded to another shipper does not become important in the inquiry whether an undue prejudice is imposed upon the latter shipper, unless the two shippers are competitors in business so that the advantage given to one is an actual detriment, disadvantage or prejudice to the business of the other. It cannot in reason be said, and it certainly cannot by authority be supported, that the conduct of the defendant in permitting its cars to go onto the tracks of the Des Moines Union for the purpose of making delivery at a wholesale dry goods house results in any loss of business or depreciation of profits to a man engaged in the stock yards business. Unless this element of comparison is present, there is no basis of complaint. If it were otherwise, a railroad company could never extend any facility or advantage for the transaction of business to any of its customers without upon demand doing exactly the same thing for every other of its customers, without regard to the question whether the customer was actually damaged or not by the extension of such an advantage or privilege to the other. If this element of comparison is to be left out of the consideration entirely, and if the claim of the complainant is to be sustained here, the railroad company could not build a spur track to a grain elevator without at the same time giving to a coal man the same advantage. It could not furnish a fast train for fruit, or refrigerator cars, without furnishing an equally fast train or equally fine cars to a junk dealer. It could not make a rate on coal without making a like rate on live stock. It could not fix a car load rate on dry goods without fixing a like rate on sugar.

To illustrate: How is Vincent subjected to any discrimination or disadvantage by the fact that we deliver a car load of beer to the Des Moines Union to be taken by it to the warehouse of the dealer in beer? Is there any preference there of which he has a right to complain? How is Vincent subjected to any disadvantage if we deliver a car load of agricultural implements to be switched by the Des Moines Union to an implement warehouse on its tracks? What interest has he in that question? Is he placed at any disadvantage in comparison with anyone else dealing in any commodity with which he comes in competition? This is the test, and the only test, recognized in the books.

In all questions of preference and discrimination the interests of the railway company are always to be considered. This has been expressly held both in England and in this country. In the case of *Ransome v. Eastern Counties Ry. Co.*, 1 Railway and Canal Traffic Cases, 63, the court said:

"The first thing to be ascertained is the meaning of the expression, 'undue or unreasonable preference or advantage,' and 'undue or unreasonable prejudice or disadvantage.' Are those words to be considered with reference to the interests of the parties using the railway only, or may the interests of the railway owners be taken in any manner into consideration. * * * After a good deal of consideration we think that the fair interests of the railway ought to be taken into account." This case is cited with approval of this proposition in *Railway Co. vs. Interstate Commerce Commission*, 162 U. S., 184.

In *Interstate Commerce Commission vs. B. & O. R. Co.*, 43 Fed. Rep., 37, the court cited with approval the following:

"But what are such discriminations? No rule can be formulated with sufficient flexibility to apply to any case that may arise. It may, however, be said that it is only where the discrimination inures to the undue advantage of one man in consequence of some injustice inflicted on another that the law interferes for the protection of the latter."

The court then said:

"It cannot be properly said in the case under consideration that the lower rate given to a party of ten or more confers upon such party an undue advantage in consequence of injustice inflicted upon the single passenger. There is nothing competitive in the traffic of the single passenger and the party of ten or more, which would make lower rates to the latter operate prejudicially to the former."

Again, the court said:

As regards the "undue preference" branch of the English acts, the effect of the decisions seems to be that a company is bound to give the same treatment to all persons equally under the same circumstances; but that there is nothing to prevent a company, if acting with a view of its own profit, from imposing such conditions as may incidentally have the effect of favoring one class of traders, or one town or one portion of their traffic, provided that the conditions are the same to all persons, and are such as lead to the conclusion that they are really imposed for the benefit of the railway company.

See also, 145 U. S., 263.

These cases are all authority for the proposition that the question whether there is competition affecting the particular traffic in question is always to be considered in determining whether the railway company is guilty in its treatment of the traffic of discrimination or prejudice. It appears from the testimony in this case that Vincent's business into Des Moines is not affected in the slightest degree by competition. Competition itself is a sufficient excuse for the difference in treatment, if any, by the defendant of that traffic on the one hand and of Vincent's business on the other.

In this case the evidence shows that nearly if not quite all of the freight delivered in car load lots by the defendant to the Des Moines Union to be delivered at industries on its line is freight destined for Des Moines, and not intended to be shipped out immediately on other lines. Most of it is for sale and consumption in Des Moines. Some of it goes to warehouses and may thereafter be shipped to other points, dependent on the question as to whether a purchaser is thereafter found for the same. In Vincent's case, none of the stock is intended for sale or delivery in Des Moines. His yards are simply a bunching place, from which he ships from time to time as he finds he has a sufficient quantity for shipment. We are in no sense discriminating againt him, but are simply exercising our right of self-preservation. We have a right, as well as an individual, to protect our business, and that is all we are attempting to do. We submit that there is no just or legal ground of complaint.

ROBERT MATHER,
CARROLL WRIGHT,
Attorneys for Defendant.

The commissioners took the case under advisement, but before a decision was reached Mr. J. F. Vincent called at the office personally and withdrew his complaint.

Des Moines, Iowa, November 29, 1901.

No. 2313—1901.

C. H. HUNT, SHELL ROCK,
v.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
Highway crossing out of repair.

Complaint filed March 27, 1900.

This was complaint that certain highway crossings were not of proper width and were out of repair. The matter was taken up with the railroad company and proper repairs were made.

Des Moines, Iowa, November 29, 1901.

No. 2314—1901.

G. H. JAMES, WHITING,
W. W. MARTIN, MODALE, AND
L. H. BASSETT, LITTLE SIOUX,
v.
SIOUX CITY & PACIFIC RAILWAY COMPANY.
Train Service.

Complaint filed April 16, 1900.

These were complaints of inadequate train service and asking that trains Nos. 7 and 8 stop at these stations to receive and discharge passengers. Considerable correspondence followed, but under the circumstances at the time the complaint was made, the board did not feel warranted in making any order requiring these through trains to make the stops requested, but reserved its right to take up the matter again for further investigation.

Des Moines, Iowa, November 29, 1901.

No. 2315—1901.

HUGH CALDERWOOD, TRAER,
VS.
BURLINGTON, CEDAR RAPIDS & NORTHERN RY. CO.
Application for undergrade stock pass.

Complaint filed June 14, 1900.

The complaint in this case was as follows:

"The B., C. R. & N. R. R. cuts off eighty acres of our pasture from the barn and water, which requires us to drive the stock across the track twice a day; we have asked the said company for a pass through said railroad, but have not been given any satisfaction. The fill is ten feet high. We ask for a pass seven by seven feet. What can you advise the company, or what information can you give us. We would like to hear from you at once; for the danger and inconvenience make us a great deal of trouble. I gave the company the right of way through my land and was told that the railroad should not be in my way. The above was not reduced to writing, but it is the facts in the case. The N.-W. R. R. Co. cut the water from a part of one of our neighbors' farm and they allowed him $400 We claim we are entitled to a pass. Do what you can for us, and oblige."

The matter was at once taken up with the railroad company, and on June 20, 1900, answer of the company was filed with the Board, as per the following:

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN:—Answering yours of the 18th instant, enclosing copy of letter addressed to Mr. D. N. Lewis, secretary of your Board, by Mr. Hugh Calderwood, of Traer, under date the 18th instant, I would say that prior to this document being presented to the Board, Mr. Calderwood had been in correspondence with me and had also presented a request in person that we construct and maintain a cattle pass on the right of way through his farm in Tama county to accommodate him in allowing his cattle to pass from one portion of his farm to another across our right of way thereon. I advised him both in person and by letter that when the right of way through his farm was fenced that we gave him the crossing provided for by law, and that he was not any more inconvenienced in the use of this thoroughfare than all of the farmers in this state who have railway rights of way through their farms. We did not attempt to convince him that it was a convenience to him to have our line extend through his farm, causing a portion of his stock pasture to be fenced off, but we tried to give him to understand that this situation was not any more inconvenient than that of his neighbors in Tama county and other sections of the state through which our road runs. As the question of underground cattle passes has been thoroughly argued to the Board by the Burlington, Cedar Rapids & Northern Railway company, and the right of the company to build and maintain them settled in the supreme court of the state, I do not see that I can add anything to the objections I have already stated why we cannot comply with Mr Calderwood's request.

In sending a copy of the foregoing to the complainant in this case, the board said:

By the decision of the supreme court of this state a grade crossing has been held to be the rule, and that to entitle a land owner to an under or overhead crossing, it must be shown that there is no reasonable place on the farm where a grade crossing may be constructed. A careful reading of the decision referred to, however, will disclose to you the opinion of our supreme court, which this board must of necessity follow in all such cases.

If it is impracticable to construct a grade crossing connecting the two portions of your farm similar to the ones generally used by farmers through whose land lines of railway are constructed, then the board might have authority to take action in the premises. If, however, the only objection to the grade crossing is the inconvenience of opening gates, etc., then, under the decision referred to, it would seem that the commissioners would have no jurisdiction, except, perhaps, as to the proper construction of such grade crossing.

Inasmuch as it is understood by the board that the complainant did not desire to press the case further, the case is closed without prejudice.

Des Moines, Iowa, November 29, 1901.

No. 2316—1901.

D. D. BOLDING, COPPOCK,
v.
IOWA CENTRAL RAILWAY COMPANY, BURLINGTON & WESTERN RAILWAY COMPANY.
Improper Drainage.

Complaint filed June 18, 1900.

Mr. Bolding wrote the Board as follows:

COPPOCK, IOWA, June 18, 1900.

D. N. Lewis, Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—The Iowa Central and Burlington & Western railroads have trestle work crossing the Skunk river bottoms at this place. This summer, I understand, they together intend to fill it up with earth. The opening through which high water flows is somewhere near 1,800 feet. Their intentions

are to fill about 1,100 feet, thereby contracting the space for overflow that will endanger property above the railroads. The stage of water over the bottoms this spring was on an average of about three feet, the water rushing across the whole space. The water has been over six feet higher than this time, so you can see to what height it would force the water should they be allowed to fill the trestle work spoken of and the water again reach high water mark. If the commission has jurisdiction in the matter, please let me know, and also what course to pursue. There will be several more of us to join in the fight for the prosecution of our rights.

Please let me hear from you and oblige,

Yours truly,

D. D. BOLDING,

To the above the commissioners replied as follows:

"Replying to your favor of the 16th instant, concerning the filling of trestles on B. & M. W. and Iowa Central Railways. The railway companies in Iowa are quite generally filling in all trestles wherever possible, as trestles are always an element of danger in operating railroads. However, a railway has no right to obstruct drainage, and for all damages occasioned by wrongfully making fills etc., recovery may be had through the proper courts.

"If the companies are about to fill these trestles, which you and your neighbors believe will cause water to back upon your land, you could obtain a restraining order from the district court until the court could hear the case and determine whether such fill would cause the damage you allege.

"The commissioners will, if you so desire, take the matter up with the railway company and see what can be done."

Replying to the above, Mr. Bolding wrote the Board that his neighbors and himself desired the commissioners to take up the matter with the railway company, which was done. Mr. T. E. Clark, general manager of the Iowa Central, wrote the Board on June 29th that the company had no intention of filling the trestle at the present time, and might not undertake it for two or three years, if at all. Mr. R. Law, general manager of the Burlington & Western Railway company, wrote the Board on June 30th as follows:

BURLINGTON, IOWA, June, 30, 1900.

Mr. Dwight N. Lewis, Sec'y Iowa Board of R. R. Commissioners, Des Moines, Iowa.

DEAR SIR—Replying to your favor of the 29th inst. regarding Mr. Bolding's complaint about our contemplated fill of approach to Skunk River bridge near Coppock.

His position is not at all tenable. Of course there has been and always will be more or less back water at that point, but the closing of that portion of the bridge contemplated will not increase it any. And if it did, it would not result in any more accumulation than has existed in the past, since the space will be ample to allow any quantity of water to pass off in a reasonable length of time.

There does not seem to be anything in Mr. Bolding's statement to justify the claim. His simple assertion that damage to property owners would follow the filling of the trestle is, in my judgment, no evidence. However, I will submit some facts in detail as soon as I can get them together, that will, I think, satisfy the Commission.

We are not going to do anything to injure anyone. Our interests at that point are as great, if not greater than those of Mr. Bolding, or any other of our neighbors.

Yours truly,

R. LAW,
Manager.

Mr. Law again wrote the Board on July 5, 1900, as follows:

BURLINGTON, IOWA, July 5, 1900.

Mr. Dwight N. Lewis, Secretary Iowa Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR:—In accordance with my letter of the 30th ultimo concerning complaint of Mr. Bolding and others in vicinity of Coppock, regarding the contemplated filling of 600 feet of the trestle (west approach) Skunk river bridge, will say that a thorough investigation of the situation shows that since the construction of the line some eighteen years since, the particular ground referred to has been under water a half dozen times or more.

Last March, when the ice went out, it gorged at the bend half a mile below the bridge, water was backed up and stood about six feet deep on the low land between bridge and channel of river, which latter parallels the railroad for about a half mile

The particular piece of trestle which we propose filling was temporarily constructed with intention of doing this work later when there was a sufficiency of funds.

The records show that ground known as "sand hill," immediately east of the river, was purchased at that time for this express purpose. We, however, have decided to use for a part of this fill (the base) earth immediately adjacent to the track, because of its being better suited for the purpose.

Will add for your information that we expect during the coming winter to fill the east approach as well. None of this filling, however, will change present conditions so far as the overflow is concerned.

The opening at crossing of Chicago, Rock Island & Pacific road two miles east of Brighton is 1,560 feet, which they propose reducing to 1,060 feet. The opening at crossing of Burlington & Western, near Coppock, is 1,770 feet; Iowa Central, same place, 1,780 feet; Chicago, Burlington & Quincy, at Rome, twenty miles south of Coppock, 1,041 feet; Keokuk & North-Western, 546 feet; St. Louis, Keokuk & North-Western, about twelve miles south of Burlington, 1,556 feet.

Certainly if 1,041 feet opening is ample at Rome, the same space should be sufficient twenty miles further up the stream.

I would add for your further information that within the last year there has been constructed immediately north, or up the stream from our railroad, a county bridge some 250 feet in length, and approaches graded to it, and so far as I know there was no objection filed by Mr. Bolding or anyone else.

Yours truly,

R. LAW,
Manager.

Mr. Bolding wrote the Board on January 7, 1901, that inasmuch as the filling had practically been done, the case was closed so far as the Commissioners were concerned, and if any damage resulted to their land from the filling, suit would be brought in the courts for the recovery of the same.

Des Moines, Iowa, November 29, 1901.

No, 2317—1901.

F. B. PRATT, AUBURN,
vs.
ILLINOIS CENTRAL RAILROAD CO.

Undergrade farm crossing.

Complaint filed June 22, 1900.

On June 22, 1900, Mr. F. B. Pratt, of Auburn, Iowa, owning the southeast ¼ of section 8, Sac township, Sac county, through which the line of the Ft. D. & O. extends, called in person at the office of the board and made complaint substantially as follows: That the line of railway cuts off about thirty acres of pasture from water and farm buildings; that a grade crossing with gates has been provided for his use, but it is so inconvenient in driving stock to and from water, that the thirty acres have only been used two days this spring; that there is a cut forty feet deep and a six or seven foot fill on his land, and that the grade crossing is placed where the approaches are so steep that it would be difficult to haul a load over; that he asked that an undergrade passage way for stock be provided for him, and that a representative of the company was there at one time to look the ground over; that he had written Supt. G. A. Clark of Council Bluffs on April 6th, but had received no reply; that a passage way for stock five feet high would be sufficient; that he would be willing to help in its construction. He further states that the thirty acres of pasture was nearly a half-mile from the house, which made it very inconvenient to drive the stock across the track twice a day for water.

The case was immediately taken up with the railway company, Mr. J. T. Harahan, second vice-president of said company, replying thereto July 9, 1900, as follows:

Referring to your letter of the 22d ultimo concerning complaint of F. B. Pratt, of Auburn, Iowa, in regard to crossing on his land:

I have investigated this matter and find that we obtained right of way through his land by condemnation. You will see from the attached plat and profile that there is not at any place upon Mr.

Pratt's land a fill of five feet in height, and it can be readily seen that after deducting the depth of stringers, ties, etc., there would not be room left for an under crossing.

There is a grade crossing shown at a point where there is a fill of about two and one-half feet. The roadmaster reports that the grade crossing is in good condition, except immediately adjoining the track, where a small amount of gravel is needed. Instructions have been issued to have this work done.

Mr. Harahan wrote the board again on August 17, 1900, in answer to further communication from the board as per the following: "Referring to your letter of the 15th instant, concerning complaint of Mr. H. B. Pratt, of Auburn, Iowa, in regard to crossing on our Omaha division. I have looked into this matter further and find that during the construction of the road Mr. Pratt asked for a subway, but it could not be given him for the reason that the heaviest fill across his land is only 4.9 feet. Since the receipt of your letter of the 18th ultimo, a representative of this company has interviewed Mr. Pratt and reached a satisfactory understanding with him. Mr. Pratt was taken out on the ground and shown that a subway would not be practicable. If one was put in it would be necessary to dig so far beneath the natural surface of the ground that it would be practically impossible to drain it."

The commissioners again wrote Mr. Harahan, and on October 25th received letter from him as per the following: "Referring again to your letter of the 27th ultimo, concerning complaint of Mr. B. F. Pratt, of Auburn, Iowa, relative to under crossing on mile 419, on our Omaha division. As advised in my letter of August 17th last, a representative of this company interviewed Mr. Pratt and reached a satisfactory understanding with him; he was taken out on the ground and shown that a subway would not be practicable. In your letter of August 28th last you quote letter from Mr. Pratt stating that he was not on the ground with a representative of this company and that we did not give him any satisfaction. I have had this matter looked into further and find that Mr. Pratt stated to our roadmaster that he realized that he had no legal claim for a crossing and that he did not intend to bother any more about it. He stated definitely that there never was any promise made to him for an under crossing and that he had looked up the rulings of the railroad commission of late years and found that he could not compel the railroad company to give him an under crossing. The entire conversation between Mr. Pratt and the roadmaster was in the presence of resident Engineer Boyd, now located at Tara, Iowa, and both of these men offer to furnish affidavits to the above effect, if desired. As the investigation we have made shows that an under crossing is not practicable and that the grade crossing has been properly repaired, it does not seem to me that we should be called upon to do anything further in the matter at present. If the commission desires to investigate Mr. Pratt's complaint further, I think it would be well for them to visit the point in question and satisfy themselves as to what would be just and fair. If they wish to go upon the ground and you will inform me when they will be there I will arrange to have a representative of this company present."

After the receipt of above letter the Board wrote the complainant as follows: "Referring to your complaint against the Illinois Central Railway company, or rather request for under-grade farm crossing, the Board after carefully considering the communications on file in this case, have reached the conclusion that the height of the grade through your farm is not sufficient to warrant the commissioners in ordering the company to construct for you an under-grade passage for stock. You will remember that the writer told you, when you filed your complaint, that this would probably be the outcome unless the commissioners could

prevail upon the railroad company to construct the crossing for you without contest. The commissioners have written a number of letters to the company and also talked with the second vice-president personally concerning this matter, but the company's officials insist that it is utterly impracticable for them to make the crossing as requested. The Board regrets its inability to aid you further in this matter."

Des Moines, Iowa, November 29, 1901.

No. 2318—1901.

GEO. C. WRIGHT, KNIERIM,
v.
FT. DODGE & OMAHA RAILROAD COMPANY, DUBUQUE & SIOUX CITY RAILROAD COMPANY AND ILLINOIS CENTRAL RAILROAD COMPANY.
Petition for under-crossing.

Complaint filed July 10, 1900.

The petition in this case was as follows:

George C. Wright, complainant, states that he is the owner in fee simple of the southeast quarter of section eight, in township eighty-eight, north of range thirty-one, west of the fifth P. M., Iowa, and uses and operates the same as a farm.

That the Fort Dodge & Omaha railroad, now called the Dubuque & Sioux City Railroad, and which said railroad is operated by the Illinois Central Railroad company, passes through said land from the northeast in a southwesterly direction, leaving about half of the said farm on each side of the said railroad.

That after the construction of said railroad the said Fort Dodge & Omaha Railroad company at a point designated by this complainant constructed a grade crossing for this complainant connecting the two parts of his farm, which said crossing was adequate and sufficient.

That in the fall of the year 1899, the Gowrie & Northwestern Railway company located its right of way across said farm, the same running from the southeast in a northwesterly direction and at right angles to the first mentioned railroad. That by agreement or otherwise between the said railway companies it was determined that the last located railroad should run under the one first located, and in the fall of 1899, the said Fort Dodge & Omaha Railroad company proceeded to tear up the said private crossing of this complainant and to raise its road bed across said farm from fifteen to twenty-five feet, so as to carry its track over the track of the said Gowrie & Northwestern railway. That the right of way of the Fort Dodge & Omaha Railroad company is now two hundred and fifty feet wide across this complainant's farm, and on both sides of the said grade the ground has been excavated to a great depth so as to furnish dirt with which to construct the said grade. That the raising of the said track of the said railroad has rendered any grade crossing that could be constructed utterly inadequate and nothing but an under crossing will reasonably subserve the needs of this complainant and give to him such a crossing as the statute contemplates would be adequate. That he has been without a crossing over the said railroad since the fall of the year 1899, and has no access across said railroad track to that portion of his farm to the north of the right of way. That he has demanded of said company one cattle guard and causeway or other adequate means of crossing the said railway track and the same has been refused.

Wherefore, he prays that your honorable body may view said premises and investigate the facts in reference to said crossing on the complainant's said farm, and make an order that said railroad company provide for him an under crossing with appropriate wing fences, or that you may order such other crossing and cattle guards, if any such can be constructed, as may and shall be adequate and sufficient for the reasonably convenient and efficient carrying on of the said farm, and for this the complainant will ever pray.

GEORGE C. WRIGHT,
By his attorney, R. W. WRIGHT.

The case was at once taken up with the Illinois Central Railroad company, and on August 3, 1900, Mr. J. T. Harahan, second vice-president of the Illinois Central Railroad company, wrote the Board as follows:

Referring to your letter of the 10th ultimo concerning complaint of Mr. George C. Wright as to farm crossing west of Knierim, where grading is being done for the Chicago, Rock Island & Pacific under crossing:

I beg to advise that I have looked into this matter and find that an agreement was entered into between the Chicago, Rock Island & Pacific engineer, Mr. Dey, and our roadmaster, that the Chicago, Rock Island & Pacific would grade this farm crossing as the railroad grade was brought up, but the Chicago, Rock Island & Pacific people seem to have lost sight of the matter.

The matter was taken up with Mr. Dey about the first of July, and he promised to see that it would be attended to at once. Our roadmaster again wired Mr. Dey on the 18th ultimo and is of the opinion that the crossing will be given attention at once.

He thinks the delay was probably due partially to very bad weather in that territory. It has been arranged to give Mr. Wright a grade crossing, and he has advised verbally that a grade crossing, if constructed as agreed upon between Mr. Dey and our roadmaster, will be sufficient.

Considerable correspondence followed the foregoing, and on December 12, 1900, after due notice had been given, the commissioners met the complainant and Mr. G. A. Clark, superintendent of the Illinois Central Railroad company. At this time the Board made certain suggestions in reference to providing proper crossing for Mr. Wright, and on February 17, 1901, Mr. Clark wrote the Board stating that the company had arranged to do the work, but the ground had been in such condition that it had been impossible to finish the crossing during the winter. He stated further that the work would be under way in a very short time. Inasmuch as the crossing has been constructed to the satisfaction of the complainant, the case is closed.

Des Moines, Iowa, November 29, 1901.

No. 2319—1901.

MRS. J. W. EVANS, WILLIAMSBURG,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Petition for under-grade crossing.

Complaint filed July 11, 1900.

Complaint in this case was as follows:

WILLIAMSBURG, IOWA, July 10, 1900.

DEAR SIR—The roadmaster of the Chicago, Milwaukee & St. Paul Railway, Mr. Burke was along here in the spring telling me the company was going to fill in our trestle which we use as cattle way. It is about twelve feet high, and has always been there. They have made an over crossing but we cannot use it, and are putting in a 3x3 culvert and then are going to fill in the trestle. Have talked to the roadmaster, but he pays no attention to me. Please see that it will be made convenient for me. Please write right away.

Yours truly,
MRS. J. W. EVANS.

Two and one-half miles north of Williamsburg.

The railway company in reply to this complaint wrote the Board as follows:

I beg to advise that we find it necessary to fill this bridge and put in the timber culvert to provide the necessary drainage. While we have permitted Mrs. Evans, the adjoining property owner, to use this bridge as a cattle pass, the location is such that a good grade crossing can be made and it will be furnished just as soon as the filling, which will prevent the use of the present under crossing, is begun.

After some further correspondence and after due notice had been given, Commissioner Mowry visited the crossing in question on November 13th, and found that the crossing provided by the railway company was a good grade crossing and that there was but little land to be benefited by an under-grade crossing; also that the land owner could use the highway crossing, as it adjoined the farm. Under these conditions he informed the complainant that the Board would have no authority to order an under-grade crossing constructed.

Des Moines, Iowa, November 29, 1901.

No. 2320—1901.

BELLEVUE PUMP CO., BELLEVUE, IOWA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
Claim for overcharge.

Complaint filed August 17, 1900.

The letter written by this firm was as follows:

We herewith beg to enclose lists of claims against railway company.

In explanation will say, that we are the originators of this class of goods: galvanized curbs and tubing for chain pumps. Years ago, when we first began to manufacture, there was no provision made for rates in the classification sheets, and the railroad agents, to be on the safe side, put everything first class. We, of course, tried to get a rate established (and a lower one), and we were very much pleased, when our agent told us one time in the fall of '93, that he had a letter from Mr. Ripley, chairman of the Western Classification committee, authorizing the tubing to go as fourth class. It was, however, not inserted in the classification sheets, and the rate was frequently changed and raised to first class again. We worked constantly to get the rate inserted in the rate sheets, and finally succeeded in April, 1897, however it turned out second class then on tubing, and our claims for overcharges after that date are made accordingly.

On eastern shipments we have been allowed first class on curbs and fourth on tubing, and our charges are made on this basis.

Exhibit "A" is a list up to May 19, 1898, when we handed a copy or statement to our station agent, urging the settlement of the same, and we did succeed partly, as the credit at the bottom of exhibit "A" shows. But here they have stopped.

The charges on exhibit "B" are for loss and damage, also some incoming freight, and a copy of this statement was handed in the same time with exhibit "A" (the bills for the separate items had been given before and at different dates), but none of this had been paid. We have always, upon our agent's request, attached to original bill whatever proof we had.

The other charges (exhibit "C") are from that time up to date.

We are confident that we would not have to trouble you, and that any of these charges would not be on our hands at all if there were more than one road here. As it is, we have to ask for your kind consideration and assistance, and do so herewith again, hoping to hear favorably from you at some convenient date.

In answer to the foregoing the Board wrote as follows, on September 27, 1900:

The commissioners have looked over your letter of August 15th, with accompanying bills for overcharges, and the latter are returned herewith, being exhibits "A", "B" and "C"; this is done for the reason that your bills show alleged overcharges on interstate shipments over which this Board has no jurisdiction, and from the further facts that your statements show a credit of $86.71, without indicating to what items they refer.

You are also probably aware that your expense bills should accompany your complaints for overcharges.

The Board will be pleased to render you any aid properly coming within their jurisdiction, but can hardly undertake to assume authority to which they have no legal right.

In order to show exactly the action taken, the subsequent correspondence is printed in full:

BELLEVUE, IOWA, October 2, 1900.

D. N. Lewis, Secretary Board Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—We have your favor of September 27th, and are very disagreeably surprised to learn that the commissioners have refused to give us any assistance and to protect us in our just rights and claims against the railroad. We note reasons given, aside from saying that the matter does not come under their jurisdiction, namely, that expense bills should have accompanied the claim, and that the credits were not itemized, and we wish to say that we have had the expense bills for most all of the shipments, but have had to turn them over to the railroad company together with the claims, and as regarding the itemizing of the credits given, would say, that it was our aim to check off with every payment the items which the payment was for, but the statements of the railroad company accompanying the same were mostly so indefinite that we were unable to do so.

We certainly cannot afford to let this go this way, and should be much obliged if you will give us the name and address of the authority under whose jurisdiction such matters do come.

Hoping to hear from you by return mail, we beg to remain, very respectfully,

BELLEVUE PUMP CO.,
H. H. AHLERZ.

DES MOINES, IOWA, October 5, 1900.

Bellevue Pump Company, Bellevue, Iowa:

GENTLEMEN—Replying to your favor of October 2: You say you "are very disagreeably surprised to learn that the commissioners have refused to give us any assistance and to protect us in our just rights and claims against the railroad." I think possibly you have too hastily arrived at this conclusion.

The Board would be very glad to assist you, but it has no authority whatever over interstate shipments, and in order to determine whether there was any overcharge on state shipments the commissioners must have some kind of information as a basis for their investigation. For instance, they must know the character of the shipment in order to determine its classification, and the weight of the shipment in order to determine what the rate would be. With the distance tables we have in the office we could figure the distances and be able to advise you what overcharges had been made. Your complaint was too indefinite in these particulars.

Further, this Board has no authority under the law to make collections for damages to goods in transit, neither has it any authority to render judgments for the recovery of money. The state has provided various courts whose province it is to grant relief of this character.

There is sent you by to-day's express, prepaid, copy of the latest report of this board, in the back part of which you will find all the laws of Iowa, relating to railways, including powers and duties of this Board.

If you will make out a list of your Iowa shipments on which you claim overcharges, information concerning each shipment, noted above, it will be a pleasure to make the investigation to determine whether any overcharge has been made; these statements should not include shipments on which refund has already been made.

Very respectfully,

D. N. LEWIS,
Secretary.

BELLEVUE, IOWA, October 10, 1900.

Dwight N. Lewis, Secretary Board R. R. Commissioners, Des Moines, Iowa:

DEAR SIR—We have your favor of October 5th and also thankfully receive the report and the map.

If the Board cannot possibly give us any assistance on the whole, including interstate shipments and lost or damaged goods, there will hardly be any use of giving further particulars, besides our R. R. (the C., M. & St. P.) has, we think, extracts of their books, giving more information than we ever could give. However, we notice several places in your reports that some action was taken by the Board on interstate business, with results following, and we cannot help but think that they might do as much for us (beg to refer to top of page 110, for instance). The fact is we have been altogether too patient and have done too much waiting for our own good.

We have, in our last, asked you, in case the Board could not do anything, to kindly refer us to the next place of authority, but fail to find it. Should a matter of this kind, then, not go to the Interstate Commerce Commissioners in Washington, before going to the courts?

Yours respectfully,

BELLEVUE PUMP CO.,
Per H. H. AHLERZ.

DES MOINES, IOWA, October 13, 1900.

Bellevue Pump Co., Bellevue, Iowa:

GENTLEMEN—Replying to your favor of the 10th inst. You will note that in the case you refer to, the Board had definite information to act upon; knew just what the shipment was, and could take it up intelligently with the railway company, and the Board is doing this in cases right along. I think you will find in all other cases involving interstate business the same conditions were present.

If you will send us your statement again we will send it to the company just as you send it to us, and ask them to advise the Board of their position in the matter. Of course we cannot promise satisfactory results, but will do the best we can. In my letter to you of October 5th I advised you that the courts were the proper tribunals to take up such matters as claims for loss and damage to property in transit. For your overcharges on interstate business it would be well to make complaint to the Interstate Commerce Commission.

If, however, you want the Board to take the action which I have suggested above, please send your papers to us.

Very respectfully,

DWIGHT N. LEWIS,
Secretary,

BELLEVUE, IOWA, October 15, 1900.

Dwight N. Lewis, Secy. Board R. R. Commissioners, Des Moines, Iowa:

DEAR SIR—We have your esteemed favor of October 13th, and entering upon and accepting your suggestions, herewith enclose and send those papers again, asking the honorable Board to kindly do what they can for us, and hoping that they may be successful.

Yours very respectfully,

BELLEVUE PUMP CO.,
Per H. H. AHLERZ.

Upon receipt of the letter last printed the Board sent the claim with the papers to the railway company, asking that the same be fully investigated, and that if overcharges were found to exist, refund be made to the shippers.

After considerable correspondence, on March 2, 1901, the Board were advised that the claim had been satisfactorily adjusted, and the case therefore closed.

Des Moines, Iowa, March 19, 1901.

No. 2321—1901.

JAMES R. GILLIS, MOUNT PLEASANT,
v.
ST. LOUIS, KEOKUK & NORTH-WESTERN RAILROAD COMPANY.
} *Trespass and location of ditch.*

Complaint filed September 1, 1900.

Complaint in this case was as follows:

MOUNT PLEASANT, IOWA, August 30, 1900.

Iowa State Railroad Commission, Des Moines, Iowa:

GENTLEMEN—The Keokuk, St. Louis & North-Western railroad, running from Keokuk, Iowa, to Mount Pleasant, passes along the north side of my farm, a plat of which please find enclosed. The said road has no right of way (of record) from where they enter my land to the point where they leave it. A part of my farm is on the divide between Skunk river and Big creek. Through this divide there is a very deep cut, nearly or quite thirty feet deep. Some months ago the railroad company put a gang of men with a steam shovel to work and they cut out what they call their right of way clear up to the fence. The consequence is that a considerable quantity of the land has caved away onto their so-called right of way, and quite a number of the fence posts are suspended in mid-air, besides gullies are cutting back into the field to my great damage.

I notified their local attorney, J. Babb, that I would be considerably damaged by the action of the road. He advised me that they could not damage in that way without making it good, and he told me that he would write Judge H. H. Trimble, of Keokuk, the solicitor of the road I understood Judge Babb that he wrote Trimble twice in regard to the matter, but that he got no answer from him.

About three weeks ago I wrote Judge Trimble in regard to the matter asking him to reply, but as yet I hear nothing from him.

Since the railroad company is getting my land and damaging me by reason of the cutting of the gutters, and are not keeping up a legal fence, I am compelled to ask your honorable body to look into this matter. I do not ask or desire excessive damages. I only want simple justice, and that without expense to myself.

The title to this land is in my wife's name, Augusta D. Gillis.

Very truly,

JAMES R. GILLIS.

The above complaint was taken up with the railway company at once, and after considerable correspondence the commissioners were advised, on February 5, 1900, by the railway company that all matters between that company and Mr. Gillis had been settled. Mr. Gillis was advised by the Board that unless he was heard from to the contrary, the case would be closed.

Des Moines, Iowa, November 29, 1901.

No. 2322—1901.

W. J. R. BECK, FT. MADISON,
v.
ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.
Failure to stop train when flagged.

Complaint filed September 22, 1900.

This was a complaint that freight train No. 18 would not stop at the station of Bricker on the 25th of July although he flagged the same. The case was sent to the railway company and the railway company answerad that their trainmen did not see anyone flag the train and filed affidavit that both engineers of said train, the same being what is called "double-header," that they did not see anyone flag the train.

Des Moines, Iowa, November 29, 1901.

No. 2323—1901.

ISAAC WILSON, HENDERSON, IOWA,
v.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
Cattle-guard at farm crossing.

Complaint filed September 25, 1900.

The complainant made the statement that the cattle-guards at his private crossing would not turn his stock owing to their construction, and asked that the railroad company be compelled to repair and keep them in proper condition. On October 9, 1900, the superintendent of the railroad company in answer to a letter from the board stated that "instructions have been issued to our roadmaster to see that the cattle-guards are kept in good condition." The complainant was so advised.

Des Moines, Iowa, November 29, 1901.

No. 2324—1901.

W. A. PRESTON, GRINNELL,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Refusal to switch.

Complaint filed October 8, 1900.

The complainant in this case wrote the board as follows:

I have a car of coke which came over Iowa Central railway, and I want it transferred on the Electric Light track where it can be unloaded handy for my foundry. The Iowa Central people have car on transfer, but the Chicago, Rock Island & Pacific Railway company will not set it off till $3 switching charges are paid. They flatly refuse to set it. What can be done about this matter?

The matter was taken up at once with the railway company and Mr. E. B. Boyd, general freight agent, on October 18th, replied as follows:

DEAR SIR—Replying to your favor of the 13th, bearing on the nonacceptance by this company of a consignment of coke tendered to us by the Iowa Central road at Grinnell, for Mr. W. A. Preston. For your information beg to advise: First, that this is an interstate shipment, and one which this company could have handled into Grinnell over its rails direct. Second, it is contrary to our rule to furnish team track facilities for connecting lines on a switching basis. On consignments delivered to us, however, by our connections, for consignees having private side tracks on our line, the same are accepted, we handling the business on our regular switching rate; but on shipments intended for team track delivery, as in the present case, same cannot be accepted, unless this company is allowed our local rate, subject to the regular prescribed minimum weight.

Trusting our explanation is satisfactory, I am, etc.

Des Moines, Iowa, November 29, 1901.

No. 2325—1901.

LARSON & EGGUM, THOMPSON,
v.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed October 19, 1900.

The complainants in this case stated that they were unable to get cars for shipment while the elevators got cars every day. The complainants were advised that the Commissioners had universally held that those who loaded grain from wagons were entitled to their fair proportion of cars during the scarcity, provided said cars were loaded practically as promptly by them as by the elevators. The attention of the railway company was called to the complaint and on November 1, 1900, Mr. W. P. Brady, general agent of the Burlington, Cedar Rapids & Northern, wrote the Board as follows:

DEAR SIR—Fully answering yours of October 22nd last, I am advised by Mr. Robert Williams, our vice-president and general superintendent, that our records show that for the four weeks ending October 14th last there were shipments of thirty-nine cars of grain from the station of Thompson; fourteen of which were made by the firm of Larson & Eggum. The other three firms having elevators there forwarded twenty-five cars. It seems to me that this indicates that the complainants received their full quota of the empty cars the company was permitted, under the shortage of this class of equipment that then prevailed, to furnish shippers at Thompson.

Copy of the foregoing was sent the complainants, accompanied by the following letter of transmittal of date of November 3, 1900, as follows:

Enclosed herewith please find copy of letter received from General Agent W. P. Brady, relative to your complaint of discrimination in furnishing cars During times of scarcity of cars this Board has always recommended that the agent equitably apportion the cars available as near as he can between the shippers; it probably would not be a safe proposition to say that because one party had ordered cars shortly prior to others, he should have his order completely filled before any one else is supplied.

On October 7th, the complainants wrote the Board as follows:

FOREST CITY, IOWA, November 7, 1900.

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—We have your favor of the 3d instant relative to our complaint concerning discrimination of cars at Thompson, Iowa, and contents carefully noted. We believe that so far as your Board is concerned, you do the right thing as near as you can, and we realize that, as you say, a party who orders cars shortly prior to others, is not necessarily entitled to have his order completely filled; we can see how this proposition in many cases would be very inequitable. But facts in our case are that this proposition which you say, and we admit, is unsafe, is the very thing that has been done at Thompson, in many cases during the late scarcity of cars. The elevators located there would have in standing orders which were filled before others which we would file with the agent from time to time, and in fact the agent himself admitted that his orders were to furnish all the cars required by local elevators first, before assigning any to us, and we know that whether he had such orders or not he did in fact pursue that course. Now we would like to inquire whether or not this agent ever received any such orders from the Board of Railroad Commissioners, and to your knowledge from any officer of the railroad company. Since our complaint we have been better treated, for which we probably owe you our thanks, and any information you can give us in regard to the alleged orders by the local agent of Thompson to discriminate against us will be thankfully received. Thanking you in advance for reply, we are, Yours very truly,

LARSON & EGGUM.

In answer to the foregoing the Board, on November 8, 1900, addressed the following letter:

November 8, 1900.

Larson & Eggum, Thompson, Iowa:

GENTLEMEN—Replying to your favor of November 7th concerning alleged discrimination of furnishing cars at Thompson, Iowa:

The agent at Thompson has never received any orders of any description from this Board, and we know nothing concerning what orders he may have received from the railway company.

Of course this Board is not advised as to the amount of business you do at Thompson, compared with the amount of business done by the three firms having elevators there, but it would seem that you received a very nice proportion of the cars for the four weeks ending October 14th.

The rule laid down by this Board in cases of scarcity of cars is to supply applicants in the same ratio as they used cars when cars were plenty. *In other words, if, during a time when cars were* plentiful one shipper should use five cars to another twenty-five, then during a scarcity the two shippers should be supplied in the ratio of one to five, provided both load the cars in practically the same length of time, that is without delaying equipment.

Trusting this will make the Board's proposition clear to you, I am,

Very respectfully,

DWIGHT N. LEWIS,
Secretary.

Des Moines, Iowa, November 29, 1901.

No. 2326—1901.

GRAY & WHYTE, BLENCOE,

v.

SIOUX CITY & PACIFIC RAILROAD CO.

Site for elevator.

Complaint filed October 22, 1900.

The complaint in this case was as follows:

That complainant is a co-partnership composed of John A. Gray and Joseph Whyte; that the respondent is a corporation organized under and by virtue of the laws of the state of Iowa, owning and operating a railroad between Sioux City, Iowa, and Missouri Valley, Iowa.

That complaintant is engaged in the business of buying, storing and shipping grain and shipping and dealing in coal at Blencoe, Iowa; that said town of Blencoe is one of the stations on respondent's line of road, that complainant has been for the last year, now is and expects to continue in the business of buying and storing grain and shipping the same over respondent's line of road from said station of Blencoe to Chicago, Illinois, and other points reached by respondent's line of road and connecting lines.

That all of the shipments heretofore made by complainant from said town and station of Blencoe have been made over respondent's line of road. That complainant desires to erect, operate and maintain an elevator for the handling, storing and loading of grain, on respondent's line of road at said station of Blencoe, to further facilitate the handling and shipment of grain over respondent's line of road from such station, and for that purpose desires a lease of sufficient portion of respondent's land, right of way and depot grounds, adjacent to its tracks and sidetracks at said station of Blencoe, upon which to erect, carry on and conduct such elevator and appurtenances, upon such reasonable terms and conditions as are granted to others engaged in a like business at said station of Blencoe and other stations along respondent's line of road, and desires the right and privilege to so erect and maintain and operate said elevator and appurtenances on respondent's ground at said station of Blencoe as aforesaid, and the leasing thereof as aforesaid upon such reasonable terms and conditions as are granted by respondent to others engaged in a like business at said station of Blencoe and other stations along respondent's line of road; that during the month of June, 1900, and at other times before and after the same, the complainant made verbal application to respondent for the privilege of erecting, maintaining and operating an elevator upon its grounds adjacent to its tracks and sidetracks of said station of Blencoe and for a lease of the ground belonging to the respondent, adjacent to its tracks and sidetracks at said station of Blencoe upon which to erect, operate and maintain said elevator upon such reasonable terms and conditions as were by respondent granted to others operating and maintaining elevators at said station of Blencoe and other stations along its line of road; that respondent has refused to permit complainant to erect, maintain and operate such elevator upon its grounds adjacent to its tracks at said station of Blencoe and has refused to lease complainant a sufficient portion of its grounds adjacent to its tracks and side tracks at said station of Blencoe, upon which to erect, operate and maintain the same upon such reasonable terms and conditions as are granted by respondent to others operating and maintaining elevators upon respondent's grounds at said station of Blencoe and other stations along its line of road; that respondent has permitted and still per-

mits others at said station of Blencoe and other stations along its line of road, to build, erect, maintain and operate elevators for the handling, storage and shipment of grain, upon its ground adjacent to its tracks and side tracks at said station of Blencoe and other stations along its line of road, to build, erect, maintain and operate elevators for the handling, storage and shipment of grain upon its grounds adjacent to its tracks and sidetracks at said station of Blencoe and other stations along its line of road, and has leased and granted to the owners and proprietors of such elevators the grounds adjacent to its tracks and side tracks upon which to build, operate and maintain such elevators at stations of Blencoe and other stations along its line of road, for the convenient transaction of their business as buyers, storers and shippers of grain.

That respondent owns a large amount of unoccupied and unappropriated ground adjacent to its tracks and sidetracks at said station of Blencoe, suitable for a site upon which to erect, operate and maintain elevator and appurtenances desired by complainants.

That complainant in order to store its grain for shipment, is compelled to maintain its warehouse at some distance from respondent's track, and sidetracks at said station of Blencoe, and in order to load the same for shipment is compelled to load the same into wagons and haul the same to respondent's tracks and shovel the same by hand into respondent's cars, and in storing and shipping grain is thereby compelled to handle and rehandle the same by a slow, tedious and expensive process, not required by the owners and proprietors of other elevators at the said station of Blencoe and other stations along respondent's line of road.

That the parties having such rights and privileges to operate and maintain elevators upon respondent's grounds adjacent to its tracks and sidetracks at said station of Blencoe and other stations along respondent's line of road, are thereby enabled to store the grain purchased by them and to load the same into cars for shipment over respondent's road, more cheaply, conveniently and economically than complainant can from its warehouse situated at a distance from respondent's tracks and sidetracks, and are not compelled to handle and rehandle the same by hand in storing and loading the same as the complainant is by reason of the denial of such privileges to it, and can thereby conduct their said business more cheaply, economically and conveniently than can complainant.

That the permission to erect, operate and maintain elevators for the storage and handling of grain and leases of ground adjacent to respondent's tracks for such purposes, granted by respondent to other owners and operators of other elevators at said station of Blencoe and other stations along its line of road, and the refusal to grant the same privilege and rights on the same terms and conditions to complainant, operates as a discrimination in favor of the owners and operators of such other elevators, and against complainant, and is unjust, unreasonable and in violation of respondent's duties and obligatiohs as a common carrier.

And complainant further states:

COUNT II.

That complainant is now and for more than one year last past has been engaged in the business of shipper and dealer in coal in said town of Blencoe; that all of the coal bought and sold by said complainant at said station of Blencoe has been shipped over respondent's line of road to its station and yards at said town of Blencoe. That complainant expects and desires to continue in the business of dealing in coal in said town of Blencoe and expects and desires to ship the same over respondent's line of road to its station in said town of Blencoe and wishes and desires to use respondent's station at said town of Blencoe for such business.

That at other stations along respondent's line of road respondent has permitted dealers in coal to build and erect sheds for the storage of the same upon its grounds adjacent to its tracks at such stations, and has leased to such dealers the ground upon which to build and maintain such sheds for the purpose of unloading coal direct from the cars into such sheds and storing the same therein.

The complainant desires to erect and maintain sheds upon respondent's grounds adjacent to its sidetracks at said station of Blencoe, for the purpose of unloading coal, shipped upon respondent's line of road to said station of Blencoe, direct from the cars and storing the same therein; and desires a lease for the necessary grounds therefor upon such reasonable terms and conditions as are granted by respondent to other coal dealers of other stations along its line of road.

That about the month of June, A. D. 1900, and at various other times before and since said date, complainant made application to respondent for permission to so erect and maintain such sheds and for a lease of a sufficient portion of ground belonging to respondent and adjacent to its tracks and sidetracks at said station of Blencoe, upon which to erect and maintain the same, upon such reasonable terms and conditions as were granted by respondent to other coal dealers at other stations along respondent's line of road.

That respondent has refused to permit complainant to erect and maintain such sheds upon respondent's ground, adjacent to its tracks at said station of Blencoe, and has refused to lease to complainant the land adjacent to its tracks at said station of Blencoe, upon which to erect and maintain such sheds, for the unloading and storing of the coal shipped by complainant over respondent's line of road, upon such reasonable terms and conditions as are granted by respondent to other dealers at other stations along its line of road.

That respondent, at said station of Blencoe, owns, and at all times herein mentioned has owned, a large amount of unoccupied and unappropriated land adjacent to its tracks at said station of Blencoe, suitable for the erection and maintenance of such coal sheds.

That in the transaction of the business of shipping and dealing in coal at said station of Blencoe, and other stations along respondent's line of road, the permission to erect and maintain a shed for the storage of coal on the ground adjacent to respondent's sidetracks, is a convenient and necessary adjunct to the economical, profitable and convenient conduct of said business of dealing in and shipping coal.

That the said right and privilege to so erect, use and operate and maintain a shed for the unloading and storage of coal on respondent's grounds, adjacent to its tracks and sidetracks at said station of Blencoe, and the leasing of the necessary grounds therefor, so granted by respondent to coal dealers at other stations along its line of road, and denied to complainant, is necessary to the successful conduct of the business of shipping and dealing in coal at said station of Blencoe, and other stations along the line of respondent's road. That with such right the unloading of coal from respondent's cars is very convenient and economical, and without such right difficult and expensive; that the dealers possessing such privileges and coal sheds can unload their coal directly from the cars into said sheds for storage, and those not possessing the same must unload the coal into wagons, haul it away from respondent's tracks and unload it for storage; that by reason thereof, and in various other ways, the dealers possessing such sheds adjacent to respondent's tracks and sidetracks, and on its grounds, can conduct their business more economically and conveniently than those not possessing them.

That the permission to erect, occupy, use and maintain coal sheds upon respondent's grounds and adjacent to its tracks, and the leases of the ground for such purposes, granted by respondent to coal dealers at other stations along its line of road, and the refusal to grant the same right and privileges, upon the same terms and conditions, to complainant, operates as a discrimination in favor of such other dealers and against complainant, and is unreasonable and unjust, and in violation of respondent's duties and obligations as a common carrier.

Wherefore, complainant demands that the facts be inquired into and that an order be made by this Honorable Board, directing the respondent to grant the complainant permission to erect, use, operate and maintain, upon respondent's ground adjacent to its tracks and sidetracks at said station of Blencoe, such elevator, coal sheds and appurtenances thereto, as may be necessary for the convenient and economical transaction of complainant's business of buying, storing and shipping grain over respondent's line of road, and of shipping and dealing in coal at said station; and to lease to complainant the necessary grounds upon which to erect, use, operate and maintain such elevator, coal sheds and appurtenances to the same, adjacent to its tracks and side tracks at said station of Blencoe, upon such reasonable terms and conditions as are granted by respondent to the owners and proprietors of other elevators and coal sheds at said station of Blencoe and at other stations along respondent's line of road; and for such other and further order and action as may be necessary in relation thereto.

GEO. A. OLIVER,
Attorney for Complainant.

Replying to the foregoing, Mr. George F. Bidwell, general manager of the respondent railroad company, wrote the Board as follows:

Replying to your communication of October 22d, with reference to complaint and application of Gray & Whyte for elevator site at Blencoe, Iowa, I beg to advise that I have made investigation of the facts in reference to this matter, and find that our sidetrack facilities at Blencoe are already fully taken up with leases for grain business. The territory tributary to Blencoe is limited, being surrounded by railroads, and the elevator now located there is sufficient to handle all the grain that is tributary to that market, in our judgment.

We have applications from two or three of the strongest line elevator firms in this territory for locations there, in addition to the application which has been made by Gray and Whyte, and previous to the application of Gray & Whyte.

We have not thought it necessary to extend our tracks there to increase the facilities, but are not sure that it ought not to be done. I will look into this matter further and if found necessary, we will of course do so and assign the sites in the order in which the applications have been made, in which case Gray & Whyte will stand third or fourth on the list, I am not sure which.

Considerable correspondence in reference to this case followed, but without results satisfactory to the complainant. On November 27, 1900, the Board, in writing the attorney for the complainant, among other things said:

If you believe that the public necessities at Blencoe, Iowa, demand greater elevator and coal house capacities then the Board will appoint a day for a hearing and make such order as the facts ascertained may justify. However, as you will note by referring to the cases named in my letter of October 30, 1900, this Commission, under the decision of the United States supreme court, would hardly be justified in attempting to compel the railroad company to grant to any particular person or set of persons the ground upon which to erect buildings sufficient to properly take care of the business of the public, if the Commissioners should find that the public needs required such additional facilities.

Mr. Oliver insisted on a further investigation of the matter and the case was again taken up with the railroad company. The Commission advised the complainants to take their complaint personally to Mr. Bidwell of the railroad company, and the Board was advised on May 11, 1901, by the attorney for the complainants

that negotiations were in progress looking towards a settlement of the difficulty. As nothing further has been heard from the complainants the case is closed without prejudice.

Des Moines, Iowa, November 29, 1901.

No. 2327—1901.

TOWNSHIP TRUSTEES, JOHNSON TOWNSHIP, WEBSTER COUNTY, BARNUM, IOWA,
v.
ILLINOIS CENTRAL RAILROAD COMPANY.
Inadequate overhead highway crossing.

Complaint filed October 22, 1900.

The complaint in this case was as follows:

BARNUM, IOWA, October 19, 1900.

Mr. Dwight N. Lewis, Secretary State Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I am instructed by the trustees of Johnson township, Webster county, Iowa, to write you concerning a bridge over the Omaha division of the Illinois Central railroad in said township. Complaints are heard almost daily from those who have occasion to cross the bridge, especially from those who have to haul loads over it. The bridge is considered unsafe and a barrier to travel by the trustees of this township, and the people who reside in the adjacent vicinity, inasmuch as the grade is high and narrow, and the incline both on the grade and on the bridge steep and precipitous. The grade will retain no snow in winter, and should it and the bridge become covered with sleet or ice, it will be difficult to haul loads over them, besides being extremely dangerous.

The prompt attention of the Board to this matter is requested.

Very respectfully,

C. F. BRYANT,
Township Clerk

The case was laid before the railroad company, and after receipt of the answer of the railroad company the Board wrote the complainant on December 1, 1900, as follows:

Since the receipt of your letter of October 19th and November 13th, this Board has been in constant communication with the officials of the railroad company, concerning your complaint with reference to the overhead highway crossing at Barnum, and this morning we have a letter from Mr. David Sloan, chief engineer of the Illinois Central Railroad company, in which he says: With the amount of work we had to do along this line this summer, in order to keep traffic going over the new line, it has been impossible to get all the work done on road crossings that we intended to do.

It is the intention to make this crossing sixteen feet wide on top with a gradient of one in sixteen. As you are aware, at this season of the year it will be difficult, if not impossible to do this work, and it would result in having a very bad road even if we should do it before it froze up, and the chances are that it would do so before we could get the work done and prevent its completion.

Can it not be arranged to defer the work of grading approaches until spring, when I will see that the work is done as promptly as possible after the frost is out of the ground?

In view of the assurances of Mr. Sloan that the matters complained of will be remedied in the spring, the Board will allow this case to rest until that time. Should the company fail to do the work as stated, the Commissioners will take the case up again.

So far as the Board is advised the work was done as outlined by the railroad company and the case is closed.

Des Moines, Iowa, November 29, 1901.

No. 2328—1901.

JOHN P. BIGGINS, ZWINGLE,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Maintenance of switch at Sylva.

Complaint filed October 23, 1900.

Complaint in this case was as follows:

ZWINGLE, IOWA, October 22, 1900.

GENTLEMEN—I take the privilege of addressing you in the following:

I live at Sylva, in the southern part of Dubuque county, on the Chicago, Milwaukee & St. Paul railway. Sylva is a town having one store and postoffice. There is no depot or never was, but the company never refused to take freight or leave it, until December, 1899. They claim there was a car run off the switch and came near causing a collision.

Now, as this is a wood country, it makes it very inconvenient, as Mr. Stapleton, the superintendent, refused to leave cars to take freight, on the ground that the switch is for the company's private use, but that excuse don't seem to satisfy us. There are people here who have gone into the wood business with the intention of using this place as a shipping point. The company also claim there is nothing in shipping wood, as another reason. Sylva is situated on a nice ridge, and they don't have to double on account of freight leaving here. There has been no less than six persons applied to the company since the refusal, so you can see the people mean business. I have got 100 cords of wood I would like to ship from here. I can furnish you with a list of persons that would like to do business over the line from here, and, if necessary, I can have them sworn, so now you can consider our case, and any information you may want I will gladly furnish to the best of my ability.

Hoping you will be merciful to us, I will await consequences.

Yours respectfully,

JOHN P. BIGGINS.

Upon receipt of the above the matter was taken up with the railway company and reply was made by that company as follows:

CHICAGO, November 1, 1900.

Mr. D. N. Lewis, Secretary, State Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Replying to your letter of the 25th ultimo, enclosing complaint of Mr. John P. Biggins, of Zwingle, Iowa, beg to state the so called "Silvia Switch" is a short spur track which was put in at the top of a hill where we have a heavy grade in both directions. It is two and one-half miles from Zwingle and three and one-half miles from Washington Mills, those places being regular stations.

Trains in both directions double there, except when they are very light. There is no town at this point, and but one farm house, occupied by Phil Maloy, who carries a very small stock of goods.

The track was not intended for a business track and is not in a safe location for such use. Our records show that no shipments were made from there during the year 1898, and but two cars in 1899. These cars were furnished as an accommodation to some party in Dubuque who had arranged with a farmer to load them.

Our train No. 105, which passes there about 8:35 P. M., going west one night, found the cars pushed out and derailed at the west switch. We had a stop block on the track, but the lock had been broken and the cars pushed out. This was supposed to have been done by some intoxicated parties.

I do not consider that it is a safe proposition to try to do business at this point.

Yours truly,

H. R. WILLIAMS,
General Manager.

Copy of the foregoing was sent to the complainant and the case was closed.

Des Moines, Iowa, November 29, 1901.

No. 2329—1901.

COMMISSIONERS,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, AND ILLINOIS CENTRAL RAILROAD COMPANY.

Train connections at Charles City.

On November 14, 1900, the commissioners addressed the following letter to Mr. H. R. Williams, general manager of the Chicago, Milwaukee & St. Paul Railway company:

The attention of the board is called to your passenger trains passing at Charles City about 1:00 in the daytime. The difference in time is only about five minutes between your train and that of the Illinois Central Railroad company. There are many passengers who would be accommodated upon both lines if a connection could be made there. Upon examination of your time table and the character of the train, it seems to the Board that an arrangement could be made between the two companies whereby time could be given passengers going north on the Illinois Central railroad, wishing to change and go west on the Chicago, Milwaukee & St. Paul railway. Kiadly look into this matter and see whether an amicable arrangement of this nature cannot be effected, and advise the board.

Substantially a similar letter was sent Mr. J. T. Harahan, second vice-president of the Illinois Central Railroad company.

Replying, Mr. Harahan stated that the company was disposed to make the connection desired, if it could be done, and that he had taken the matter up with the connecting railway company. Mr. W. J. Underwood, general superintendent of the Chicago, Milwaukee & St. Paul Railway company, wrote the board that in order to make the connection desired it would be necessary for that company to have its No. 3 train leave Charles City twenty minutes later and that would cause them to miss connection at Mason City Junction with the Iowa Central trains, a very important connection with that company, and that the company believed it should operate to make connection with the Iowa Central rather than the Illinois Central.

On November 27, 1900, the Board wrote Mr. Underwood as follows:

In reply to your letter under date of November 24th the board is not fully satisfied with the connection made between your company and the Illinois Central at Charles City, and your letter did not tend to make matters any better at that point. However, we are disposed to allow the matter to rest for the present, for the reason that undoubtedly about the first of the year there may be additional trains operating along this line (the Illinois Central) passing through this place and possibly the schedule may be changed. This point is quite an important one for the interchange of passengers. We are disposed to say your position is not sustained, but one, or both of the companies, where the time is so short between the arrival and the departure of trains at this point and the stations so close together, should make some concession so that an amicable adjustment might be reached, whereby the public could receive better service.

Replying to the above, Mr. C. A. Goodnow, general superintendent of the Chicago, Milwaukee & St. Paul Railway company, on December 15th, said:

The Illinois Central train north is due at Charles City at 12:35 and our train is due there at 12:51. We shall be glad to hold our No. 3 at Charles City for the Illinois Central road when their train is on time, and has passengers for our line, and instructions have been issued to this effect.

Des Moines, Iowa, November 29, 1901.

No. 2330—1901.

HENRY HOLST, CLUTIER,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Stock killed.

Complaint filed November 30, 1900.

Upon receipt of this complaint the commissioners addressed the railway company as follows: "This commission is in receipt of a complaint from Mr. Henry Holst, of Clutier, Iowa, stating that in September one of your trains killed a colt for him and badly injured another. That your company had offered to pay him $25 for the colt that they killed, but they would not pay anything for the injured colt; that he had kept the injured colt in the barn for several days, then thought it was better and let it out with the other horses; but in attempting to cross a slough the injury it had already received was aggravated and became so bad that he had to kill it. Mr. Holst stated that the colts got from his pasture on to your right of way through a defective gate. He asks $40 for the colt that was killed, and $60 for the one that was necessary for him to kill. While the commissioners, do not assume jurisdiction in such cases as this, yet this gentleman is one of Commissioner Mowry's neighbors, and it was thought, upon investigation, it might be found you could settle this case in a reasonably satisfactory manner."

Upon receipt of the reply of the railway company, December 10, 1900, the commissioners addressed a letter, dated December 11, 1900, to Mr. Holst as follows:

Referring again to your favor of November 26th and my answer of November 30th: Mr. W. A. Gardner, General Manager of the C. & N.-W Ry., to whom your claim was referred, writes to this Board under date of December 10th, stating that the company was not legally responsible for the killing of your colts, but that in order to be neighborly they had offered you $25 Mr. Gardner further stated that in order to show their good will to the patrons along their new line, he had instructed his superintendent to offer you $50 in settlement. Of course I do not want to advise you in this matter, but if the position of the railway company is correct, that they are not liable, then it would seem this was a very liberal offer. Mr. Gardner in his letter, among other things, said: "The company is extremely particular on all these new lines about closing farm gates, for the reason that the community is not accustomed to railways and not as careful about protecting stock as people who are habituated to trains passing back and forth in their vicinity. Our record on Mr. Holst's property is quite minute and shows conclusively that his gates, in addition to being closed, were wired up by section foreman, as he was in the habit of leaving them open. We can also show that a thorough inspection was made the day previous to this accident. Therefore, taking everything in consideration, the company cannot be legally held responsible." Unless you are heard from to the contrary, this will be regarded as closing the case

Des Moines, Iowa, November 29, 1901.

No. 2331--1901.

E. P. McEVOY, OSGOOD,

v.

CHICAGO, ROCK ISLAND & PACIFIC, MINNEAPOLIS & ST. LOUIS AND BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANIES.

Ticket—Failure to observe contract on.

Complaint filed November 30, 1900.

Complaint in this case was as follows:

"On the twenty-second of the present month, I called at the Rock Island depot in Des Moines and asked for a ticket to Osgood, Iowa. The agent stated the fare

was $5.00. I drew his attention to the fact that I paid only $4.70 on the down trip, but he said there was 25 cents for transfer at Livermore, so I paid my money, took my ticket and entered the car. I then examined my ticket. I found it was number 3706 and the coupons were numbered 2244; the car was number 64. The lower coupon was for one passage from Des Moines to Angus, the next was from Angus to Livermore, the third was for transfer from the Minneapolis & St. Louis depot to the Burlington, Cedar Rapids & Northern depot at Livermore and the fourth from Livermore to Osgood; all marked first-class. The train left Des Moines at 9 P. M. and the conductor took the lower coupon. On leaving Angus the conductor tore off two coupons. I asked him why he done so and he told me this was the orders he had. I asked him how I would get my transfer at Livermore without my ticket, and he told me there was no bus there and that I would have to walk. I made the remark that I paid 25 cents for that transfer, but he said I did not, and walked away in a very pompous fashion saying he did not want to argue about it. At the time I was not trying to argue at all; I spoke very civilly as I always do. I asked a fellow passenger how much he paid from Des Moines to Livermore and he said $3.47. I knew the fare from Livermore to Osgood was $1.31, so it took the 25 cents for the transfer to amount to the $5.03 which I had paid for my ticket, although the conductor told me the transfer cost me nothing. I asked him his name and he said it was Duffy, and judging from the pompous manner he assumed, I firmly believe he is *the* Duffy. He took the trouble to tell me after I left the train at Livermore, if I had any baggage he would get it transferred for me. I told him I had no baggage checked, that I had no baggage only my overcoat and as I had to walk nearly one-half mile in the dark in a strange place on a cold night about two o'clock A. M. I thought I would need my coat. I met a man who directed me towards the depot and I got there without accident.

Gentlemen, I do not go to all this trouble for the 25 cents they took from me, but if this matter is not too trivial for your notice I would be pleased if you let me know, has a railroad company any right to take 25 cents of my money without pretending to give me any value for it?"

In sending this complaint to the railroad company the Board wrote Mr. J. Sebastian, general passenger agent for the Chicago, Rock Island & Pacific Railway company, substantially as follows:

DEAR SIR—Enclosed herewith you will please find copy of a communication received from Mr. E. P. McEvoy, concerning an overcharge in passenger fares in Iowa. Since the within complaint was filed other parties have been in the office and substantiated the statements made by Mr. McEvoy, stating that on many occasions they have paid for this transfer, although for a long time no transfer has been provided for passengers at Livermore. It seems to the commissioners if this is a fact that such steps should at once be taken as will prevent this overcharge in all future ticket sales. While the Board recognizes that the Minneapolis & St. Louis is the road connecting with the Burlington, Cedar Rapids & Northern at Livermore, yet your agent at Des Moines seems to be the one selling the tickets.

The Commissioners would be pleased to hear from you at an early day.

Replying to the above, Mr. Sebastian, on December 6, 1900, said:

I have your favor of the 6th enclosing communication from Mr. E. P. McEvoy. Livermore not being on our line, we have no information regarding transfer at that point, except such as is furnished by our connections, at whose request transfer coupon was inserted in our ticket. We will at once investigate the matter and if the facts are as stated, will refund Mr. McEvoy the twenty-five cents charge for transfer and also reprint our form, omitting the transfer coupon. I am much obliged to you for bringing the matter to my attention.

Subsequently the Board received a letter from Mr. Sebastian, also letter from Mr. A. B. Cutts, general passenger agent of the Minneapolis & St. Louis Railway company, both of which are herewith printed in full:

CHICAGO, December 14, 1901.

Mr. Dwight N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Referring to your letter of the 6th, I am in receipt of copy of letter from Mr A. B. Cutts to yourself, dated December 12th, regarding transfers at Livermore. In view of the explanation given by Mr. Cutts, it would appear that the convenience of the public requires that we retain the transfer coupon in our through tickets via Livermore, it being of course optional with passengers whether they purchase a through ticket including transfer, or whether they purchase locally to Livermore, and arrange for their own transfer.

Yours truly,

JOHN SEBASTIAN,
G. P. A.

MINNEAPOLIS, MINN., December 12, 1900.

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—Referring to your favor of the 7th instant enclosing comp'aint of Mr. E. P McEvoy of Osgood, Iowa, and copies of letters to and from Mr Sebastian, general passenger agent, Chicago, Rock Island & Pacific Railway, would respectfully advise you that the following conditions prevail at Livermore with reference to transferring.

While there is no bus provided for transfer of passengers, we are obliged to pay 25 cents per piece for transfer of all baggage, hence the necessity for transfer coupons being inserted in through tickets. Conductors are instructed to detach this coupon, as previous to the issuance of these instructions, passengers would retain the transfer and make claim for the value thereof, although they had baggage transferred. At the present time these checks are delivered to the agent by our conductors and the agent is then in a position to settle with the transfer company for all baggage handled. This is the only possible way we have of protecting ourselves and giving the public the benefit of transferring their baggage at less expense than if arranged for personally, and I have requested Mr. Sebastian to make no change in the form of ticket reading to points on the Burlington, Cedar Rapids & Northern Railway via Livermore. Passengers, however, can have the option of purchasing through ticket with transfer coupon for baggage, or purchasing local ticket to Livermore and Livermore to destination, arranging for transfer of their own baggage.

I note the gentleman claims to have walked nearly half a mile to the Burlington, Cedar Rapids & Northern. The fact is our depots are less than a quarter of a mile apart.

Our conductors are expected to explain this matter courteously to any passengers who may inquire, and I have today asked Conductor Duffy for an explanation of his treatment of Mr. McEvoy.

Yours truly,

A. B. CUTTS,
General Passenger and Ticket Agent.

Copy of the foregoing letters was sent the complainant and elicited from him the following letter, which closed the case:

OSGOOD, IOWA, December 17, 1900.

Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—Your favor of the 13th instant, concerning overcharge of railroad fare sometime ago, just received, also copies of letters from Mr. Cutts and J. W. Sebastian. I am sorry for the trouble that I have given you, and thankful for the prompt action you took in the matter. The explanation those gentlemen give about transfers at Livermore are quite satisfactory, but in my case I did not know how it was then and if I stated that it was nearly one-half a mile between depots, this is the information I had at the time from a person on the train, and as I was in a strange place I did not know different. I could just as well have paid "local" if I had known how it was, but I always have a through ticket when I can get it so as to save bother at transfer points.

I am, gentlemen, yours very respectfully,

E. P. MCEVOY.

Des Moines, Iowa, November 29, 1901.

No. 2332—1901.

BOARD OF SUPERVISORS, KOSSUTH COUNTY, IOWA,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Highway crossing.

Complaint filed January 30, 1901.

On date named the following letter was received from Charles A. Cohenour, county attorney of Kossuth county:

At the last session of the Board of Supervisors of Kossuth county, the following resolution was adopted:

Resolved, That the county attorney be ordered to request the railroad commissioners to view and order the road opened over the Chicago & North-Western railway right of way on the south line of section No. 18, township 96, range 28.

In accordance with this resolution I write this letter to request that this matter be taken up by your honorable body.

The Board made reply as follows:

Your favor of the 23th to this Board is received. Before this commission takes this matter up with the railway company, it would like to have you furnish it certain information that may sooner or later be essential in the case.

Was the highway mentioned in the resolution of the Board of Supervisors, viz., on the south line of section No. 18, township 96, range 28, established before or since the construction of the Chicago & North-Western railway; if established since the construction of the railway, what, if any, notice was given the railway company of the intention of the county to establish such highway, or what proceedings were had to purchase or condemn the same over and across the railway company's right of way.

For your information I may say that one of your predecessors, by request of the Board of Supervisors of your county, brought several similar cases before this Board, and in nearly all such cases it developed that the highways had never been established over and across the railway company's right of way, and this Board, therefore, could take no action in the premises.

On February 5, 1901, Mr. Cohenour wrote the Board that negotiations were in progress which would probably result in a settlement of the whole question, and asked that the matter be allowed to rest until he wrote further. Nothing more having been received by the Board, the case is closed without prejudice.

Des Moines, Iowa, November 29, 1901.

No. 2333—1901.

COMMISSIONERS
v.
CHICAGO & NORTH-WESTERN AND CHICAGO GREAT WESTERN RAILWAY COMPANIES.
Condition of depot, platform, ties, etc., at Dumont.

The railroad commissioners, while inspecting interlocking switch system at Dumont, being at the crossing of the Chicago & North-Western and Chicago Great Western railways, noted that some matters connected with the station needed attention, and addressed the following letters to Mr. W. A. Gardner, general manager of the Chicago & North-Western Railway company, and Mr. S. C. Stickney, general manager of the Chicago Great Western Railway company:

DES MOINES, IOWA, November 14, 1900.

Mr. W. A. Gardner, General Manager C. & N.-W. Ry. Co., Chicago, Ill.:

DEAR SIR—When the commissioners were at Dumont a short time ago inspecting the interlocking switch between your line and the Chicago Great Western railway, their attention was called to the character of the platform at your station. This platform stands about four feet or more above the natural surface of the ground, and passengers alighting from your train at night are in danger of walking off this platform, as there are neither lights nor guards. The commissioners are of the opinion that either lights or guards, or both, should be furnished at this point. The commissioners understand, of course, this is a new line and possibly the company have not had the opportunity to complete the platform at this point. As a general rule, the commissioners are glad to note the Chicago & North-Western Railway company make ample provision for the protection of passengers all along the line.

Very respectfully,

THE BOARD OF RAILROAD COMMISSIONERS.
By DWIGHT N. LEWIS, *Secretary.*

DES MOINES, IOWA, November 14, 1900.

Mr. S. C. Stickney, General Manager C. G. W. Ry. Co.; St. Paul, Minn.:

DEAR SIR—Upon the inspection of the interlocking plant at Dumont, between your line and that of the Chicago & North-Western, the Board were not satisfied with the character of the ties and ballast at the point of crossing on your line. You will find upon investigation, that the ties are not very well secured by ballast, and there are many places along this entire branch where the rails are not bolted and secured. The fact that a train might be stopped or derailed at this point, in the opinion of the Board, would require that at this point, at least, the track should be well ballasted, the rails well secured and nothing but good ties used.

There are many places along this branch where it seems that better ballast, better ties and better roadbed should be provided.

Very respectfully,

THE BOARD OF RAILROAD COMMISSIONERS,
By DWIGHT N. LEWIS,
Secretary.

The railway companies in response to the foregoing, remedied the matters complained of.

Des Moines, Iowa, November 29, 1901.

No. 2334—1901.

WM. BUCHANAN, KANSAS CITY,
ED. J. SCHUSTER, ST. LOUIS,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY ET AL.

Failure to apply Iowa Commissioners' rates on lumber.

A number of parties including those named, made inquiry as to whether or not the Iowa commissioners' rates should not apply on shipments of lumber in the State of Iowa when coming from points outside the state over other lines, the question being whether or not such shipments were interstate or state commerce.

The commissioners did not feel like deciding this matter without proper hearing and made substantially the following statement to each person making the inquiry as noted:

Replying to your favor of November 17th, the Board is of the opinion that the questions that you submit in different communications with reference to shipments of lumber from states outside of Iowa into the state of Iowa are largely questions of fact; that is, if after the shipment reaches Iowa it then becomes a state shipment; or whether it is merely a continuation of an interstate shipment. The law is plain upon this proposition, as we have quoted you several times before. If it becomes a state shipment after it reaches Iowa, then the Iowa tariff should apply, if not, then the Board of Railroad Commissioners of this state have nothing to do with it. It is not the policy or practice of this Board to decide questions of fact before both sides may have had an opportunity to present such evidence as may pertain to the issue. This Board will not decide whether the shipment submitted in your different

communications are state or interstate shipments without such a hearing. If it is desirable for you to have this question submitted to this Board, upon a proper application it will fix a time and place, either at this office in Des Moines or at some other convenient and suitable place, to hear the same and pass upon the question as it may find the facts to be.

None of the inquiring parties seemed to care to press the matter farther.

Des Moines, Iowa, November 29, 1901.

No. 2335—1901.

GLOBE COAL COMPANY, DES MOINES,
J. E. NOBLE, NEW HAMPTON,
v.
ILLINOIS CENTRAL RAILROAD COMPANY.

Overcharge on shipment of coal.

Complaint filed January 9, 1901.

Mr. Noble's complaint was as follows:

NEW HAMPTON, IOWA, January 8, 1900.

To the Honorable Board of Railroad Commissioners of the State of Iowa:

GENTLEMEN—On or about September 15, 1900, I shipped a car of soft coal from Waverly, Iowa, to Nashua, Iowa, over the Illinois Central railroad, the same being consigned to Bellamy & Smith, and the distance being sixteen miles. The company charged a rate of 82 cents per ton, although the legal rate, by Iowa distance tariff, is only 42 cents per ton. The same thing occurred November 14, 1900, and again December 20, 1900. I have written the railroad companies' freight claim agent; he acknowledged receipt of my first claim and gave his number "57032". He, however, does nothing in regard to that claim and does not acknowledge either of the others. Have I any remedy? The three car loads weighed 71.65 tons, and as the overcharge was 40 cents the whole amounts to $28.65. Please give me your advice and if I have any remedy please tell me what it is.

Yours respectfully,

J. E. NOBLE.

The complaint of the Globe Coal company was overcharge on coal shipped from Cedar Falls to Benson, originating on the Iowa Central railway near Peoria, Illinois.

The commissioners took the matter up with the railroad company and after some correspondence assistant traffic manager, Mr. M. C. Markham, wrote the Board that refunds had been made and agents instructed to observe the railroad commissioners' rates on coal coming over through lines, etc.

Des Moines, Iowa, November 29, 1901.

No. 2336—1901.

W. H. BUTLIN, ET AL, CROTON,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Petition for telegraph facilities.

Complaint filed December 26, 1900.

This was a petition for commercial telegraph facilities at Croton, Iowa, which was taken up with the railway company with the result that, inasmuch as the railway company did not handle commercial telegraphing, the case was closed without protest.

Des Moines, Iowa, January 2, 1901.

No. 2337—1901.

PRAIRIE CITY PRODUCE COMPANY
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to furnish cars.*

Complaint filed December 27, 1900.

This complaint was to the effect that the complainants had been tryirg for some time to get a refrigerator car in which to ship potatoes, but that the railway company did not seem to care to supply the cars, which was a great damage to them, etc.

The matter was taken up with the railway company at once and cause for complaint was speedily removed.

Des Moines, Iowa, April 29, 1901.

No. 2338—1901.

E. C. BREWER & COMPANY, STANHOPE,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Refusal to furnish cars.*

Complaint filed December 28, 1900.

Complaint in this case was as follows:

"We made application a year ago for an elevator site in Stanhope, but the Chicago & North-Western Railway company refused to give it. Since then we have been loading on track, but now they are trying to keep us from getting cars by billing them direct to the elevators here. This keeps us from doing any business and we write to ask if the railroad commissioners can do anything to help us out."

The matter was taken up at once with the railway company and the complainant was advised that the Board had always held that track buyers were entitled to get fair proportion of the cars available at the station at which they did business, provided such track buyers did not detain cars practically any longer than the elevators.

The railway company, in answering this complaint, stated that no discrimination was practiced, that there had been a great famine, but the situation was relieved and there would probably be no further cause for complaint.

On February 11, 1901, the complainants wrote the Board stating they were unable to get cars and that a car they had cleaned up ready to load was taken from them and given to the elevator. The matter was taken up by mail and telegraph by the company and the commissioners were advised that supply for cars would be immediately furnished Brewer & Company. This closed the case.

Des Moines, Iowa, November 29, 1901.

No. 2339—1901.

L. CANFIELD & BROTHER, BENSON,
v.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Inaccessibility of team track.*

Complaint filed December 31, 1900.

Complaint in this case was as follows:

December 29, 1900.

To the Board of Railroad Commissioners, State of Iowa:

MESSRS.—During the past year we have loaded and unloaded over fifty car loads of farm produce, lumber, coal, etc., at great disadvantage, as the Illinois Central railroad has very poor facilities for loading cars at this station. They have one short side track with a deep ditch along side of it. A dump or landing about six rods long and so narrow that teams cannot pass, has been constructed. To reach this landing it is necessary to drive through the ditch, which is often full of mud and water. This landing is very narrow and dangerous. It often happens that two or more cars are loading or unloading at the same time, when it necessitates inconvenience and loss of time.

Will you please investigate this matter and see that the Illinois Central Railroad company furnishes a safe and suitable place for unloading or leading cars.

Yours respectfully,

L. CANFIELD & BRO.,
Per PERRY CANFIELD.

This complaint was taken up at once with the railway company and the answer made stated facts that removed cause for complaint.

Des Moines, Iowa, April 29, 1901.

No. 2340—1901.

M. BUNKER, TRAER,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Condition of undergrade cattle pass.*

Complaint filed January 2, 1901.

The complainant wrote the Board as follows:

TRAER, IOWA, December 22, 1900.

Mr. Welcome Mowry, Des Moines, Iowa:

DEAR SIR—Mr. Dennis and President Brice came to me and purchased the right of way, and agreed to build a long bridge and guaranteed a safe dry passage for stock at all times. It was all right under the bridge until spring rains came; the passage then became muddy and dangerous. Then the cows came up with muddy udders, and finally refused to pass under the bridge.

The railroad divides my farm and also my pasture and I have already suffered great loss and trouble. I have written to Superintendent Brice but got no reply. The section boss says two car loads of broken stone will fix it. Now please see what you, as railroad commissioner, can do; but do not put me to much expense until I hear from you.

M. BUNKER.

The case was at once laid before W. A. Gardner, general manager of the Chicago & North-Western Railway company, who advised the Board on January 16, 1901, that the company would carry out Mr. Bunker's suggestions and fix up the pass with broken stone.

Des Moines, Iowa, April 29, 1901.

No. 2341—1901.

T. K. ALEXANDER, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.
Failure to furnish cattle pass.

Complaint filed January 2, 1901.

Complaint in this case was as follows:

STORM LAKE, IOWA, January 1, 1901.

Railroad Commissioners of Iowa:

GENTLEMEN—In June, 1899, I sold the Minneapolis & St. Louis Railroad company a right of way across my farm, north half of the northwest quarter, section 14-91-37. The company's agent agreeing to furnish me one crossing with cattle-guard as per Iowa statute, said agreement becoming a part of the deed.

The company has failed to furnish me a cattle-guard as per contract.

I wish your commission to bring such an action against the company as will compel the company to furnish me a cattle-guard. Also compel the company to furnish necessary culverts to carry off the water that collects above their grade and overflows a part of my land.

Yours truly,

T. K. ALEXANDER.

The case was taken up at once with the railway company, and on January 4, 1901, Mr. L. F. Day wrote the Board as follows:

MINNEAPOLIS, MINN., January 4, 1901.

Mr. Dwight N. Lewis, Secretary Iowa Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR:—I have your favor of the 2d inst., enclosing copies of complaints from Mr. Charles Petit, Mr. Max Huber, Mr. J. Wiley and Mr. T. E. Alexander, all of Storm Lake, and all of like tenor.

Your communications accompanying complaints are the first we have heard from any of the parties, although it is possible they have spoken to section men, who have failed to report the matter to their superior officer.

The trouble with crossing planks we have had all over the line on account of the early snow which soon melted away. As you perhaps understand, we take out the crossing planks after snow comes in order that we may be able to run our snow flangers. This season our section men used poor judgment in taking up these planks by reason of the early snow fall which they might have expected would pass off. We had a great many complaints and the crossing planks were put back.

I do not know anything about the situation in any one of these cases, but will have them investigated promptly, and we will want to fulfil our obligations in every case.

Yours truly,

L. F. DAY.

Some further correspondence was had, but inasmuch as the matters were arranged to the satisfaction of the complainant, it was not deemed necessary to publish the same.

Des Moines, Iowa, September 12, 1901.

No. 2342—1901.

J. WILEY, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.
Failure to furnish cattle pass.

Complaint filed January 2, 1901.

The complaint in this case was similar to that in No. 2341—1901, and was similarly adjusted.

Des Moines, Iowa, August 20, 1901.

No. 2343—1901.

CHARLES PETIT, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.
Failure to furnish cattle pass.

Complaint filed January 2, 1901.

The complaint and adjustment in this case were practically the same as in No 2341—1901.

Des Moines, Iowa, September 3, 1901.

No. 2344—1901.

MATT. HUBER, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.
Failure to furnish cattle pass.

Complaint filed January 2, 1901.

The complaint and adjustment in this case were practically the same as in No. 2341—1901.

Des Moines, Iowa, August 30, 1901.

No. 2345—1901.

M. C. CREIGHTON, MADRID,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Maintenance of overhead street crossing.

Complaint filed January 3, 1901.

The complaint in this case was as follows:

MADRID, IOWA, January 2, 1901.

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—By and under the direction of the town council of Madrid, I write your honorable body in regard to the viaduct crossing over the main line of the Chicago, Milwaukee & St. Paul railroad at this place. The railroad passes through the town east and west and, except in the east part of town, is considerable below the grade of the streets, necessitating overhead crossings, of which there are three, as shown by accompanying map. One of these is kept up by the railroad company, one by the town and one by the county.

The town was platted, but not incorporated at the time the Chicago, Milwaukee & St. Paul railroad came through. The company secured right of way deeds, or otherwise obtained control of the land for their track, except the way through the public park. There is no record of their having any authority whatever to pass through this park. The streets of the town running north and south, viz., Market, Main and Water streets, (see map) were regularly laid out and traveled at that time, about 1881 or '82, but the railroad company cut through the streets above named, and also State street, from twelve to twenty feet below the surface. No vacation proceedings in regard to these streets were had that we can find. The railroad company erected a bridge on State street, (see map) but such was the demand for crossings on the other streets, that a petition was circulated, and a bridge built on Main street by subscription. When it became necessary to repair this bridge, the board of supervisors were asked to take this bridge, and the county has since had the care of this crossing. I understand that the railroad drove the piling for this bridge.

The bridge across the track on Water street was built by the town of Madrid. This bridge is now in need of repairing, and the council of Madrid, having been advised that the railroad company should erect and maintain these crossings, have authorized me to file this statement and complaint, the Chicago, Milwaukee & St. Paul Railroad company being first notified through their agent at this place of the demands made on them, and to ask that they be required to maintain such bridge if such be their duty.

Respectfully submitted,

M. C. CREIGHTON.

P. S. I enclose map under separate cover.

The case was at once taken up with the railway company and answer to the same was received as follows:

CHICAGO, ILL., January 25, 1901.

Mr. D N Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Replying to your communication of the 3rd instant, relative to the complaint made by Mr. M. C. Creighton, of Madrid, Iowa, concerning the maintenance of certain overhead crossings at that place:

I have investigated the subject matter of this complaint and find that Market, Main and Water streets, mentioned in the complaint, where they cross the right of way and track of this company, as well as the public square between Main and Water streets, were vacated in 1851. This, as I recall it, was the year in which this company constructed its railroad through Madrid.

The railroad, as constructed through that part of Madrid in which these streets are located, is several feet below the surface of the ground.

At that time, and for some years afterwards, State street was the only street in that part of Madrid that was used to any considerable extent, no use whatever being made of Market, Main and Water streets. Accordingly they were vacated where they crossed the right of way and track of the railway company, and at State street crossing the railway company constructed a suitable overhead bridge, and has ever since maintained it as such.

Some years after the road was constructed and the overhead crossing at State street was built, overhead crossings were desired by the public at Main and Water streets. These streets having been vacated where they crossed the right of way of the company, the public, of course, had no right of crossing at either of these places, but the company consented to allow the public authorities to construct overhead bridges at these places, which was afterwards done. The company had nothing whatever to do with the construction of these overhead crossings, excepting to consent that they be extended over its tracks. They are not the bridges of this company in any sense, and the company has not in any way obligated itself to maintain them. Such obligation is confined entirely to the overhead crossing at Main street.

For these reasons the company declines to contribute towards the maintenance of the bridges at either Main or Water streets.

Very respectfully,

H. R. WILLIAMS,
General Manager.

Copy of the foregoing was sent Mr. Creighton, who wrote the Board on August 22d, thanking the Board for the interest it had taken in the case and withdrew the complaint, inasmuch as on further investigation they found that the allegations of the railway company were correct.

Des Moines, Iowa, August 23, 1901.

No. 2346—1901.

MRS. MARY SMITH, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.

Failure to furnish cattle pass.

Complaint filed January 3, 1901.

The complaint and adjustment in this case were similar to No. 2341 -1901.

Des Moines, Iowa, October 29, 1901.

No. 2347—1901.

M. J. GRAHAM, ODEL,
v.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

Overcharge on account of overweight.

Complaint filed January 5, 1901.

This was a complaint that the railway company had made an overcharge of thirty-one cents on nursery stock. The railway company refunded the overcharge and the case was closed.

Des Moines, Iowa, April 29, 1901.

No. 2348—1901.

CITIZENS OF CUMMING ET AL.
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.

Petition for morning train into Des Moines.

Petitions filed January 5, 1901.

This matter was brought to the attention of the Board by petitions from the different towns along the Chicago Great Western railway south of Des Moines. The matter was made the subject of correspondence between the Board of Railroad Commissioners and the railway company, with the result that on March 3d passenger service was furnished by the company as petitioned.

Des Moines, Iowa, April 29, 1901.

No. 2349—1901.

COREY COAL COMPANY, LEHIGH,
v.
CROOKED CREEK RAILWAY COMPANY.

Failure to furnish cars.

Complaint filed January 19, 1901.

The complainants in this case filed complaint as follows:

LEHIGH, IOWA, January 18, 1901.

Board of Iowa Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—We are again compelled to ask your assistance in procuring cars on the Crooked Creek railway, for shipments to Webster City direct, conditions are as follows: The Crooked Creek retail their coal at Webster City, we also have a customer there who is selling our coal, but owing to their greed for the business they are withholding cars from us so as to keep our coal out of there as much as possible, in order to dispose of their own. This morning we had a letter from our customer who wishes five to six cars of coal per week, and to whom we have not been able to ship lately, more than one to two cars per week, for the reason that we could not get the cars, their complaint is this, that there are not enough of cars. He informs us this morning that they had, yesterday, standing on this track eight cars loaded with coal that they were selling from, while he has none and cannot get them. He has written a number of times in this same strain regarding the situation and we have thought best not to make any complaint in the matter, but it has gotton so serious that we feel compelled to do so in order to protect our rights. The distance that they have to haul the coal from here does not justify them in withholding us cars when they have seven to eight cars of coal standing on the track,

especially so when they will not allow him to keep the cars more than twenty-four to forty-eight hours. This is the condition in the matter and we ask your assistance in procuring our rights. We are,

Yours truly,

COREY COAL COMPANY.

The matter was taken up at once with the railway company, and on January 25th, after having received the answer of the railway company, the Board addressed the the following letter to the Corey Coal company, which closed the case:

January 25, 1901.

Corey Coal Company, Lehigh, Iowa:

GENTLEMEN—Upon receipt of your complaint with reference to scarcity of cars on the Crooked Creek, we took the matter up with General Manager F. E. Wilson, stating to him that the Crooked Creek Railroad company, under the law, could have no right to unjustly discriminate in the matter of distribution of cars, favoring the mines that might be owned or controlled by such railroad company.

Mr. Wilson on January 22d replies as follows:

"Replying to your letter of January 18th, in reference to shortage of cars for Mr. Corey: We can only say we consider Mr. Corey very unreasonable and deny his statement as to any intention on our part to hurt his business at Webster City, or withhold any cars for him. I do not think there is a mine in the state but what has had more or less trouble in securing all the cars they want. We will use our best endeavors to furnish cars for them."

The commissioners trust that your wants are now being reasonably supplied.

Very respectfully,

DWIGHT N. LEWIS,
Secretary.

Des Moines, Iowa, May 4, 1901.

No. 2350—1901.

PEARSON & HAYTON, ANTHON,
v.
ILLINOIS CENTRAL RAILWAY COMPANY.
} *Failure to furnish cars.*

Complaint filed January 19, 1901.

The complainant wrote the Board as follows:

We are having a serious car famine here and thought it was time to take it up with the commissioners. We have not had enough cars to keep us running over one-third of the time for seven weeks and it has been considerable loss to us. Our elevator is overloaded and shows serious signs of collapsing and liable to break out at any time. If you can help us out in this matter you would greatly oblige.

The complaint was taken up at once with the railway company and on February 1st, Mr. J. T. Harahan, second vice-president, wrote the Board as follows:

CHICAGO, ILL., February 1, 1901.

D. N. Lewis, Secretary Iowa Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Referring to your letter of the 17th ultimo concerning complaint of Messrs. Pearson & Hayton of our inability to supply sufficient cars for grain shipments from Anthon:

Our agent at that point advises that the three grain shipping firms there, namely, Messrs. Pearson & Hayton, G. D. Mann and the Western Grain company, each left a standing order for all the cars that could be furnished them, advising our agent that they could load two or three cars per day.

From December 1st to January 16th the following number of cars were supplied of their orders: Pearson & Hayton, 23; G. D. Mann, 27; Western Grain company, 20. In explanation of the number of cars furnished G. D. Mann I am informed that about the middle of December this elevator became in an unsafe condition on account of the quantity of grain stored in it and a little later a part of the building gave away. He was given a few more cars than his share on this account but no complaint was made by the other shippers, as to his being favored, at that time. It has, however, been the intention of our agent to even up the distribution of cars on account of the preference given Mr. Mann at the time mentioned.

The Western Grain company was shipping a less amount of grain than the other firms and consequently was not supplied with an equal number of cars.

On January 17th complaint was made to our agent by Messrs. Pearson & Hayton of their elevator being in an unsafe condition on account of the amount of grain in it, but I am informed that nothing has developed to substantiate their claim.

Anthon station has been receiving its share of cars as compared with other stations on that part of the line and every effort is being made to do the best we can for all concerned. I have taken the matter up vigorously and will have the situation remedied as soon as possible.

Yours truly,

J. T. HARAHAN,
Second Vice-President.

Copy of the foregoing was sent to complainants and as nothing further was heard from them it was assumed that their wants were supplied,

Des Moines, Iowa, May 4, 1901.

No. 2351—1901.

M. SNYDER ET AL., CLEGHORN,
v.
ILLINOIS CENTRAL RAILWAY COMPANY.
} *Failure to furnish cars.*

Complaint filed January 18, 1901.

Complaint in this case was as follows:

Will you please look into our trouble here in getting box cars for the movement of grain. We (the three elevators) need six cars a day. Since January 1st, I think I am safe in saying, we have not had over three empty Central cars set in here and, I think, only five foreign cars. We are and have been completely blocked here for room for a long time. If there is any way for you to help us in getting Illinois Central box cars, please stir them up.

Later, on January 22d, the following petition was received by the Board in same case:

CLEGHORN, IOWA, January 21, 1901.

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

GENTLEMEN—We, the undersigned, citizens and farmers of Cleghorn and vicinity, do hereby petition and respectfully call your attention to the fact, that the Illinois Central Railroad company are not and have not been complying with the needs and demands of the grain shippers of this market, supplying sufficient car service, to remove the grain which is continually coming into town.

This condition has prevailed for the past three months, and the repeated and urgent efforts of the grain shippers to obtain sufficient cars to relieve the situation has proved unavailing. The three elevators here have only had eleven cars since January 1, 1901, an average of about one car each per week, whereas, in the present condition, they should have had and could have used to advantage, two or three cars each per day. These elevators are and have been continually overloaded and the grain business here is at a complete standstill. Many farmers coming here from a distance of from eight to twelve miles, have repeatedly been compelled to haul their grain home again because the dealers could not take it for want of room.

Will you kindly investigate this matter and urge the railroad company to remedy this situation at the earliest possible moment.

Your efforts in this direction will be greatly appreciated by all of the undersigned, whose business interests have severely suffered from this embargo.

MARVIN SNYDER,
Grain Dealer.
GEO. D. CLARK,
Grain Buyer.
C. W. STEVENS,
Grain Buyer.
E. STEVENS,
Grain Buyer.

This was also sent the railway company and resulted in the railway company making the following answer:

CHICAGO, ILL., February 2, 1901.

D. N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Referring to your letter of the 16th ultimo, concerning complaint of Mr. Marvin Snyder, of Cleghorn, Iowa, as to the shortage of cars for the shipment of grain:

I have investigated this matter and find that from December 1st to January 26th inclusive, Cleghorn station was supplied with sixty-seven box cars, twenty-four of which were supplied after the 1st of January.

Out of the sixty-seven cars thus furnished, Mr. Snyder received twenty-nine, the Western Grain company twenty-three, and Stevens fifteen. You will note, therefore, that Mr. Snyder received a greater share of cars than the other dealers at that point. Cleghorn station was given its full share of the empty cars available during the period named.

We have been very short of cars but have been doing the best we could to supply the cars needed and to treat all fairly. I have taken the matter up vigorously and find that the situation with regard to car supply is improving. We are receiving new cars every day, and think we will soon be able to furnish all patrons with better supply.

Yours truly,

J. T. HARAHAN,
Second Vice-President.

The foregoing was communicated to the complainants and had the effect of closing the case.

Des Moines, Iowa, April 29, 1901.

No. 2352—1901.

JAMES COAD, EVERLY,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
} *Loss of baggage—grip.*

Complaint filed January 2, 1901.

This was a claim made by the complainant for $37.75 on account of loss of grip containing clothing, etc. The railway company replied that the valuation placed upon the grip and contents by Mr. Coad were exagerated, but that the railway company would bear any reasonable amount on account of the loss. The position of the railway company was communicated to the complainant and he was advised to take the matter up with the railway company and that the Board would consider the case closed unless he was heard from to the contrary. Nothing further was heard from him.

Des Moines, Iowa, April 29, 1901.

No. 2353—1901.

VOSS & SON, BELLE PLAINE,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
} *Discrimination in interstate rates on lime.*

Complaint filed January 23, 1901.

This was a complaint of inequality of freight rates on lime from Springfield Missouri, to Iowa points, and the same was taken up with the railway company.

However, the Board was advised later that the case had been satisfactory adjusted between the railway company and the complainant.

Des Moines, Iowa, April 29, 1901.

No. 2354—1901.

HOMER I. HOLCOMB, MASON CITY,
v.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.
} *Loss of bull calt in transfer.*

Complaint filed January 30, 1901.

This was a claim for the value of a calf killed while being transferred in Des Moines from the Chicago, Burlington & Quincy railway to the Chicago & North-Western railway to the amount of $75.00. The complaint was taken up with the Chicago, Burlington & Quincy Railway company and the White Line Transfer company, both of which disclaimed any liability for the injury, and the Board advised the complainant that inasmuch as it had no authority to render judgment for money damages, his remedy was a suit in court to recover.

Des Moines, Iowa, May 16, 1901.

No. 2355—1901.

H. DREVER, JR., APLINGTON,
v.
ILLINOIS CENTRAL RAILWAY COMPANY.
} *Failure to furnish cars.*

Complaint filed January 31, 1901.

The complainant in this case claimed that he was unable to get box cars for shipment of grain and as a consequence he was compelled to shut down his elevator. The case was at once taken up with the railway company and cause for complaint was removed.

Des Moines, Iowa, April 29, 1901.

No. 2356—1901.

O. I. WILSON, OKOBOJI,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
} *Station service.*

Complaint filed February 4, 1901.

Complainant in this case represented that the Chicago, Milwaukee & St. Paul Railway company declined to place an agent at that station during the winter months and asked that the commissioners order them to do so. The complaint was taken up at once with the railway company and Mr. H. R. Williams, general manager, under date of February 8th, wrote the Board as follows:

Referring to the complaint from Mr. Wilson, of Okoboji: I beg to advise that this station was established to accommodate the summer traffic. There is very little other business transacted at that point. The total charges on freight during the months of January, February, March and April, 1900, were $34.43. During the months of November and December, 1900, they were $28.35.

We keep an agent at this point during the summer months, but cannot believe that there is any occasion for one during the winter.

In reference to the carrying of the mail. That is a matter for Mr. Wilson to arrange with the United States government, as they pay for the carrying wherever we have no employes.

Should the business of this station increase so as to warrant the employment of an agent during the winter months, we shall be very glad to place one there.

Subsequent correspondence did not change the facts as presented by the foregoing and the case was closed without prejudice.

Des Moines, Iowa, November 29, 1901.

No. 2357—1901.

IRA D. PAYNE, LINDEN,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Blocking street with trains and cars.

Complaint filed February 13, 1901.

Complaint in this case was as follows:

LINDEN, IOWA, February 12, 1901.

Railroad Commissioners of Iowa:

DEAR SIRS—We are annoyed beyond endurance by the trains blocking our streets and holding the crossing every time from one-half to three-quarters of an hour at a time. To-day the freight train held both crossings of our little town for over a half hour so teams could not get through. Mr. Profsts was conductor. I asked him to get the train out of the street so I could get through. My request was ignored. I wrote Mr. Horton, the superintendent of the Milwaukee railway, about the matter, and he said he would see that the streets were not held longer than the law permitted. To-day the cars came very near catching some school children that were trying to get through.

Will you please advise me what steps are necessary to stop the nuisance?

Very truly yours,

DR. IRA D. PAYNE.

The matter was laid before the railway company and the railway company investigated it quite fully, and while it was claimed there was no occasion why Dr. Payne should have been discommoded if he had expressed desire to get across the track, however, the company took such measures as would preclude further cause for complaint.

Des Moines, Iowa, April 29, 1901.

No. 2358—1901.

R. H. & H. L. MARSHALL, CASEY,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Location of stock yards.

Complaint filed February 12, 1901.

This was a complaint that the stock yards were located in the center of the town and should be placed where they would not be obnoxious to the people. Some correspondence passed between the Board and the railway company and the Board was assured by Mr. C. H. Caswell, division freight agent, that the company was doing everything in its power to satisfy all concerned at that point; that the stock yards were cleaned out thoroughly every two weeks, or oftener if necessary to keep them clean, and that the company would use every effort to keep matters there in a satisfactory condition.

Des Moines, Iowa, November 29, 1901.

No. 2359—1901.

THEO. FEENSTRA, OTLEY,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Scarcity of cars for coal shipment.

Complaint filed February 15, 1901.

The complainant in this case stated that he had only been able to get one car for coal shipment in two weeks when he could use one car per day, etc. The complaint was taken up with the railway company and cause for complaint was removed.

Des Moines, Iowa, February 29, 1901.

No. 2360—1901.

C. E. MERRIAM, HOPKINTON,
v.
UNITED STATES EXPRESS COMPANY.
Abandonment of express office.

Complaint filed February 15, 1901.

Complaint in this case was as follows:

HOPKINTON, Iowa, February 14, 1901.

Railway Commissioners, State of Iowa, Des Moines, Iowa:

GENTLEMEN—We desire to enter complaint before your committee over the action of the United States Express company, who have the right of way over the Chicago, Milwaukee & St. Paul railway. The United States Express company have without notice withdrawn their office from our town, refusing to deliver or receive express here, much to the injury of the business of our town, and as they control the express business over this line of railway we are unable to get the benefit of any other express company and are entirely debarred from this method of transportation. Our people have never had any controversy with the express company and the only cause of their act is the fact that they do not like the agent of the Chicago, Milwaukee & St. Paul Railway company who has charge of the office here, though there are several responsible and competent men here who would act as their agent upon the same commission as formerly paid. The business of the office pays about one hundred and fifty dollars a month. Express packages in transit, including coin, have been held by them at Montecello, a station ten miles from us, much to our annoyance and injury. This move on their part brings up new points of law upon which we are not very well posted, but as we see by section 2165 of the code that the express companies are under your jurisdiction we respectfully ask that you compel them to obey the law as common carriers.

I am, very respectfully yours, C. E. MERRIAM, *Cashier.*

The Board presented the case to Mr. W. H. Quick, general superintendent of the United States Express company, who, on February 21st, sent the Board letter of Mr. E. S. Averill, general superintendent, as follows:

CHICAGO, ILL., February 18, 1901.

Mr. W. H. Quick, General Superintendent, Des Moines, Iowa:

DEAR SIR—I am in receipt of your favor of February 16th, enclosing a communication from the secretary of the Board of Railroad Commissioners, to which is attached a copy of a letter from Mr. C. E. Merriam to the commission.

I am not in a position to judge whether the railroad commissioners have any authority in connection with the matter of which complaint is made, but whether or not, it is our intention to do the best we can with the situation at Hopkinton and find a suitable agent there, if possible. In the meantime Mr. Merriam will necessarily have to get his express packages in the same manner that other people do at places where this company has no agent. I have written route agent in charge of this territory to find a suitable agent at Hopkinton if possible, and if one is found to install him as agent Our bond company refuses to continue the bond of Mr Wiltse, who is railroad agent at that point, and you will understand, of course, that we could not retain him as our agent in the absence of a bond. I reported the facts to the railway company, but they declined to appoint another agent, so we have been obliged to close the office until we could find a suitable party to transact our business.

Yours truly,

E. S. AVERILL,
General Superintendent.

Copy of the foregoing was sent the complainant who, on April 30th, wrote the Board that the office had been reopened.

Des Moines, Iowa, May 2, 1901.

No. 2361—1901.

SAMUEL AVERY, COUNCIL BLUFFS,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Improper drainage.

Complaint filed February 20, 1901.

Complainant wrote the Board on February 18th as follows:

I have a grievance against the Rock Island railroad that I wish to refer to your judgment if within your province. I have written twice to the division superintendent and he pays no attention to the matter, nor to my letters, and so I write to you. It is in reference to the providing of a proper outlet for the water that flows from the hills and across my farm into their right of way The ditch that has carried the water to a culvert some thirty rods distant from where it enters their right of way is allowed to fill up so that the water overflows several acres of my land to my great loss and detriment. The culvert that they have is entirely inadequate to carry off the water in any considerable freshet. What I wish to secure is a suitable culvert where the water enters their right of way. By placing one at that point an immediate fall of about six feet would be had which would give current to keep the course clear; whereas now the ditch is so long and level that each storm clogs it up and they fail to keep it open. The railroad company have recognized the water course as now existing for twelve or fourteen years at least and have made slight attempts to take care of the water, but so futile have been the results that it cannot be called a success. I hope you can influence the officials to provide an adequate outlet for the overflow of water and thus relieve me of the danger of the severe loss of crops.

The case was at once taken up with the railway company and following some correspondence Mr. W. E. Dauchy, chief engineer of the Chicago, Rock Island & Pacific Railway company, wrote the Board on March 25, 1901, that the company had arranged to take care of the drainage satisfactory to Mr. Avery. The commissioners requested Mr. Avery to notify them if the case was not closed to his satisfaction and he made no reply thereto.

Des Moines, Iowa, April 29, 1901.

No. 2362—1901.

NELSON LACKEY, HAVERHILL,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Inability to get cars for corn shipment.

Complaint filed February 20, 1901.

The complainant in this case stated that he was greatly discommoded on account of inability to get cars in which to ship his corn, etc. On March 5th Mr. H. R. Williams, general manager, wrote the Board as follows:

I beg to advise the Haverhill station has been furnished its share of cars with other stations and Mr. Lackey rece ved his share. We were very slow, however, in getting them to him.

The weather has been bad in the eastern states, a great many of our cars have gone east and on account of storms and freight blockades they are not coming home as rapidly as they should; hence we are very short of cars, notwithstanding the fact that we have been building them very rapidly for the past three years.

The trouble in Mr. Lackey's case was simply that we did not have cars enough at that time to go around.

Upon receipt of the foregoing Mr. Lackey was asked to advise the Board if he was not receiving cars to his satisfaction and nothing was heard from him.

Des Moines, Iowa, April 29, 1901.

No. 2363—1901.

WM. FLEENOR, LUCAS,
v.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.
Request that depot be kept open at night.

Complaint filed February 28, 1901.

Complaint in this case was as follows:

LUCAS, IOWA, February 27, 1901.

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

GENTLEMEN—This city in particular, and the public in general, has been very greatly discommoded by the Chicago, Burlington & Quincy closing their office here at nights, and it would be regarded as a special favor if the office was reopened to the public.

We have two passenger trains that stop here at night, one about 10:30 and the other at about 12 M. Parties desiring to leave on these trains must either wait at the hotel or wait on the outside, the latter being the only alternative if it chances to be someone from the country.

It is also very inconvenient for the public where people are expecting someone, for then they must invariably wait on the outside.

Another great disadvantage growing out of this station being closed at night is that the public is deprived of the use of the telegraph line. This as much as any other one thing should be regarded as sufficient reason why the office should be kept open.

The office has always been open here at night until last summer. Since the Burlington completed its double track the office has been closed at 7:00 o'clock.

That you may realize more fully the great disadvantage to which the patrons of the station are being placed, I take the liberty of stating that we have a population of about 1,500 inside of the city limits.

Hoping you may find it possible to do something towards the reopening of the station, I remain,

Yours truly,

WILLIAM FLEENOR.

The complaint was at once taken up with the railway company, and after some correspondence had been had the commissioners were informed that it had been arranged by the company to keep the depot open for the trains and the man in charge would sell tickets and check baggage.

This was satisfactory to the complainant.

Des Moines, Iowa, April 29, 1901.

No. 2364—1901.

O. W. ELLSWORTH, KEOKUK,

v.

ST. LOUIS, KEOKUK & NORTHWESTERN RAILWAY COMPANY.

Failure to furnish cars for ice shipments.

Complaint filed March 2, 1901.

This complaint seemed to arise from a misunderstanding between the complainant and the representatives of the railway company and the Board advised the complainant that he would probably have no more trouble in the future.

Des Moines, Iowa, November 29, 1901.

No. 2365—1901.

H. KARBERG, ST. LOUIS, MISSOURI,

v.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

Overcharge on account of excess baggage rate.

Complaint filed March 11, 1901.

Complainant in this case stated that he had been charged 50 cents for 70 pounds excess baggage from Red Oak to Atlantic, passenger fare being but 98 cents. Upon investigation it was found that the baggage necessarily had to go over two different lines, each one charging 25 cents for excess baggage.

Des Moines, Iowa, October 29, 1901.

No. 2366—1901.

OLIVER MILLS, LEWIS,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Undergrade farm crossing.

Complaint filed March 28, 1901.

Complaint in this case was as follows:

LEWIS, IOWA, March 27, 1901.

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

GENTLEMEN—I am sorry to trouble you, or take any of your valuable time, but think the case justifies a concise statement of the facts for consideration, to-wit: Nearly twenty years since, the Chicago, Rock Island & Pacific Railway company built the Griswold branch south from Atlantic. A little north of our town (Lewis) said branch passes through one of our farms. At that time the company's engineer and myself located an under crossing for stock, thus giving them access to permanent water. I have just learned the said company are proposing to make a fill very soon, that will entirely close this under stock crossing without providing any other; at least they have not consulted me upon the matter. Should they proceed to make this fill, and thus shut me off from water for my stock, it will be a very great damage to me. I ask that one of your number come here very soon and look over the matter with me and decide what is best to do.

I have written the general superintendent, stating the facts, and hope an amicable adjustment of the matter may be arrived at which will be satisfactory to all concerned. The place is one of our pasture farms and in pasturing season, which is now just due, we need to use the crossing every hour.

Kindly let me know when I may expect to see you, or one of you.

Very respectfully,

OLIVER MILLS.

The matter was immediately taken up with the railway company and was by that company adjusted to the satisfaction of the complainant, as appears by the following letter:

LEWIS, May 2, 1901.

To the Railroad Commissioners of Iowa:

GENTLEMEN—Your kind and prompt attention to my interests in matter of under crossing for stock, will say, the Chicago, Rock Island & Pacific Railroad company sent Mr. Brayton here and he and I have arranged the matter satisfactory to myself and the company.

Again thanking you, I am,

Sincerely yours,

O. MILLS.

Des Moines, Iowa, May 3, 1901.

No. 2367—1901.

E. B. WATSON, NEWTON,

v.

AMERICAN EXPRESS COMPANY.

Improper routing of live stock.

Complaint filed April 5, 1901.

Complainant in this case stated that on March 7, 1901, he had received a sow from Ida Grove by express which had been delayed by the American Express to Des Moines, thence by the United States Express to Newton. The complainant stated that the animal was in good condition, but complained of excess charges of $1.20 per 100 pounds and asked a refund. The case was taken up with the express company and was promptly adjusted as was indicated by the following letter:

NEWTON, IOWA, May 1, 1901.

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN:—I have today received the excess charges that I asked for of the American Express company. Many thanks for your help.

Yours very truly,

E. B. WATSON.

Des Moines, Iowa, May 3, 1901.

No. 2368—1901.

LUCETTA E. ROADMAN, DAIRYVILLE,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Improper condition of undergrade farm crossing.

Complaint filed April 17, 1901.

The complainant in this case stated that the company had not furnished proper cattle pass; that it was constructed so as to make a mud hole, and she requested

that the company be required to put in a substantial passage way. The case was taken up at once with the railway company, and on May 17th Mr. Gardner stated while the railway company was under no obligation to maintain a cattle pass at the point in question, yet the company had no objection to the use of the company's right of way at that point for such a pass, provided Mrs. Roadman bore the expense necessary to put it in shape for such use. The position of the railway company was immediately communicated to the complainant, and as nothing further was heard from her, the case was closed.

Des Moines, Iowa, November 29, 1901.

No. 2369—1901.

W. E. PATTERSON, CARLISLE,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Abandonment of Avon station.

Complaint filed April 30, 1901.

The complainant in this case objected to the abandonment of Avon station by the Chicago, Burlington & Quincy Railway company, and the matter was at once taken up with the operating department of that company. Mr. C. M. Levey, superintendent of Iowa lines, wrote the Board in reference to this case on May 11th as follows:

Your letter of May 1st, saying that complaint reaches your office that we have discontinued Avon station received.

We have never maintained a regular station at Avon. For some time we maintained a platform there and stopped for passengers when there were any to get off or on signal. The amount of business we got from this platform did not amount to more than $3.00 or $4.00 per month.

The distance from Avon to Levey is one and one-half miles, and the distance between Levey and Clarkson is only four and nine-tenths miles. Inasmuch as the Rock Island road has its station within one and one-half mile from the Avon platform and has two trains per day, running on nearly the same time as ours, we do not consider that there can be any great inconvenience or hardship to citizens living in that locality.

Passenger train stops on our lines as on many other roads do not average less than five miles apart, and because of the convenience of trains on the Rock Island road, and the short distance in that locality would have to go to Clarkson or Levey, and the small amount of travel from Avon platform we decided to abolish it as a stopping point. As you may know there are no houses at Avon, and there is just as much reason why we should maintain a platform there as there would be to put in a platform and maintain it at any point in the country between stations.

Copy of the foregoing was sent Mr. Patterson on May 13th with the following statement:

"If you care to lay any further statement before the Board in this matter kindly do so at your earliest convenience".

Nothing further was heard from Mr. Patterson and the case was closed.

Des Moines, Iowa, November 29, 1901.

No. 2370—1901.

W. T. SCHEIB, TOWN RECORDER, BALDWIN,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Improper construction of undergrade street crossing.

Complaint filed May 1, 1901.

The complaint in this case was substantially that there was not sufficient head room to permit the passage of a traction steamer or load of hay at the undergrade street crossing provided by the Chicago & North-Western Railway company where its line crossed Main street in the town of Baldwin. The matter was taken up with the railway company at once and after some considerable correspondence had passed between the commissioners, the complainants and the railway company, the case was closed satisfactory to all parties as appears by the following letter:

August 30, 1901.

Dwight N. Lewis, Secretary, Railroad Commission, Des Moines, Iowa:

DEAR SIR—I will write again, this time in reply to your letter of the 16th instant, informing you that the railroad company presented the town council with drawings and plans for the railroad street crossing in Baldwin, which we had in question, which is satisfactory to both parties. So you can close this matter on your records.

Very sincerely yours,

W. T. SCHEIB,
Recorder.

Des Moines, Iowa, September 2, 1901.

No. 2371—1901.

W. W. BURNS, CROMWELL,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Undergrade farm crossing.

Complaint filed May 1, 1901.

Complaint in this case was as follows:

CROMWELL, IOWA, April 30, 1901.

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

I beg leave to call your attention to an underground crossing on the right of way on the C. B. & Q. R. R., one-half mile east of Cromwell and five and one-half miles west of Creston, on my farm. This crossing has been in use for over thirty years. It was first a bridge, and about eight or nine years ago they put in an iron pipe to carry the water, and a good substantial crossing eighteen feet wide and ten feet high for the consideration of dirt to make their fill; now they are widening their grade for a double track; they are now going to fill up the crossing and force me to go over the top with some kind of a grade crossing without any consideration for damages whatever.

I wish you would give this your careful consideration at your very earliest convenience, and oblige,

Yours truly,

W. W. BURNS.

The complaint was immediately presented to the railway company and following some correspondence, Mr. Burns wrote the Board as follows:

CROMWELL, IOWA, May 27, 1901.

Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—Referring to my letter dated April 30, 1901, in regard to underground crossing on my farm east of Cromwell, I desire to say that the Chicago, Burlington & Quincy Railroad company have made a satisfactory adjustment of the matter and to my entire satisfaction.

Yours truly,

W. W. BURNS.

Des Moines, Iowa, May 29, 1901.

No. 2372—1901.

TOWN OF BATAVIA
v.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

Unfit condition of undergrade street crossing.

Complaint filed May 3, 1901.

Complaint in this case was as follows:

BATAVIA, IOWA, May 2, 1901.

Railroad Commissioners:

DEAR SIRS—I thought it proper to call your attention for investigation at in regard to an underground crossing at this place on the public road erected by the Chicago, Burlington & Quincy. We don't think it in accordance with law and we want you to investigate it at once; otherwise will sue an injunction on said crossing. The crossing is only nine feet four inches in clear, and it affects public travel, such as hauling hay and other articles on account of such height. Now please investigate this place at once, as they are going to work on it at once. We don't think this a lawful crossing according to the code. Yours,

E. L. ALFRED,
Town Clerk.

H. L. OGDEN,
Mayor.

To the above reply was made by C. M. Levey, superintendent of the Iowa lines of the Chicago, Burlington & Quincy Railway company, as follows:

BURLINGTON, IOWA, May 6, 1901.

Mr. D. N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I am in receipt of your letter of May 4th, enclosing copy of one received by you from the mayor and clerk of Batavia, Iowa, in regard to an underground crossing at that point.

When we rebuilt our line through Batavia last year the city passed an ordinance establishing the grade of Meridian street at the under-crossing of our new line. The road was graded in accordance with the terms of this ordinance, but as it was very muddy last fall there were two feet of cinders put on the road under our bridge, at the request of Mr. Ogden, the mayor. This, of course, made the head room less than was contemplated, and he called my attention to it about a month ago, and I have made arrangements to excavate the material that was put in the road above the established grade and pave the road with stone under the bridge, putting the top of the paving at the elevation established by the ordinance as the grade of the street.

This arrangement will comply with the terms of our agreement with the city, and I trust it will be satisfactory to them. Yours truly,

C. M. LEVEY.

The case was thus closed.

Des Moines, Iowa, November 29, 1901.

No. 2373—1901.

WM. P. WILSON, ELLERON,
v.
IOWA, MINNESOTA & NORTH-WESTERN RAILWAY COMPANY.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Unfit condition of farm crossing.

Complaint filed May 4, 1901.

The complainant in this case stated that the rains had washed out the approaches to his farm crossing rendering the same practically impassable to his stock. The attention of the railway company was called to the matter and the cause for his complaint was at once removed.

Des Moines, Iowa, March 15, 1901.

No. 2374—1901.

NIELS M. HANSEN, ALBERT CITY,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Protest against changing open crossing to one with gates.

Complaint filed May 6, 1901.

Complaint in this case was as follows:

ALBERT CITY, IOWA, May 4, 1901.

Railroad Commission, Des Moines, Iowa:

GENTLEMEN—The Chicago, Milwaukee & St. Paul Railway company has fenced up the road leading from my house to the main road and put in gates, which they insist I shall keep closed. This shuts off my only outlet to the road, and I cannot keep the gates closed. My children have to use this road in going to school, and they cannot open and close the gates, neither can I when I drive my team. I have notified the company but they pay no attention. I therefore apply to your honorable body for relief and beg you to take some steps to compel the company to put an open crossing in, as they have done in the case of my neighbor.

NEILS M. HANSEN.

The foregoing was sent the railway company and on May 14th Mr. H. R. Williams, general manager, stated that upon a personal examination of the premises, cattle guards and wing fences were ordered for the crossing and would be put in at once.

The case was at once closed.

Des Moines, Iowa, July 15, 1901.

No. 2375—1901.

S. E. RUSH, COLFAX,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Classification of car load of mixed hardware.

Complaint filed May 10, 1901.

This was a complaint that there was no car load rating provided for mixed car load of hardware and that he wanted to ship such a car load at once. On investigation by the Board it was found that no classification in use in the west provided for shipments of this kind and the complainant was so informed.

Des Moines, Iowa, November 29, 1901.

No. 2376—1901.

C. NOLTE, SUMNER,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.

Undergrade cattle pass.

Complaint filed May 14, 1901.

Complainant wrote this Board as follows:

SUMNER, IOWA, May 11, 1901.

E. A. Dawson, Waverly, Iowa:

DEAR SIR—Some time ago I made an application to the Great Western Railway company to put in an undergrcund cattle pass on my land.

They are going to put in a stone culvert and I thought I could have them make it large enough for a cattle pass as they did for my neighbor, Mr. Tim Delahery, without any expense to him.

I enclose the reply they made to my letter. I agree to do the ditching but I do not think I should pay them any difference in money. I understand you have authority to order such a crossing as you see fit and I write to ask you if you will give this matter your attention and help me to get a cattle pass on as good terms as others pay. If you can do me this favor I certainly will appreciate it.

Yours very truly,

C. NOLTE.

The letter which he enclosed from Mr. A. M. Holcomb, division engineer, Chicago Great Western Railway company, was as follows:

ST. PAUL, MINN., January 8, 1901.

Mr. Conrad Nolte, Sumner, Iowa:

DEAR SIR—Replying to your inquiry in regard to making culvert on right of way across your land large enough for cattle pass, with to say:

A culvert large enough for drainage will cost $292.00. To put in a four foot wide by six foot high culvert for cattle pass will cost $425, an excess of $133 over cost of culvert for drainage only.

To put in a six foot high culvert will require a ditch from fence out on your land 250 feet long and average depth of one and one-half feet by four feet wide, in order to drain the culvert.

If you will do the ditching and stand the difference in cost of the two culverts, will be pleased to hear from you further.

Yours truly,

A. M. HOLCOMB,
Division Engineer.

In sending the above complaint to the railway company the Board stated:

The Board is disposed to ask the railway companies to make such cattle passes under railway tricks when it can be done without unreasonable expense and when the physical conditions are favorable.

Replying to this complaint, on May 15th, General Manager Stickney wrote the Board in the following language:

Replying to yours of May 14th I beg to advise that our investigation shows that a culvert large enough for drainage would cost $292.00, while to put a culvert four feet wide and six feet high for drainage and cattle pass both would cost $133 00 more, and besides this it would require a ditch about 250 feet long, four feet wide and one and one-half feet deep on an average. It seems to us that Mr. Nolte should pay the $133.00, and he ought to dig the ditch or pay us for doing so. This is the basis on which we have put in a good many cattle passes, and we stand ready to do so in this case. It appears to us that this is entirely fair, and that any other treatment of the proposition would result in a great many demands being made on the railroad company which, in the aggregate, would amount to a very large sum of money, and for which the railway company would receive no benefit.

It is to be remembered that the stockholders of the railway company are residents of the same country as Mr. Nolte, and entitled to consideration as such to the same extent as other persons.

If you have any different views of the matter to present, we will be glad to give them consideration. We hope our record for fair dealing is such, not only in Iowa, but elsewhere, as to warrant our view of the case being considered.

To Mr. Stickney's letter the Board directed the following reply:

May 23 1901.

Mr. Sam. C. Stickney, General Manager Chicago Great Western Railway Company, St. Paul, Minn:

DEAR SIR—Replying to your favor of May 16th concerning complaint of Mr. Nolte, of Sumner, you are advised that the Board is of the opinion that your proposition with reference to the underground cattle pass mentioned therein, asked for by Mr. Nolte, is not a reasonable one, that it is the opinion of the Board that the railway company and the land owner are equally interested where the conditions are favorable for the construction and maintenance of an under crossing for live stock, as well as for other traffic; that there is more or less danger attendant in driving live stock from one field to another where they are required to pass over the railroad company's tracks at grade. While the Board does not care to express an opinion with reference to what part, if any, the land owner should be required to pay for the construction of the underground crossing or cattle-way, it believes that if a division of the expense should be made, that the railway company should, at least bear its equal proportion. However, your letter has been submitted to Mr Nolte, and the Board awaits his reply. When this is received we will notify you of his answer, and at that time the matter will receive further consideration.

Very respectfully yours,

BOARD OF RAILROAD COMMISSIONERS,
By DWIGHT N. LEWIS, *Secretary.*

On May 27th Mr. Nolte wrote the Board stating that he was willing to pay a certain sum in cash and do the ditching necessary for the desired cattle pass.

On August 1, 1901, the Board was advised by Mr. A. G. Briggs, general attorney of the railway company, that Mr. Nolte's proposition had been accepted, and on August 19, 1901, the Board was informed by complainant that the case had been adjusted by him paying $100 and doing the necessary ditching.

Des Moines, Iowa, August 19, 1901.

No. 2377—1901.

CHARLES A. REED, MENLO,
v.
.....
} *Inquiry concerning approaches to highway crossings.*

Inquiry filed May 14, 1901.

This was an inquiry from the road supervisor of Menlo, Iowa, to which the Board made answer as shown in the following:

MENLO, IOWA, May 13, 1901

D. N. Lewis, Des Moines, Iowa:

SIR—I write you in regard to railroad crossing. Can we compel the company to grade their crossings outside of their right of way in order to make a good crossing. I have written them in regard to a crossing and they have given the section foreman orders to have it graded, but he does not want to grade farther than right of way, and that will not fix it as much as it is on the hillside. Can we do anything. Let me know as we want to get work done right away.

Hoping for an early reply, I remain, Yours truly,

CHAS. A. REED.

DES MOINES, IOWA, May 15, 1901.

Mr. Charles A. Reed, Menlo, Iowa:

DEAR SIR—Replying to your favor of May 13th:

Section 2017 provides: "Raising or lowering highways. Any such corporation may raise or lower any turnpike, plank road or other road for the purpose of having its railway cross over or under the same, and in such cases said corporation shall put such road, as soon as may be, in as good repair and condition as before such alterations."

Under this section the supreme court of this state held in the case of *Farley v. C., R. I. & P. Ry. Co.* (42d Iowa, page 231), that the embankment constructed as necessary approach to the crossing is a part of the crossing and the company is required to keep it in repair; that the company is bound to keep crossings in a safe condition. In another case, that of *Gates v. C., St. P. & K. C. Ry. Co.* (82d Iowa, page 518), the court said:

"The company may raise or lower highway for the purpose of having its road cross over or under the same, but not for the purpose of making a grade crossing higher or lower than the grade of the highway."

I do not find any case where it has been specifically determined whether the railway company or the road supervisor should grade the approach to a railway crossing outside the right of way of the railroad company. But if by reason of the construction of the railway it is necessary that approaches be provided of greater length than would be possible within the limits of the right of way, then it might be that the company could be required to bear the expense of making the necessary approach outside its right of way.

Very respectfully yours,

DWIGHT N. LEWIS,
Secretary.

No. 2378—1901.

G. BENDICKSEN, LAKE MILLS,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Farm crossing.

Complaint filed May 14, 1901.

Complaint in this case was as follows:

LAKE MILLS, IOWA, May 9, 1901.

Mr. Welcome Mowry, Clutier, Iowa:

DEAR SIR—When the Chicago & North-Western was graded through Lake Mills and through our land two and one-half miles northwest from town, section 28, we continually asked the company to put in a crossing on our land to facilitate farming. This they finally did, but to show their—good will?—they put it in a place where it is a nuisance and of no benefit to us. We have continually petitioned them to move it but to no avail. If you can interest them in this matter you would greatly oblige.

G. BENDICKSEN.

The case was presented to the railway company by the commissioners and on June 27th, Mr. W. A. Gardner advised the board that the company was willing to relocate the crossing provided the complainant could decide upon a point where the view was unobstructed and where it would not make a dangerous crossing.

Mr. Bendicksen was immediately advised of the proffer of the railway company and as nothing further was heard from him, the case may be regarded as closed.

Des Moines, Iowa, November 29, 1901.

No. 2379—1901.

WM. BEATTIE ET AL., ADELPHI,
v.
WABASH RAILROAD COMPANY.
Changing the name of Tamworth station to Adelphi.

Petition filed May 16, 1901.

The petitioners in this case stated, substantially, that inasmuch as Tamworth station was only about one hundred yards from Adelphi, that there was no town at Tamworth; that the name of the postoffice was Adelphi; that letters were often addressed to Tamworth and consequently went to the dead letter office, and that it caused a great deal of trouble in shipping goods; therefore they asked that the Board of Railroad Commissioners order the name of Tamworth station changed to Adelphi.

The Commissioners at once took the matter up with the railway company, suggesting that the prayer of the petitioners be granted. On July 12, 1901, Mr. Beattie advised the Board that the name of the station had been changed to correspond with the postoffice and everything was now satisfactory.

Des Moines, Iowa, July 13, 1901.

No. 2380—1901.

WM. GRONWOLDT, NASHVILLE,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Discrimination in passenger fare.

Complaint filed May 17, 1901.

The complaint in this case was that the son of Mr. Gronwoldt was charged full fare before he was twelve years of age, while another boy in the same town over the age of twelve was permitted to ride on one-half fare.

The commissioners took the matter up with the railway company and upon assurance from that company that no further discrimination would be practiced, the case was closed.

Des Moines, Iowa, August 16, 1901.

No. 2381—1901.

WM. GRAVER, TINGLEY,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Overcharge on household goods.

Complaint filed May 9, 1901.

The expense bill in this case showed that on a shipment of household goods from Iowa City, on the Chicago, Rock Island & Pacific railway, to Shannon City on the Chicago Great Western railway, that the complainant had paid $9.29. which seemed to be more than sufficient to pay the freight through to destination. However, the complainant was obliged to pay $7.66 more at destination.

The commissioners called the attention of the railway company to this apparent overcharge, and after some correspondence had been had, the complainant advised the board that he had received refund on overcharge.

Des Moines, Iowa, November 29, 1901

No. 2382—1901.

GEO. H. WHEELOCK, GERMANIA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Overcharge on stock cattle to Chicago.

Complaint filed May 17, 1901.

This was a complaint that the company had overcharged on shipment of stock cattle to Shannon, Illinois.

Although this is an interstate shipment over which the Board did not assume jurisdiction, the matter was taken up with the railway company and it developed that the charge had been made in accordance with the tariffs in effect, and the commissioners advised the complainants of these facts and closed the case.

Des Moines, Iowa, July 6, 1901.

No. 2383—1901.

With reference to train connections at junction points on the Iowa Central Railway.

The following correspondence will explain itself:

DES MOINES, IOWA, May 23, 1901.

Mr. L. F. Day, Gen. Mgr. Iowa Central Ry. Co., Minneapolis, Minn:

DEAR SIR—The attention of the Board has been called to train connections where your line crosses other lines in the state, where the time of arrival of trains on one line, and departure of trains on connecting lines are very nearly the same. It is said that other companies accommodate the traveling public upon many occassions, and that it is their custom to wait, where the time is short, for your trains, but that your employes refuse to accommodate the public in the same way, even though the time necessary to wait would be very short.

The Board is of the opinion that where it is feasible, and whenever reasonable, you should extend the same accommodation to the public as other lines extend to it under similar conditions, and, if it is necessary, your time card and those of other lines should be so changed, where it can be done without any great inconvenience to your company, so that connections can be made. Under the law of this state the Board of Railroad Commissioners, within its discretion, may establish connections where one railway crosses another, but it is not disposed to establish such connections unless the railway companies show a disposition to ignore the convenience and rights of the public.

Kindly take this matter up with the other companies and adopt some reasonable means by which the public may receive proper and reasonable accommodations.

Very respectfully yours,
THE BOARD OF RAILROAD COMMISSIONERS,
BY DWIGHT N. LEWIS,
Secretary.

MARSHALLTOWN, IOWA, June 28, 1901.

Mr. Dwight N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Your favor of the 23d ultimo reached me at Minneapolis, and answer has been delayed until I could be in Marshalltowa and ascertain if there had been any failure on the part of our employes to extend the public every possible accommodation in the way of making train connections.

No doubt the Board appreciates the fact that we are anxious to make connections at junction points, as our passenger train service is valuable to the company only in proportion to its popularity and use by the public. We have a great many cross lines and we wait for each of our connections just as long as we can and make other connections with safety to the passengers using our trains. It must be clear to the Board that it is impossible to meet the views of each individual passenger on delayed trains, except by disregarding the convenience of all other passengers who would be delayed and miss their connections if we were to wait beyond a certain time for the connection, which at the time is of primary interest to the complaining passenger.

We have quite a heavy train service, considering the extent of our business, and every passenger train is scheduled with a view to making as many connections as possible. Our passenger service is unprofitable because the number of trains run is out of proportion to the number of passengers carried and we are striving to increase the volume of business by giving most careful attention to the public convenience.

Yours truly,
L. F. DAY,
Vice-President and General Manager.

No. 2384—1901.

FRANK LEIMKUEHLER, MOSCOW,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Train service.*

Complaint filed May 24, 1901.

This was a complaint that the Chicago, Rock Island & Pacific would not stop its No. 24 going east at Moscow when flagged. Upon investigation it was ascertained that No. 24 was a fast through train from Iowa points to Chicago which only stopped at larger towns, and no order was made by the Board in the case.

Des Moines, Iowa, November 29, 1901.

No. 2385—1901.

C. S. BARCLAY & SON, WEST LIBERTY,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Excess rates on cattle, interstate.*

Complaint filed May 28, 1901.

This complaint was occasioned by the application of fat cattle rates of two carloads of bulls shipped to South Omaha. While this was a matter over which the Board did not assume jurisdiction, the case was taken up with the railway company and on May 29th, Division Freight Agent C. H. Caswell, wrote the Board as follows:

Returning all papers attached to your communication of May 28th relative to protection of rate in two cars of short-horn cattle which were shipped to South Omaha from West Liberty. I beg to advise you that the proper rates have been assessed against this shipment. I think you understand that the 75 per cent of the published rate is applicable only on stock cattle which are shipped to feeding grounds. These cattle were shipped west for breeding purposes and would not be covered by any rulings whatever that we have in effect by which we could protect 75 per cent of the prevailing rates on them. I think you will agree with me in this respect and I trust that this explanation will be satisfactory to Mr. Barclay at West Liberty.

The complainant was advised of the result of the Board's investigation and the case was closed.

Des Moines, Iowa, May 31, 1901.

No. 2386—1901.

J. C. BEADE, IMOGENE,
v.
IOWA CENTRAL RAILWAY COMPANY ET AL.
} *Overcharge on household goods.*

This was a complaint on account of alleged overcharge on shipment of household goods from Liscomb, Iowa, to Imogene, Iowa, which is probably best explained by the following letter of the Board, dated July 6th, to Mr. J. N. Tittemore, traffic manager of the Iowa Central:

Replying to your communication of June 28th, addressed to Mr. C. F. Boylan, clerk of the Board, I beg to return herewith papers which you have filed with your answer and to call your attention to the conditions as shown by your files.

In the first place it may be well to call your attention to a statement of your agent at Liscomb, dated June 26th, in which he states that the correct weight of the shipment was 3,100 pounds. By reference to your bill of lading you will note that the complainant in this case prepaid $18.60; and by reference to the expense bill of the Omaha, Kansas City & Eastern Railroad company, you will note that the complainant was compelled to make another payment of $21.47, making a total charge of $40.07. We have figured the distances and the rates that should be charged and find that your agent at Liscomb, in his letter of June 26th, is correct and that the total charge for this shipment to destination should have been $23.94, making an overcharge of $16.13, which is respectfully suggested should be refunded to complainant in this case without more than the absolutely necessary delay. I don't know how you get your figure of $5.30 for apparent overcharge as mentioned in your letter of June 28th, as we get the same figure that your agent at Liscomb does.

Again concerning the matter of the weight of shipment: By reference to your bill of lading you will note that this shipment consisted of, and it is, I believe unreasonable to say that these articles could have weighed 5,190 pounds, and furthermore, your agent at Liscomb is very positive that he noted the correct weight upon the bill of lading.

Will you kindly look this matter through again and see whether we are not correct, and the Board will be pleased to hear from you at your very early convenience.

Considerable correspondence was had with the Iowa Central, the Chicago & North Western and the Omaha & St. Louis railways, which finally resulted in the latter part of the year in an adjustment being made of the overcharge and the case was closed,

Des Moines, Iowa, November 23, 1901.

No. 2387—1901.

WARD LAMSON, FAIRFIELD,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Farm crossing.

Complaint filed June 8, 1901.

This was a complaint that that the company had not lived up to its agreement in the matter of a farm crossing. The case was taken up personally with the superintendent, and Mr. Lamson, on June 27th, advised the Board that the matter had been adjusted to his satisfaction.

Des Moines, Iowa, June 28, 1901.

No. 2388—1901.

H. F. GASTON, TRAER,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Unfit condition of cattle pass.

Complaint filed June 12, 1901.

This was a complaint to the effect that the bottom of undergrade cattle pass was in bad condition on account of water being turned into it from ditches, etc. Mr. W. A. Gardner, general manager of the Chicago & North-Western, wrote the Board on June 27th, that "Have placed an order for riprap for use in putting this cattle pass in good condition, and the work will be done as soon as material can possibly be secured."

At a later date the Board understood the crossing was put in condition satisfactory to the complainant and the case was closed.

Des Moines, Iowa, November 29, 1901.

No. 2389—1901.

GEORGE MILLER, CLUTIER,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Overcharge.

Complaint filed June 17, 1901.

Complainant in this case claimed that he had been overcharged on shipment of store fixtures from Waterloo to Clutier. The complainant was asked to furnish some further information to enable the Board to determine whether the overcharge had been made, but no compliance was made therewith.

Des Moines, Iowa, November 29, 1901.

No. 2390—1901.

THE FEINER FISH COMPANY, CLINTON,
v.
ADAMS EXPRESS COMPANY,
AMERICAN EXPRESS COMPANY.
Discrimination in express regulations.

Complaint filed June 21, 1901.

Complaint in this case was as follows:

The Adams and \merican have combined, or, rather, received orders from their superintendents, to take all our shipments and weigh them here, ice, box and all, and deduct 25 per cent for ice from gross weight. Now, their rule everywhere in the United States, and especially at all competitive points, like Davenport, Muscatine, Dubuque and Burlington, is to take the actual weight of fish contained in box or barrel and add 25 per cent for ice. This, during the hot weather, is a distinct discrimination against us, as we are compelled to pay about 10 per cent more charges than other shipping points are, regardless of the fact that we are nearer in many cases. We either want the other cities treated the same, or we want the same accorded to us that they allow Dubuque, Davenport, etc.

We trust you will give this matter serious and prompt attention and will be glad to furnish any information possible.

The matter was taken up at once with the express officials and answer was made by the American Express company on July 1st, as follows:

In regard to the Feiner Fish company's complaint, if this fish company and others located at Clinton will give us the correct net weights of their shipments, there will be no trouble. They persist in giving us about 40 per cent less than net weight, necessitating our weighing the shipments and charging them in accordance with their complaint. You will hear from me again in regard to this matter.

Practically the same answer was received from the Adams Express company, and on July 4th the complainants wrote the Board saying:

We wish to thank you for your prompt attention to this matter of the express companies here. Yesterday they notified us that the old scale of weighing would be in force, which is thoroughly satisfactory to us, as well as to all the other large shippers from this point. We have, in nearly every instance, given the express companies the exact weight of all shipments, with but few exceptions and only when it was out of the question to do so, and they understood the situation as well as we did.

Upon receipt of the foregoing the case was closed.

Des Moines, Iowa, July 19, 1901.

No. 2391—1901.

JOHN FOX, DALLAS CENTER,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Undergrade farm crosisng.

Complaint filed June 22, 1901.

The complainant wrote the Board in this case as follows:

I wish to call your attention to a matter affecting my interest, between myself and the Chicago, Rock Island & Pacific railroad, as regards a crossing under their track on my farm one mile northwest from Waukee, Iowa. The farm consists of 400 acres and is crossed diagonally by their track through

its entire length, and being used for a cattle feeding farm for summer feeding, the ordinary crossing is not sufficient, as 100 acres are across the track from the feed lots and water. There has been an under crossing through a trestle until a year ago, when they put through an iron sluice and closed up. I called the attention of the agent here to the matter and asked him to have it referred to the proper authorities, but failed to hear anything from it, so changed my shipping to the Chicago, Milwaukee & St. Paul, which brought an inquiry and some correspondence followed, in which their local agent and Mr. Caswell, their general freight agent, recognized the necessity for a crossing, and an estimate of cost was submitted. I was asked what I would do towards it. I agreed to pay $100 towards a crossing sufficient to pass with a loaded wagon and have heard nothing from it since. The following is a diagram of the farm, marked where we wish the crossing and showing the approximate height of grade.

This case was at once taken up with the railway company and the Board was assured by Mr. C. H. Caswell, of that company, that the case would have immediate attention. Considerable correspondence followed which resulted in a proposition being made by the complainant to the railway company offering to put in a six foot by six foot clear opening, provided the complainant pay $100 toward the cost.

On November 14, 1901, Mr. Fox advised the Board that he had accepted the proposition.

Des Moines, Iowa, November 15, 1901.

No. 2392—1901.

HENDERSON BROTHERS, TRAER,

v.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

Delay and loss in transit.

Complaint filed June 29, 1901.

The complainants in this case filed with the Board a claim for loss of apples in transit from Traer, Iowa, to points in North and South Dakota.

While the Board did not assume any jurisdiction in such case, it being an interstate matter and also involving a question of damage, the case was laid before the railway company for such attention as it might be disposed to give it.

The railway company, in answer, stated that there was no delay in shipment on that line, and that the goods were delivered with promptness and dispatch to their connecting line at Pipestone, Minnesota, in good order.

The complainants were advised of the answer made by the railway company and also of the fact that the Board could take no further action in the case.

Des Moines, Iowa, November 29, 1901.

No. 2393—1901.

C. O. CARPENTER, CHICAGO,

v.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

Regulations concerning shipments of melons from Muscatine.

Complaint filed July 12, 1901.

The complaint in this case was as follows:

DEARBORN AVENUE, CHICAGO, ILL., July 15, 1901.

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—Since 1888, (this being my fourteenth year) I have grown and shipped melons and other produce annually from Cone and Port Allen, in Muscatine county, Iowa, on the line of the Burlington, Cedar Rapids & Northern railway. During this time I have billed out something like 250 cars of freight, and in but a solitary and single instance has there ever been any trouble or disagreement as to the unpaid charges on these cars of freight shipped by me. In this case the company was clearly at fault. I did not pay the charges, neither was the claim ever pushed for payment by them.

Now I am informed that it is the intention of this company to put in force a (so-called) legal right of theirs, heretofore ignored, and require actual payment of freight charges in cash before billing will be accepted. This will certainly work a serious hardship to myself, as well as many of the other shippers here, and my purpose of writing this is to learn if such a course is optional with the railroad company. It will require many hundreds of dollars and prevent much of the business going out, if followed, as few of the growers here have the necessary capital to carry on business in this way, always depending on the receiver of the melons at the other end of the line to first pay freight charges and then remit to them for the melons.

It is important that this matter be taken up *at once*, as the season for melon shipping will begin in three or four weeks.

I will thank you in advance for an immediate answer.

Yours very truly,

C. O. CARPENTER.

The matter was taken up by the Board with the railway company and Mr. W. P. Brady, general agent of the company, made answer on July 19th as follows:

Fully answering yours of the 15th instant, forwarding a copy of the above complaint, I am advised by Mr. Robert Williams, our vice-president and general superintendent, under date of the 18th instant, that he considers the practice, which is of uniform application, as being entirely fair and reasonable, in view of the perishable character of the shipments and that in his judgment Mr. Carpenter has no cause for complaint. This letter is predicated on a report that accompanies the correspondence, made to Mr. Williams by Mr. T. H. Simmons, general freight agent, under date of the 17th instant, in which he states as follows:

"For your information, would say that it is the practice of all roads to require the payment of satisfactory guarantee of the charges on melons and the like perishable articles. This rule has been enforced at Cone without exception, and I think Mr. Carpenter is the only shipper who has objected to its requirements.

"In this connection would call your attention to the fact that payment of charges on melons is required under the Iowa Railroad Commissioners' Classification. This can be found on page 92 of their classification No. 11."

It would appear from this summary that Mr. Carpenter's complaint is not well founded, and is therefore not entitled to further cognizance.

Copy of the foregoing was sent to Mr. Carpenter with the statement that the answer of the company correctly represented the previous action taken by the Board and the case was thus closed.

Des Moines, Iowa, October 29, 1901.

No. 2394—1901.

J. J. MATHEWS, CHEROKEE,

v.

ILLINOIS CENTRAL RAILROAD COMPANY.

Minimum weight of car of corn, interstate.

Complaint filed July 15, 1901.

Complainant in this case stated that he had been charged rates on a car of corn on the basis of 54,000 pounds, whereas he had only shipped 50,000 pounds. The corn having been shipped to a point outside the state, the complainant was advised by the commissioners that it was not in their jurisdiction, yet they would be glad to take it up with the company and ascertain why the charge was made.

Upon investigation it was found that the charge was made as per regulations of the company concerning minimum rates, notice of which had been given shippers as provided by the interstate commerce law..

Des Moines, Iowa, November 29, 1901.

No. 2395—1901.

CITIZENS OF WOOLSTOCK
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Petition for night station agent.

Complaint filed July 15, 1901.

This petition was as follows:

Having at sundry times asked the officials of the North-Western Railway company to consider our dire needs at this station without success, we, the business men and citizens of Woolstock, Wright county, Iowa, do hereby humbly petition and ask you as state officials to see that we get a night operator in the near future. The amount of business done over the road at this point demands another man.

Three trains pass through here during the night that are scheduled to stop for passengers, and for several years we have exposed ourselves and families to all manner of bad weather while waiting for trains out in the open air. Sometimes the trains would be several hours late. Our grain and stock markets have been hindered greatly by these conditions, this, of course, influencing the entire merchandise business of the town, and at sundry times causing large financial losses by not having the eastern mail put off here from the northbound mail train, due here at 6:02 A M.

Hoping to receive your official consideration of this petit on, we, the undersigned petitioners and citizens of Woolstock, do in the interests of the town and traveling public thank you in advance for work done in our behalf.

Considerable correspondence followed the receipt of this petition between the Board and the railway company which developed that the business at that station was not sufficient to warrant the employment of a night agent at that point at the present time.

Des Moines, Iowa, November 29, 1901.

No. 2396—1901.

T. G. WICKERSHAM, CAPRON,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.

Wrongful filling of spring used for watering stock.

Complaint filed July 16, 1901.

Complainant in this case stated that the right of way of the railway company included within its borders a well or spring that, before the railway was built, furnished water for all his live stock, and that in settling for the right of way the railway company agreed to permit him the free use of the water from said well or spring, and that the deed so stated; that the railway company had been throwing rubbish in said well and that now the same had been completely filled up so that it was impossible to get water from the well.

The Commissioners took the case up at once with the railway company and complainant wrote that the spring was reopened.

Des Moines, Iowa, November 29, 1901.

No. 2397—1901.

PETERSMEYER BROTHERS, ODEBOLT,
v.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.

Refusal to furnish cars for shipment of oats to Kansas City.

Complaint filed July 27, 1901.

Upon receipt of the complaint in this case the complainants were advised that the matter was interstate over which the Iowa Board had no jurisdiction, but that nevertheless the attention of the company would be called to the complaint and every effort made by the Iowa Board to assist them in getting what they wanted.

The commissioners telegraphed the railway company as well as wrote it, on receipt of this complaint, and further investigation showed that the order to agents to bill no more cars to Kansas City arose from the fact that there was a grain blockade at Kansas City and no more cars could be taken care of in the yards.

Des Moines, Iowa, October 29, 1901.

No. 2398—1901.

DAVID COOTER, FLUGSTAD,
v.
CROOKED CREEK RAILWAY COMPANY.

Farm crossing.

Complaint filed August 5, 1901.

The complaint in this case was that the railway company had deprived the complainant of a farm crossing over said railway which passes through his farm.

The case was at once taken up with the railway company resulted in the crossing being restored to the satisfaction of the complainant.

Des Moines, Iowa, October 1, 1901.

No. 2399—1901.

C. E. TEED, MONONA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Inability to get car for shipment of household goods.

Complaint filed August 8, 1901.

The complainant stated that he desired to ship a car of household goods to Osage, Iowa, and that he had had the goods packed three days but could not get a car.

The matter was taken up with the railway company and the car was furnished with satisfactory explanations from the railway company for the cause of the delay.

Des Moines, Iowa, August 9, 1901.

No. 2400—1901.

McCAULL-WEBSTER GRAIN COMPANY, MINNEAPOLIS, MINNESOTA,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Refusal to transfer cars of grain to connecting lines at Council Bluffs.

Complaint filed August 12, 1901.

Complaint in this case was as follows:

To the Board of Railroad Commissioners of the State of Iowa:

Your petitioner, the McCaull-Webster Grain company, represents that it is a co-partnership engaged in the business of buying, selling and shipping grain, and is conducting such business in the state of Iowa. That in the course of its business, it purchases grain in various towns of the state of Iowa, including towns on the line of the Chicago & North-Western railway and its branches and connecting lines. That some of the grain so purchased and shipped by your petitioner, finds a market in various places on the line of the Omaha & St. Louis railway, which road, as well as that of the Chicago & North-Western railway, has terminus at Council Bluffs, Iowa. Your petitioner further represents that on grain shipped by your petitioner to Council Bluffs, Iowa, over the Chicago & North-Western railway, or its branches or its connecting lines, the said Chicago & North-Western Railway company refuses to switch or transfer said cars for the purpose of being unloaded, to be forwarded to such points as your petitioner may desire, on the line of the Omaha & St. Louis Railway company. That the said Chicago & North-Western Railway company, in keeping of the general custom of railway lines at Council Bluffs, Iowa, so transfers other kinds of freight to the Omaha & St. Louis railway, and so transfers grain to other lines, and to the elevators in Council Bluffs, Iowa, but refuses to so transfer grain shipped to your petitioner at Council Bluffs, Iowa, whether the same is billed flat to Council Bluffs, or in care of Omaha & St. Louis railway or to points on the line of the Omaha & St. Louis railway.

Wherefore your petitioner asks your honorable body to prescribe by rule and regulation the terms and conditions upon which com non carriers may be required to switch and transfer cars for another, for the purpose of being loaded and unloaded, and to make an order requiring the said Chicago & North-Western Railway company to so switch and transfer cars for your petitioner, when loaded with grain, whether said cars are billed flat to Council Bluffs, or in care of Omaha & St. Louis Railway company, or Omaha, Kansas City & Eastern Railway company, or to points on the line of either of said railways, and prescribing the terms and conditions on which the said Chicago & North-Western Railway company shall be required to so switch and transfer said cars for the purpose of being loaded or unloaded, and for such further orders and rules in that behalf as may to your honorable body seem just, reasonable and proper.

Respectfully submitted,
McCAULL-WEBSTER GRAIN COMPANY,
By HARL & McCABE,
Its *Attorneys.*

The case was taken up with the railway company at once and answer was made by Mr. H. R. McCullough, third vice-president of the Chicago & North-Western Railway company, on August 13th, as follows:

CHICAGO, August 13, 1901.

Mr. Dwight N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Your favor of the 12th instant received, containing copy of petition received from the McCaull-Webster Grain company.

At present, and for some time past, the terminals of the roads to southwestern Missouri river points, especially Kansas City, have been blocked with shipments of grain. Some of our cars are down there at present and we will probably not see them again this summer.

Our company at present have urgent demands for every car we own for transporting our business between our own stations, and we are satisfied if we allowed our cars to go to the southwest loaded with grain that we would not be able to get them in service on our road for several months. Instructions were, therefore, issued that any of our cars loaded with this grain must not leave our tracks, but must be transferred to cars of connecting lines at junction points.

We understand the firm of McCaull-Webster Grain company were fully advised of these instructions when their cars referred to were loaded and shipped to Council Bluffs.

At present our company thinks it would be a hardship on us to issue any other instructions regarding this matter, and we hope that your Board will sustain us, at least until such a time as somebody can guarantee us if our cars are allowed to go through without transfer that they will be returned to us promptly. At present, connecting lines running to this territory are unable and unwilling to make us this guarantee.

We have a through tariff from stations in your state to southwestern points, which is via Council Bluffs and the Kansas City, St. Joseph & Council Bluffs railway, and have an agreement with that company that they will furnish their cars to be loaded at our stations and go through without transfer.

If the Omaha & St. Louis road would care to join us in through tariff on same basis and furnish cars for the traffic, it would please us to duplicate the arrangement we have with the Kansas City, St. Joseph & Council Bluffs road with the Omaha & St. Louis railway.

Yours truly, H. R. McCULLOUGH.

The foregoing was submitted to the complainant's attorneys, who insisted upon a hearing of the case and the Board accordingly fixed August 22d, at Council Bluffs, for such hearing. Before the date of the hearing the commissioners were furnished copy of notice issued to the agent of the North-Western, at Council Bluffs, Iowa, by the Chicago & North-Western Railway company, which notice was as follows:

Agent, Council Bluffs, Iowa:

File B—7169. Until advised to the contrary any grain arriving at your station in our cars to be delivered to the Omaha & St Louis Railway, you can switch Omaha & St. Louis cars to our tracks, placing them as convenient as possible so that grain can be transferred from our cars to their cars. We make no switching charge for moving Omaha & St. Louis cars to and from our tracks. Upon statement made to you in writing by parties owning the grain that it is to be shipped and unloaded at stations on the Omaha & St. Louis in Iowa, we will accept local rate to Council Bluffs from point of shipment. If grain is destined to stations outside state of Iowa, we will accept for our haul to Council Bluffs our proportion of the through rate in force via other roads. If you find the grain destined outside the state of Iowa, telegraph to what station it is to be shipped and we will advise you the rate to collect for moving the cars over our road. Notify McCaull-Webster company or other parties shipping this grain.

E. D. BRIGHAM,
General Freight Agent.

The complainants were not satisfied with this disposition of the case as indicated in the above notice, and the Board did not revoke the notice for the hearing on August 22d.

On August 20th the commissioners were notified by the McCaull-Webster Grain company, by telegram, that their complaint against the Chicago & North-Western Railway company had been adjusted and that there was no necessity for a hearing. The case was therefore closed.

Des Moines, Iowa, August 24, 1901.

No. 2401—1901.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY

v.

W. S. JOHNSON.

Petition for permission to condemn land in Story county.

Petition filed August 17, 1901.

This was petition of the Chicago & North-Western Railway company asking for permission to condemn certain lands described in Story county, as per section 1998 of the code, as amended by chapter 70, acts of the Twenty-eighth General Assembly.

The Board fixed August 28th for a hearing, but before that date the Board was advised that the company had adjusted the matter with the land owner and the case was closed.

Des Moines, Iowa, August 21, 1901.

No. 2402—1901.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY
v.
W. F. PRESTON.
Petition for permission to condemn land in Harrison county.

Petition filed August 21, 1901.

This was petition of the Chicago & North-Western Railway company asking for permission to condemn certain lands described in Harrison county, as per section 1998 of the code, as amended by chapter 70, acts of the Twenty-eighth General Assembly.

The Board fixed September 6th for a hearing, but before that date the Board was advised that the company had adjusted the matter with the land owner and the case was closed.

Des Moines, Iowa, August 31, 1901.

No. 2403—1901.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY
v.
HENRY WACKER.
Petition for permission to condemn land in Harrison county.

Petition filed August 21, 1901.

This was petition of the Chicago & North-Western Railway company asking for permission to condemn certain lands described in Harrison county, as per section 1998 of the code, as amended by chapter 70, acts of the Twenty-eighth General Assembly.

The Board fixed September 6th for a hearing, but before that date the Board was advised that the company had adjusted the matter with the land owner and the case was closed.

Des Moines, Iowa, August 26, 1901.

No. 2404—1901.

CITIZENS OF WILLIARD
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Petition for flag station privileges.

Petition filed August 29, 1901.

Mr. Edwin Perry wrote the Board, stating that the citizens of that town had requested the Chicago, Milwaukee & St. Paul Railway company to stop their

train at that town to take on and let off passengers when signaled to do so, but that the company had not complied with their request. He said that Williard was a mining town of 300 people; that the nearest station was Bidwell three and one-half miles east, and Blakesburg was four and one-half miles southwest, etc.

The commissioners asked for further information and in answer thereto Mr. Perry sent the Board a copy of the petition which had been sent the railway company and also stated that Williard would be a permanent town; that the coal fields, on testimony of good judges, would last at least ten years, etc.

The matter was taken up with the railway company and on October 25th, Mr. Perry wrote the Board as follows:

I beg to say that the arrangements to stop day trains at this station is entirely satisfactory to the citizens of this place. Please accept our sincere thanks for the interest taken in our behalf.

Des Moines, Iowa, October 26, 1901.

No. 2405—1901.

H. E. JEWELL, COON RAPIDS,
v.
UNITED STATES EXPRESS COMPANY AND AMERICAN EXPRESS COMPANY.
Wrongful routing of hog shipment.

Complaint filed August 29, 1901.

Complainant in this case stated that he had been overcharged on shipment of hog from Houghton, Iowa, to Coon Rapids, the charge having been $10.

The matter was at once taken up with the express companies and General Superintendent W. H. Quick, of the United States Express company, stated that the excess charge arose from the fact that the American Express company hauled the hog to Omaha before it was turned over to the United States Express company and that he would take the matter up with the American Express company and advise later with what result. Mr. Quick again wrote the Board on November 1st, stating that the overcharge was only $1, which had been refunded to Mr. Jewell. He also stated that there was but little difference in time via Omaha and via Des Moines, as the hog was carried directly through to Omaha by the Chicago & North-Western Railway company and by order of that company on the Chicago, Milwaukee & St. Paul from Omaha to Coon Rapids.

The complainant was satisfied with this explanation and settlement of the case.

Des Moines, Iowa, November 29, 1901.

No. 2406—1901.

J. S. HARRIS, NEW MARKET,
v.
KEOKUK & WESTERN RAILWAY COMPANY.
Application for cattle pass.

Complaint filed August 31, 1901.

The complainant in this case wrote the Board as follows:

I own a farm here at New Market. The Keokuk & Western railway runs through it. This road was formerly the Humeston & Shenandoah. For eight or ten years I have had a passway under a bridge from one of my pastures to the other. Since the Keokuk & Western has taken charge they

propose to close my passway. I asked them to give me a passway. They say they will by me paying them $125 00. Now I want to know if I will have to pay them for this pass. It does seem to me that I am entitled to this pass without paying for it. I want you to inform me what my rights are. I bought both farms since the road was built. When I bought the last farm I asked the railway company to give me a pass under the bridge and they did. Now then, after using it for eight or ten years they propose to shut me out. Will you kindly inform me what my rights are?

The Board at once took the matter up with the railway company and Mr. A. C. Goodrich, general manager of the respondent company, replied as follows:

KEOKUK, IOWA, September 3, 1901.

Iowa Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—I beg to acknowledge receipt of your letter of September 2d, written by Secretary Lewis, and a copy of letter from Mr. J. S. Harris, New Market, Iowa, pertaining to undergrade crossing at cattle pass.

The facts are as follows: We have a trestle bridge 271 feet long and fifty-five feet high, a short distance east of New Market station which is old and must be rebuilt or filled. It is the policy of the road to fill these old bridges when not too expensive, especially such high bridges, as they are dangerous to the traveling public, being liable to fires and to serious accident should derailment occur on said bridge.

When the Humeston & Shenandoah was built a large number of these bridges were erected, and the company has permitted owners of land to cross the right of way under these bridges with stock or teams, but I do not understand because such use has been made of the company's property that we are obliged to keep open such a passage or crossing. We have made preparation to fill this bridge, as it is not needed for water way, and I did not think when Mr Harris brought the matter up that we should incur the large expense of maintaining and keeping in repair a bridge opening for a crossing of this kind for his private use and made him a very reasonable proposition, giving him a choice of two locations where we would put in a cattle pass, one for $125.00, the other for $80.00, which would not fully compensate us for construction, to say nothing of maintenance.

We try to furnish cattle passes of this character where we can use a bridge for water way without charge to the owners of land, but where we construct one solely for their benefit we try to divide the expense.

Respectfully,

A. C. GOODRICH,
General Manager.

In sending a copy of the above letter to the complainant the Board wrote him as follows:

DES MOINES, September 20, 1901.

Mr. J. S. Harris, New Market, Iowa:

DEAR SIR—Referring to your letters to this Board concerning application for undergrade farm crossing, beg to enclose you herewith copy of communication received from General Manager A. C. Goodrich, of the Keokuk & Western railway, which seems to indicate that the company is willing to make the cattle pass for you, provided you bear some portion of the expense.

By the decisions of the state supreme court it has been held that a farm crossing at grade fulfils the requirements of the law wherever such a crossing can be properly constructed, and that extraordinary conditions must be shown to exist before a railway company could be compelled to construct any other than a grade crossing. There have been cases where undergrade crossings have been held by this Board to be the only reasonable means of crossing a railway, but they were in cases where, on account of heavy grades, deep cuts etc., a grade crossing was impracticable.

However, the Board encourages undergrade or overhead crossings at all times wherever it is feasible to construct them and where the expense is not unreasonable, and have not deemed it unreasonable in such cases for the landowner to bear some portion of the expense of constructing such a convenient passageway.

If the conditions are such on your land that it is not practicable to construct an ordinary grade crossing, such as your neighbors are provided with, it might be that the railway company could be compelled, at its own expense, to construct for you some other reasonable and proper means of crossing its track. If, however, the conditions are not such as to make it impracticable to construct the ordinary farm crossing at grade, which the supreme court has declared to be the rule in this state, then it is respectfully suggested that you should co-operate with the railway company in the construction of an undergrade passageway, especially in view of the statement of Mr. Goodrich in the letter enclosed herewith.

Will you kindly advise the Board what action you may take in reference to the suggestions herein.

Very respectfully yours,

DWIGHT N. LEWIS.
Secretary.

No answer having been received to the foregoing the case was closed without prejudice.

Des Moines, Iowa, November 29, 1901.

No. 2407—1901.

W. C. SIEVERS, WALNUT,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Refusal to furnish cars.

Complaint filed September 6, 1901.

This was complaint that the respondent railway company would not permit its cars to be loaded with grain for any point. The matter was taken up with the railway company and the Board was advised that the conditions had improved and the company was able to furnish the cars desired.

Des Moines, Iowa, October 29, 1901.

No. 2408—1901.

HENRY ROHLK, ROCK RAPIDS,
v.
BURLINGTON CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed September 7, 1901.

Complainant in this case stated that he wished to ship a car of barley, but could not get any cars for that purpose. This complaint was made during the general scarcity of cars, but the company supplied them as soon as possible.

Des Moines, Iowa, October 29, 1901.

No. 2409—1901.

J. B. SPURGEON, ADEL,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed September 9, 1901.

This was complaint of inability to get car to ship corn from Kennedy to Moulton.

The matter was taken up with the railway company and car was furnished as promptly as possible under the circumstances.

Des Moines, Iowa, October 29, 1901.

No. 2410—1901.

COMMISSIONERS

v.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

Repair of highway crossing near Waverly.

On September 9, 1901, the commissioners, on their own motion, called the attention of the Chicago Great Western Railway company to highway crossings very much in need of repairs, one situated near Y connecting the respondent line of railway with that of the Illinois Central railway at Waverly, and the other about two miles east of Waverly. The railway company assured the Board that these crossings would be maintained in proper condition hereafter.

Des Moines, Iowa, October 29, 1901.

No. 2411—1901.

JOS. BOSWELL, DAVIS CITY,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Stock killed.

Complaint filed September 26, 1901.

Mr. Joseph Boswell complained to the Board that on August 29th the train on the line of the respondent railway company killed a male calf belonging to him on his farm near Davis Center. He desired that the commissioners attempt to make a settlement for him. The commissioners advised Mr. Boswell that they had no authority to collect claims for money charges of a private nature, but that an effort would be made to bring about a settlement providing the company was willing to make any adjustment.

The case was accordingly taken up with the railway company, but the superintendent, C. M. Levey, wrote the Board on September 28th that the calf was killed on a public crossing and that owing to a curve in the track, the engineer was unable to see the animal in time to avoid hitting it. The company therefore declined to make any settlement, and the complainant was so advised with the suggestion that if he desired to go further with his claim, suit should be brought in court of competent jurisdiction.

Des Moines, Iowa, October 29, 1901.

No. 2412—1901.

CITIZENS OF STANLEY

v.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

Train service.

Complaint filed October 3, 1901.

This was petition of citizens of Stanley that the respondent railway company be compelled to stop passenger train No. 6 at Stanley. The company, in its answer to this complaint, stated that No. 6 was scheduled to stop at Stanley for passengers going to Dubuque and Chicago, although Stanley was one of the smallest

stations on the road and the ticket sales would not amount to $1,000 a year. The complainants did not carry the case any further.

Des Moines, Iowa, November 29, 1901.

No. 2413—1901.

O. G. SARGENT, SR., VINCENNES,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Farm crossing with cattle guards.

Complaint filed October 14, 1901.

Complaint in this case was as follows:

VINCENNES, IOWA, October 12, 1901.

Railroad Commission, Des Moines, Iowa:

GENTLEMEN—I desire to call your attention to a certain railroad crossing that is located on the Keokuk division of the Chicago, Rock Island & Pacific railway, that runs through my farm. The Chicago, Rock Island & Pacific railway company have leased the old Keokuk & Des Moines Valley railroad that runs from Keokuk to Des Moines, and about twenty-five years ago they (the Chicago, Rock Island & Pacific railway) changed about fifteen miles of the road bed, commencing at a point about three miles west of Keokuk and running and connecting with the old road bed at Vincennes, Iowa, or Sand Prairie station as the railroad calls it. About two and one-half miles east of Sand Prairie station and near Connables station is located the said crossing. When the new road bed was completed and fenced, the said crossing was made for the owners of the farm at that time so they could get from one side of the farm to the other, and the said crossing was fenced and cattle guards put in. During this last summer the railroad company saw fit to take out and away the fence and cattle guards. I protested against it and wrote to Superintendent Gilmore to that effect. He sent a man to see me and wanted to know if a fence built up to the track would not do, and no cattle guards be put in. I told him it would not do as my stock would go on and then up and down the track. They paid no attention to my request and only built fences up to the track. As I told them they would, my stock gives me any amount of trouble, as I sometimes cross the track from five to ten times a day, as the necessity requires, and the stock runs up and town the track and it takes two or three persons to drive them over. These cattle guards have been in until this last summer, ever since the road has been built, and I protest that it is an injustice to me to take them away, and they have no lawful or legal right to take the guards out without my consent, and I appeal to you as the [railroad commissioners of Iowa to see that justice is done me, and that the railroad company returns the cattle guards. An accident is liable to happen at any time because there are no guards there. I do not wish to resort to a legal remedy, but if the company pays no attention to my request, I will be compelled to see what the courts will do in the matter.

An early reply is requested.

O. G SARGENT, SR.

The case was taken up at once with the railway company and the commissioners were advised that cattle guards would be replaced.

Des Moines, Iowa, November 29, 1901.

No. 2415—1901.

BLAKE & COLLMAN, ELDON,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Inability to get cars.

Complaint filed October 23, 1901.

Complainant stated that they were having considerable trouble to obtain cars for shipment of lumber and wood.

The case was taken up with the railway company at once and in due time cause for complaint was removed.

Des Moines, Iowa, November 29, 1901.

No. 2416—1901.

A. I. STACY, STACYVILLE,
v.
ILLINOIS CENTRAL RAILROAD COMPANY.
Overcharge—interstate.

Complaint filed July 22, 1901.

This was complaint that overcharge had been made by the respondent company and connections on shipment of emigrant movables and machinery from Stacyville to John Day, Oregon. The overcharge was claimed to have arisen from wrongful classification on articles constituting the shipment. While the case was interstate and outside the jurisdiction of the Board, the matter was the subject of considerable correspondence between the railroad commissioners and the railway company, which finally resulted in the satisfactory adjustment of the claim being made.

Des Moines, Iowa, November 29, 1901.

No. 2417—1901.

E. H. STEPHENS & CO., LEDYARD,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed November 1, 1901.

This complaint, in line with many others received during the fall of 1901, was in effect that cars could not be obtained for prompt shipment of grain. Soon after complaint was filed, however, cars were furnished by the company.

Des Moines, Iowa, November 29, 1901.

No. 2418—1901.

B. P. HARDING, ALLISON,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.
Train service.

Complaint filed November 2, 1901.

Complaint in this case was as follows:

I write you to express the sentiment of all the people of Allison in regard to a very emphatic "kick" on the train and mail service being given us by the Chicago Great Western railroad. It is a common occurrence, happening once, and sometimes twice a week, that we get no mail at all off the main line. This morning was an example. Nothing but a little local mail came in on the 9:40 passenger, so our Des Moines papers and eastern papers will be delayed just twenty-four hours because of the seemingly persistent carelessness of the railroad officials. Their service is poor enough at its best. We never get the Chicago papers until they are a day old, and Des Moines morning papers are

the only ones that get here the same morning. To have them delayed, as well as important letters, is exasperating, to say the least. Is it in the power of the railroad commissioners to improve matters?

The Board was assured by the railway company that that company contemplated an improved service on the Waverly branch, and the commissioners wrote Mr. Stickney that if they did not believe such a service would soon be established, they would be inclined to make an order in the case.

Des Moines, Iowa, November 29, 1901.

No. 2419—1901.

McCAULL-WEBSTER GRAIN COMPANY, MINNEAPOLIS, MINNESOTA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Refusal to receive and forward freight.

Complaint filed November 4, 1901.

Complaint in this case was as follows:

To the Honorable Board of Railway Commissioners of the State of Iowa:

Your petitioner, McCaull-Webster Grain company, a corporation of the state of Minnesota, engaged in the business of buying and selling grain in the state of Iowa, and other places, represents that it has occasion to ship large quantities of grain over the line of the Chicago, Milwaukee & St. Paul Railway company from various stations along the line of said company in the state of Iowa, to Council Bluffs, Iowa.

That a large part of said grain is sold by your petitioner to the Trans-Mississippi Grain company for delivery at the Union elevator in Council Bluffs, Iowa, operated by the said Trans-Mississippi Grain company.

That a considerable part of said grain, your petitioner, from time to time, desires to reship over the Omaha & St. Louis Railroad company and its successors, the Wabash Railroad company, when it shall succeed the Omaha & St. Louis Railroad company, to points on the line of said roads.

That the Union elevator above referred to, is located on a switch of the Union Pacific Railroad company, and is a large elevator for the receipt, storage and shipment of grain, having a capacity of many thousand bushels.

That Council Bluffs is a point at which large quantities of grain are received by rail, stored in elevators, and shipped by rail to other points.

That the Union Pacific Railway company is a corporation owning a line of railroad having its terminus at Council Bluffs and extending westward therefrom.

That the Omaha & St. Louis Railroad company is a corporation operating a railroad line from Council Bluffs through various counties in southwestern Iowa and into the state of Missouri.

That the Union Pacific Railroad company is and has been in the habit of switching cars loaded with grain destined for said Union elevator, received over other lines extending to Council Bluffs to said Union elevator, for the purpose of being unloaded and returning the cars to the line from which they were received, for a switching and transfer charge of $2. And your petitioner avers that said Union Pacific Railroad company is still ready and willing to receive, switch and transfer such cars for such reasonable compensation.

That for a long period of time it has been the custom of defendant and the other railway lines centering in Council Bluffs, to deliver grain consigned over their line to Council Bluffs, care of Union elevator, by permitting the switching and transferring of the same by the Union Pacific Railroad company as hereinbefore recited.

That the Omaha & St. Louis Railroad company is willing to receive the grain consigned over the other lines in its care, and transfer the same to its own cars, and it has been the custom of this defendant to permit such transfer on shipments consigned over its line, in care of said Omaha & St. Louis Railroad company for which a reasonable switching and transfer charge of $2 has been made.

That this defendant now refuses to switch or transfer cars shipped over its line, to said Union elevator, and refuses to permit the said Union Pacific Railroad company to switch or transfer said cars in order that they may be unloaded at said Union elevator and the defendant refuses to switch or transfer its cars or to permit the Omaha & St. Louis Railroad company to switch or transfer the same, in

order that the grain may be transferred to the cars of the Omaha & St. Louis Railroad company. That this refusal on the part of said defendants subjects your petitioner to great loss, inconvenience and damage, and largely impairs its business in the purchase, shipment and sale of grain, and subjects your petitioner to great loss, delay and damage in the matter of the delivery of grain to the Union elevator where said grain is shipped over the line of defendant's line of railway, and like loss, damage and delay on grain shipped over defendant's line, which your petitioner desires to ship over the line of the Omaha & St. Louis Railroad company.

That the city of Council Bluffs is a junction and terminal point of a large number of railway lines, and that this defendant and the Union Pacific Railroad company and the Omaha & St. Louis Railroad company have facilities for the switching, transferring and delivery of grain to the Union elevator and for the interchange of grain traffic between the defendant and the Omaha & St. Louis Railroad company by the switching and transfer of cars as hereinbefore recited.

Wherefore, your petitioner asks for an order of this commission fixing the terms and conditions upon which the defendant, Chicago, Milwaukee & St. Paul Railway company, the Union Pacific Railroad company and the Omaha & St. Louis railroad company may be required to switch and transfer cars for each other, for the purpose of being loaded and unloaded, as is provided by section 2125 of the code of Iowa, 1897. And your petitioner further prays for general order fixing the terms and conditions upon which various railroads entering Council Bluffs, Iowa, may be required to switch and transfer cars of the various lines for the purpose of being loaded and unloaded, and for such further orders as may be deemed just in the premises.

McCAULL-WEBSTER GRAIN CO.

Subsequent to the receipt of the foregoing the complainants filed an amendment to their original petition as follows:

To the Honorable Board of Railway Commissioners of the State of Iowa:

Your petitioner, McCaull-Webster Grain company, amends its complaint filed with your Honorable Board on November 4, 1901, by alleging that your petitioner is a co-partnership, co nsisting of J. L McCaull, D. Webster and R. A. Dinsmore, instead of a corporation as by inadvertence alleged in the complaint above referred to.

The complainant for further amendment to said complaint, alleges as follows: That Terwilliger & Dwight consigned to your petitioners at Council Bluffs, Iowa, care of the Union elevator, a car of bulk corn from Westfield, Iowa. That said car of corn was consigned to your petitioners at Council Bluffs, Iowa, care of Union elevator. That the weight of said car was 43,400 pounds. That your petitioner had sold said corn to the Trans-Mississippi Grain company for delivery at the Union elevator. operated by said company at Council Bluffs, Iowa. That said consignment was shipped over the Chicago, Milwaukee railway, owned and operated by the defendant herein. That this defendant, the Chicago, Milwaukee & St. Paul Railway company charged, demanded and exacted from your petitioner, on said shipment from Westfield to Council Bluffs, a rate of 12 cents, and total freight charge of $51.84, which said charge was unreasonable and extortionate and in excess of the legal rate provided by the Iowa distance tariff. That said freight charge was paid by your petitioner under protest. That this defendant is demanding from your petitioner, on shipments of grain from points in Iowa to Council Bluffs, billed care of the Union elevator in said city, being grain sold by your petitioner to the Trans-Mississippi Grain company, and to be by your petitioner delivered at the elevator of said company, a rate of 4 cents per hundred in excess of the reasonable and proper charge therefor, and in excess of the rate prescribed by the Iowa distance tariff.

That by the said wrongful and extortionate freight charge on said shipment from Westfield, Iowa, hereinbefore alleged, your petitioner has been damaged in the sum of $19.20.

Wherefore, your petitioner asks that said defendant, Chicago, Milwaukee & St. Paul Railway company, be ordered and required to make redress for the wrongful and extortionate charge made on said shipment against your petitioner in the sum of $19.20, and that said defendant be ordered and required to cease from its exaction of an unreasonable freight charge on shipments of grain from points in Iowa to Council Bluffs, or to Council Bluffs, care of Union elevator, or from demanding, exacting or receiving on such shipments a freight charge in excess of the Iowa distance tariff, and for such further orders as may be necessary to protect the rights of your petitioner.

McCAULL-WEBSTER GRAIN COMPANY,
By HARL & McCABE,
Its *Attorneys.*

In answer to the foregoing the railway company stated that the subject-matter of the complaint, as made to the railroad commissioners, was in litigation in

the courts at Council Bluffs in suits brought by the McCaull-Webster Grain company against the respondent railway company.

On November 23d the Board received a statement signed by the president of the complainant firm and the general solicitor of the Chicago, Milwaukee & St. Paul Railway company that all differences between these parties had been adjusted to the satisfaction of all concerned.

Des Moines, Iowa, November 29, 1901.

No. 2420—1901.

MEDBURY & DARNELL ET AL., COUNCIL BLUFFS,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
} *Refusal to receive and forward freight.*

Complaint filed November 6, 1901.

The complaint in this case was substantially the same as that in No. 2419—1901, *McCaull-Webster Grain Company v. Chicago, Milwaukee & St. Paul Railway Company*, and was satisfactorily adjusted by the railway company, as per advice from the complainants on November 25, 1901.

Des Moines, Iowa, November 27, 1901.

REPORTS OF ACCIDENTS.

ACCIDENTS ON RAILWAYS IN IOWA.

While the law compelling the Board of Railroad Commissioners to investigate accidents upon railways in Iowa resulting in serious injury or loss of life was repealed in the codification of 1897, yet the commissioners have asked, as a matter of courtesy and under the statute giving the Board general supervision of railways, the railway companies to make report in full of such accidents occurring upon their lines. This request has been generally acceded to and the Board submits herewith copies of the reports so filed:

ACCIDENT NEAR THAYER, ON CHICAGO, BURLINGTON & QUINCY RAILWAY.

BURLINGTON, IOWA, May 24, 1921.

Mr. D. N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I have your letter of May 15th, asking for a complete report of the accident at Thayer, May 6, 1921, in which our passenger train, No. 3, was wrecked.

No. 3, with engine 1569, was in charge of Engineer Brown and Conductor O'Connor. Engine 1536, in charge of Engineer Cline and Conductor Duggan, was on an extra west, and had stopped at Thayer to pick up a train loaded with graders' outfit. Part of their train and the engine was on the stock yards track, but there was one car on the middle siding, which the contractor, who was loading the outfit, wished to have set on the stock yards track where he could get at it to finish loading. As soon as No. 7 passed Thayer Engineer Cline and Head Brakeman Metcalf thought they would move their engine from the stock yards track to the middle siding in order to be ready to take the car off this middle siding as soon as No. 3 had passed. In order to get from the stock yards track to the siding the engine was obliged to foul the main line, although it was not necessary to open the main line switch. Engineer Cline and Brakeman Metcalf thought they would have plenty of time to make this movement before No. 3 arrived, but failed. When they saw No. 3 near at hand they tried to move their engine back to clear the main line, but the drivers slipped on account of the rail being wet, and No. 3's engine struck engine 1536.

The track at this point is on a curve to the left, going west, so that Engineer Brown, on No. 3, could not see engine 1536 until a short distance before the engines collided.

Engine 1536 was turned over on the south side of the main track. Engine 1569, of No. 3, was turned over on the north side of the main track, and was turned end for end, so that it headed east. The baggage car and smoker were overturned on the south side of the main track west of engine 1536. The next two chair cars were on the north side of the main track and turned over at the bottom of a 40-foot embankment The dining car stopped with one end down the embankment and the front trucks back under the center of the car, but the rear truck was on the ties and the car did not upset, and was only slightly damaged. The sleepers did not leave the rail.

The damage to the cars which were overturned was quite serious; a good many of the seats were torn from the fastenings and the trucks were stripped from under the cars. The engines were both damaged considerably.

The engineer and fireman of engine 1536 jumped before the collision and were but slightly injured, and the fireman of engine 1569, on No. 3, had an arm broken and received slight injuries, but nothing of a serious nature. Brown, the engineer on No. 3, was found dead under his engine. Quite a number of passengers in the smoker and the other two chair cars were more or less injured; as a rule, however, the injuries were slight and none of them very serious.

The accident was due to the fact that Engineer Cline and Brakeman Metcalf took their engine out so as to foul the main line on No. 3's time, in violation of the rules.

Yours truly,

C. M. LEVEY,
Superintendent.

ACCIDENT NEAR UNIONVILLE, ON CHICAGO, ROCK ISLAND & PACIFIC.

CHICAGO, June 26, 1901.

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

GENTLEMEN—In compliance with your request for a report of the accident occurring on this line near Unionville, Iowa, I have to state: At about 3:10 A. M., May 4, 1901, about two and one-half miles east of Unionville, Iowa, passenger train No. 11 drawn by engine 857, Peter Blake engineer, J. F. Walker conductor, was derailed by striking cattle on the track. At the time of the accident the train was running at about forty-five miles per hour on a considerable embankment, down which the engine plunged, turning over and killing the engineer. The fireman, J. C. Engle, received some severe but not permanent injuries. The baggageman and mail clerk were slightly hurt. No other injuries. Aside from the engine, the train consisted of one mail car, one composite car, three sleepers and two coaches, made up in the order named, the mail car being next to the engine, all of which were derailed.

The cattle causing the derailment belong to a farmer named Strump, who lives about one and one-fourth miles from the point of the accident, on highway south of the railway. Adjoining the right of way on the south is a highway which leads past the Strump farm. About one-fourth of a mile west of the point of the accident is a private crossing, maintained for the benefit of Sanford Davis, who lives north of the track. After the accident the cattle were traced by tracks to the Davis gate opening onto the highway.

A careful examination of the fence disclosed no place where it had been down, or had been broken; no hair or other marks being found on the wires. A passenger on the train, Mr. P. H. Coney, of Ottumwa, Iowa, traced the cattle to the gate, which he found shut. This gate was provided with a hook fastening on the track side but opened into the highway. The section men report that the gate was closed and fastened when they quit work the evening before the accident.

It seems certain the cattle must have entered from the highway through the Davis gate, but when or by whom it was opened and closed, we have not been able to ascertain. From the manner of the derailment, and the location of the bodies of the cattle, it is inferred that one of them was lying on the track, and, instead of being thrown aside, was rolled up under the engine, so causing the derailment. Three of the four killed were thrown to the right of way fence. The fences and gates were all in good order and built according to the requirements of the statute.

I believe the essential particulars are given above, but if there is any other information desired, I shall be pleased to furnish it, if possible. Respectfully yours,

G. E. MCCAUGHAN,
Claim Agent.

ACCIDENT NEAR VERDI, CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

CHICAGO, July 9, 1901.

Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—On June 28, 1901, freight train No. 93, engine 1428, Ross Lennington conductor, N. J. Wilson engineer, was derailed near Verdi, Iowa, nine cars leaving the track.

The wreck occurred on straight track, car No. 54,026 loaded with lumber being the first derailed. This is a new car with steel trucks. Examination of trucks and track failed to disclose cause of derailment. There was a small portion broken out of the flange of one of the wheels of car 54,026, a new break, probably caused at the time of the derailment, as car was found in good order at the last inspection point. Nothing wrong could be discovered with the track.

Brakeman Seth Nicola, who was riding on top of the train, was instantly killed.

Yours truly,

G. E. MCCAUGHAN,
Claim Agent.

ACCIDENT NEAR GENEVA, ON IOWA CENTRAL RAILWAY.

MARSHALLTOWN, IOWA, July 12, 1901.

Mr. D. N. Lewis, Secretary Iowa Board Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I am in receipt of communication from Commissioner Dawson making inquiry concerning accident that occurred on the 4th instant, near Geneva station.

Investigation concerning this trouble fails to disclose the cause of the accident. The engine and tender were new and in good order and the track to all appearances in good line and surface. The derailment occurred on a tangent between two curves, where presumably the wheels of the tender truck left the track.

The baggage and mail car were destroyed, other rolling stock was slightly damaged. Two posta clerks were killed, and express messenger and baggageman were slightly injured, but there was no injury to other employes or passengers.

In response to your inquiry, would state that no dividends have been paid on any class of stock for the last year, the entire earnings of the company in excess of fixed charges having been consumed in the expense of operation, and a considerable sum in addition charged to betterments and improvements. The accounts for the year ending June 30, 1901, have not yet been closed, but the amount expended on the road for maintenance of way and structures will approximate fourteen hundred dollars per mile, a very large sum as you are no doubt aware.

Yours truly,

L. F. DAY,
Vice President.

ACCIDENT NEAR WALNUT, ON CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

CHICAGO, July 23, 1901.

The Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—On June 13, 1901, one and one-quarter miles east of Walnut, J. T. McDaniels, engineer of train No. 55, engine 506, jumped from his cab on account of impending collision between his engine and a work train. McDaniels was a very large and heavy man. Both legs were fractured and internal injuries sustained.

He was taken to a hospital at Council Bluffs, where he died on July 13th. This collision was due to the misunderstanding of the flagman of the work train in regard to protecting it against No. 55, a scheduled train.

Brakeman W. Metz of train No. 55 had one leg broken.

Yours very truly,

G. E. MCCAUGHAN,
Claim Agent.

ACCIDENT NEAR TIFFIN, ON CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

CHICAGO, July 25, 1901.

The Honorable Board of Railroad Commissioners, Des Moines, Iowa.

GENTLEMEN—At about 1 A. M., July 24th, 1901, while train No. 6, east bound, conductor J. A. Morrison, was taking side track at Tiffin to allow No. 25 to pass, the latter train, S. C. Burchard conductor, —— Bennett engineer, struck sleeping car Jovian, throwing it over on its side, injuring the following persons:

Frank L. Adams, passenger, shoulder dislocated; A. M. Collier, passenger, head slightly bruised; J. E. Dunseath, passenger, ear cut and bruised; Mrs. J. E. Dunseath, passenger, bruised; Mrs. W. P. Faust, passenger, bruised; W. J. Lacey, passenger, elbow mashed; J. A. MacGregor, passenger, hand cut; C. G. Reiter, passenger, bruised; Walter Reiter, passenger, bruised; Arlein Reiter, passenger, bruised; E. Thompson, Pullman porter, bruised; Mrs. H. R. Penny, passenger, bruised; Mrs. C. G. Reiter, passenger, bruised; Thomas Lydon, passenger, neck bruised.

None of the above parties are seriously injured.

Yours truly,

G. E. MCCAUGHAN,
Claim Agent.

ACCIDENT NEAR COUNCIL BLUFFS, ON OMAHA & ST. LOUIS RAILWAY.

October 4, 1901.

Mr. Dwight N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Your inquiry of the first instant, into the accident on our line near Council Bluffs, I find on my desk upon reaching here to-day.

It appears that our train, which is due at Council Bluffs at 8:05 A. M., when just west of Neoga, was derailed. Report of the chief engineer relative thereto, copy of which I inclose, you will find to be very exhaustive as to the condition of the track. The speed of the train was very moderate, much less than it ordinarily runs at the point of accident. There were no deaths whatever, and the injured are as stated in the report of claim agent, copy of which I also attach. From this you will notice that

the damage to persons was not nearly as great as might have been. The entire train was derailed and overturned, with the exception of the engine, which undoubtedly broke the rail in passing over it, and hence escaped any damage whatsoever. The equipment of five cars was damaged, probably to the extent of a thousand dollars, being entirely in the steps, glass, the light work underneath and paint. The investigation shows that the train did not run its length, after the derailment, before turning over, and that it fell over slowly and remained where it laid. This indicates that the speed was moderate only. The engineer's reports state that he had the train entirely under control when derailed.

If there is anything further which I can give to elucidate any point which occurs to you or to the other commissioners, shall be very glad to send it, and am only sorry now that it could not have been sent to you in time for your meeting of to-day.

Very truly,

W. G. BRIMSON,
General Manager.

October 4, 1901.

Mr. W. G. Brimson, General Manager, Building.

DEAR SIR—Referring to the wreck at Pony creek, the immediate cause was broken rail. We found a piece of rail four feet long, broken off the west end of a thirty foot rail on outside of curve. The break was clean and there was no flaw at point where rail was broken. Track was in good surface and line, in fact it had been gone over and surfaced and lined the day before the accident. The elevation of the outside rail was four inches. At point where the rail broke, the ties were first-class white oak ties, in fact all of the ties—and there was 360 feet of track torn up by wreck—were good and sound except two. From indications the speed of the train was about twenty-five miles per hour. The engineer says he had train under control and Road Master Fewell believes this is true.

To repair the track it required the following material: Eighty-five cross ties, twenty thirty foot rails, one keg track spikes, one hundred track bolts.

I omitted to say that the track was fully spiked and in good gauge at point of derailment.

Very truly yours,

CHIEF ENGINEER.

KANSAS CITY, MO., October 4, 1901.

Mr. W. G. Brimson, General Manager, Building:

DEAR SIR—On Friday, September 27th, I went to Council Bluffs and Neoga on train No. 1, and the next day made an examination of the matters connected with wreck of train No. 3 on September 27th. I found people injured as follows:

Conductor A. F. Wilson, two fingers badly cut with glass; several severe bruises, and probably a fracture of the ninth rib. Think he is the worst injured of all the passengers, but know of no reason why he should not recover very rapidly.

Mr. Henry Hand, Shenandoah, Iowa, had a small scalp wound, a bump on the elbow, and both knees bruised, but when I saw him October 2d, he was up and around the house and did not appear as though he would be sore over a week or two. His age is 67 years.

Mrs. Katherine Hand, wife of Henry Hand, was probably the most seriously hurt except Conductor Wilson. She has one, and perhaps two, ribs fractured, but when I saw her October 2d, was resting very easy.

Mrs. S. F. Mattox, Cincinnati, Ohio, claims to have a bad bruise on one thigh and a slight scalp wound. Made a large-sized fuss at the time of the accident. Told everybody she was going to die and was laughed at by all the people around. The surgeons, however, say that her injuries are very slight.

Mrs. Geo. Rew, Silver City, Iowa, has a sprained ankle and probably one fractured rib. The doctors think, however, it is only a severe bruise. Is getting along all right.

A. H. Wilson, wife and two children, Tekama, Neb. Mr. Wilson has bruises on thigh and shoulders; his wife a few scratches; a three-year-old child bruised on nose and cheek, and a six-months-old child severely bruised on the back of the head; but none of them had any bones broken and were, after a few hours, able to go home.

Mr. R. Addy, Imogene, Iowa. Bruise on ankle and leg, bruise on finger and a cut an inch and one-half long on scalp above left ear.

The three mail clerks, express messenger and pullman porter, although shook up slightly were able to go out on their run that night and make no claim to being injured.

Mrs. W. A. Dalson, Fullerton, Neb. Scalp wound two inches long above right ear, bruise on right cheek and a scalp wound three inches long above left ear and a bruise on the back. The doctors say these will not amount to anything.

There were several others that had a little piece of skin knocked off their hands, arms or shins or were feeling a little stiff and sore after the wreck. Most of them, however, were not sufficiently injured to bother about being examined by a surgeon, and those who were examined it was found had injuries too slight to bother with. The only ones who need close attention are Conductor Wilson, Mrs. Hand and Mrs. Rew.

Yours very truly,

CLAIM AGENT.

ACCIDENT NEAR POTTER, ON THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

MARION, IOWA, December 21, 1901.

Mr. D. N. Lewis, Secretary, Des Moines, Iowa:

DEAR SIR—Referring to yours of the 18th to Mr Williams, I beg to advise that the accident at Potter happened on December 17th at 9:11 A.M, it being a collision between passenger train No. 3, west bound, and freight train No. 62, east bound.

The collision occurred between the switches and at a point about 300 feet east of the depot building. The trains had orders to meet at that station, and the orders were fully understood by the conductor and engineer of each train, and so admitted by them, the cause of the collision being that the freight train, No. 62, ran by the west passing-track switch, where they should have headed in and where they intended to head in.

The responsibility for the accident rests entirely with the crew of train No. 62 in not having the train under control approaching the point where they should have stopped for the switch. The train consisted of twenty-eight cars, fourteen air cars in service.

There being no question as to the correctness of the orders, I presume you do not care for the information concerning the train dispatcher.

The following were the conductors and engineers:

Train No. 3, conductor, C. R. Cornelius, Council Bluffs, Iowa.
Train No. 3, engineer, William Rait, Perry, Iowa.
Train No. 62, conductor, O. E. Torrence, Perry, Iowa.
Train No. 62, engineer, B. H. Giles, Perry, Iowa.

Yours truly,

H. B. EARLING,
Superintendent.

SYLLABI OF DECISIONS OF INTERSTATE COMMERCE COMMISSION.

SYLLABI OF DECISIONS

OF INTERSTATE COMMERCE COMMISSION.

IN THE MATTER OF ALLEGED UNLAWFUL CHARGES FOR TRANSPORTATION OF VEGETABLES FROM SHIPPING POINTS IN FLORIDA TO NEW YORK AND OTHER NORTHEASTERN POINTS,

BY

THE SAVANNAH, FLORIDA & WESTERN RAILWAY COMPANY; THE BRUNSWICK & WESTERN RAILROAD COMPANY; THE CHARLESTON & SAVANNAH RAILWAY COMPANY; THE SILVER SPRINGS OCALA & GULF RAILWAY COMPANY; THE SANFORD & ST. PETERSBURG RAILROAD COMPANY; THE FLORIDA SOUTHERN RAILWAY COMPANY; THE FLORIDA CENTRAL & PENINSULAR RAILROAD COMPANY; THE SOUTHERN RAILWAY COMPANY; THE NORTHEASTERN RAILROAD COMPANY OF SOUTH CAROLINA; THE NORFOLK & CAROLINA RAILROAD COMPANY; THE WILMINGTON, COLUMBIA & AUGUSTA RAILROAD COMPANY; THE WILMINGTON & WELDON RAILROAD COMPANY; THE RICHMOND & PETERSBURG RAILROAD COMPANY; THE PETERSBURG RAILROAD COMPANY; THE RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD COMPANY; THE NEW YORK, PHILADELPHIA & NORFOLK RAILROAD COMPANY; THE PENNSYLVANIA RAILROAD COMPANY; THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY; THE NEW ENGLAND RAILROAD COMPANY; THE OCEAN STEAMSHIP COMPANY OF SAVANNAH; THE CLYDE STEAMSHIP COMPANY; THE NEW YORK & TEXAS STEAMSHIP COMPANY; THE OLD DOMINION STEAMSHIP COMPANY; THE MERCHANTS & MINERS TRANSPORTATION COMPANY, AND THE BALTIMORE, CHESAPEAKE & RICHMOND STEAMBOAT COMPANY.

Decided December 14, 1900.

First.—Allegations of unreasonable rates on vegetables from points in Florida to New York and other northeastern destinations were investigated by the commission in a proceeding instituted upon its own motion, but the evidence presented was too uncertain and inconclusive to enable the commission to make the necessary comparisons or arrive at any definite conclusion.

Second.—Published tariffs specifying rates per standard crate on vegetables shipped from Florida to northern or northeastern points should state plainly the weight or dimensions of the crate to which the rates apply.

WARREN-EHRET COMPANY

v.

THE CENTRAL RAILROAD OF NEW JERSEY, AND THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

Decided December 22, 1900.

First.—While a railroad company operating its road as part of a through line in connection with other carriers defendants in a case brought to test the legality of a through charge over such line is a proper party, it is not a necessary party to the proceeding.

Second.—Although a shipper or consignee has no direct interest in the way a joint rate is divided between the carriers, nor in the amount of the division received by each carrier, he is entitled, nevertheless, to inquire into such division when he complains that the joint rate is unlawful, for the amount received by the different carriers may be significant upon the reasonableness of the aggregate charge; and when an unlawful rate results from some arbitrary share or division exacted by one of the carriers, the commission will find the facts and state its conclusions with respect to such share or division.

Third.—The rate on roofing slag, carloads, from Leesport, Pa., to Harlem River station, $3.40 per ton, of which the carriers to Communipaw, N. J., on the Hudson river, receive $1.30 per ton, the

balance amounting to $2.10 per ton, going to the New York, New Haven & Hartford Railroad company for its service in carrying the slag by its car floats from Communipaw around New York City to its Harlem River station. Such through rate also applies as a group rate to numerous stations on the New York, New Haven & Hartford railroad in what is known as the Hartford group, including Waterbury, Conn. The freight could be transferred by an independent lighterage company from Communipaw to Harlem for 80 cents per ton, and railroads terminating on the New Jersey shore generally allow 60 cents per ton for lighterage to points within New York lighterage limits. *Held*, upon all the facts, that the through rate of $3.40 to Harlem River is grossly unreasonable, and is rendered so by the excessive share of $2.10 to the New York, New Haven & Hartford Railroad company for transfer by its car floats from Communipaw to Harlem River; that reasonable compensation for such delivery by car float should not exceed $1.00 per ton, and this added to the share of $1.30 received by the connecting carriers constitutes a reasonable and lawful rate of $2.30 per ton, which the defendant carriers are recommended to put in force; that the complainant is entitled to reparation on a shipment of two carloads of slag to the extent of the difference between the rate charged and the rate found reasonable. The propriety of the $3.40 rate per ton applied as a group rate to all stations in the Hartford group is not passed upon in this proceeding.

GEORGE J. KINDEL AND THE DENVER CHAMBER OF COMMERCE

v.

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY AND OTHERS.

Decided December 27, 1900.

First.—A railroad is not justified in discriminating against a community or an individual by the fact that the person or locality so discriminated against is not directly injured. The law declares that under like circumstances and conditions every individual, every commodity and every community shall be treated alike, and the fact that they are not is a violation of law. The denial of a legal right is itself an injury.

Second.—This proceeding involves the legality of greater freight charges to Denver than to San Francisco from Missouri river and points east; greater freight charges from Denver than from Missouri river and points east to San Francisco; greater freight charges to Denver than to Missouri river and points east from San Francisco; greater freight charges from Denver than from San Francisco to Missouri river and points east. Pending the controversy, numerous concessions in rates in favor of Denver were made by the carriers, among which are changes making west-bound rates apparently no higher to or from Denver than those in effect from Missouri river or points east. The circumstances and conditions affecting the transportation, including the effect of water competition in both directions between the Pacific coast and the Atlantic seaboard, the competition of markets, the physical condition of the lines, and the condition of the carriers themselves, considered, and upon the whole situation—*Held*, That the rates complained of are in violation of the 4th and 3d sections of the Act to Regulate Commerce, and that, as matter of general application, rates at Denver to or from the east, or to or from the Pacific coast, ought not to be higher than those between San Francisco or other Pacific coast terminals and the Missouri river or points east. While there are perhaps instances in both directions where higher intermediate rates may properly be maintained, no exception has been claimed as to any article west-bound. In case of east-bound traffic, defendant's contention that the rate on sugar might be higher to Denver than to Missouri river is sustained, it being found that the circumstances and conditions governing the traffic are different when it is carried to Missouri river points than when it stops at Denver.

Third.—The decision herein is confined to the general situation, but the defendants are recommended to correct the injustice apparently resulting from rates on certain articles mentioned in the testimony, and the Denver Chamber of Commerce or any person interested is given leave to bring any specific complaint to the attention of the commission.

JAMES C. MCGREW

v.

MISSOURI PACIFIC RAILWAY COMPANY.

Decided February 8, 1901.

First.—Complainant's contention that defendant's rates on coal from Myrick, Mo., to Kansas City, Atchison and points north and west are inherently unreasonable is not sustained, the record containing no evidence upon which the question can be intelligently considered.

Second.—Myrick and Rich Hill, Mo., are located on different branches of defendant's system, and Myrick is forty-three miles nearer than Rich Hill to all points on defendant's lines in Kansas and Nebraska, terminating at Hoxie, Lenora and Smith Center, Kansas, and Prosser, Crete, Lincoln and Omaha, Nebraska. Defendant's rates on coal from Myrick, Missouri, are 15 cents per ton lower than from Rich Hill, Missouri, to Kansas City and Atchison, but beyond Atchison to numerous points on said Kansas and Nebraska lines this differential disappears, and in many cases lower rates are in force from Rich Hill than from Myrick. *Held*, That complainant's demand for a differential north and west of Atchison, as well as to Atchison and points south thereof, should be sustained to the extent of a differential of 10 cents in favor of Myrick as far north as Nebraska City Junction and as far west as Greenleaf, Kansas, and of 5 cents beyond such points to the termini of defendant's said lines.

Third.—Defendant contended that as coal from its mines at Rich Hill has less value for domestic purposes than Myrick coal it might equalize such differences in value by making a lower rate on Rich Hill coal. Complainant's cost of mining at Myrick is nearly 50 cents a ton more than it costs defendant to mine its coal at Rich Hill. *Held*, That there is in fact no such difference in value as to justify defendant's rate adjustment in favor of Rich Hill; that if difference in quality is to be equalized in favor of the defendant the question arises why should not difference in cost of mining be equalized in favor of the complainant; that if any such process of equalization is permissible defendant may absolutely dictate the comparative value of every mine and industry upon its road; and that such rates should be examined with closest scrutiny when resorted to by the carrier in its own favor.

Fourth.—Defendant classifies its Rich Hill coal as soft or lump coal and "mine run, nut, mill and slack," the former being used for domestic consumption and the latter for steam purposes. The two kinds of coal are entirely distinct in their use, and the latter does not compete with the product of complainant's mine, which is all lump coal. *Held*, That defendant may properly make this distinction in classification and apply a lower rate to steam coal, and that complainant is not damaged by defendant's failure to publish a rate upon mine run, nut, mill and slack from Myrick, since the Myrick mine produces nothing which could be shipped under that name.

Fifth.—The defendant railway company, owning most of the mines upon its system, is engaged both in mining and transporting coal to market, and it is a matter of entire indifference to it whether a profit accrues from the mining or from the transportation; it may so adjust its rates that the mining of its coal will be conducted at a loss, the profit being derived from the carriage, and in that event every coal operator upon its line paying such rates must do business at a loss *Held*, That the only remedy available in such case to the independent operator is to secure to him a reasonable rate.

Sixth.—It is true that the remedy by way of damages for unlawful rates is utterly inadequate and inconsistent, but it is apparently the remedy prescribed by the Act to Regulate Commerce, and the only remedy which the shipper has against the exaction of an unreasonable interstate rate.

SPENCER E. CARR

v.

THE NORTHERN PACIFIC RAILWAY COMPANY.

Decided April 3, 1901.

Complainant, a commercial salesman, travels with his assistant over the defendant transcontinental line in a private car stocked with samples of men's clothing and furnishings. For the first trip the car was transported from point to point as complainant required for fifteen round-trip fares between St. Paul, Minn., and Portland, Ore.; but defendant's charge for subsequent trips was fifteen local fares from point to point where stoppages were made by complainant for business purposes. Complainant alleged this higher charge to be unreasonable and also wrongfully discriminating as compared with the lower rate of fifteen round-trip fares usually granted to pleasure, theatrical and other parties in private cars. While there is no substantial difference in cost to the carrier in transporting complainant's car and cars used by theatrical or other parties, the dissimilarity in the nature and value of the two services is marked and the benefit accruing to complainant exceptional. He uses in all cases the property of defendant, its side tracks and station yards, for transacting his business, and his occupation is such that he derives advantages peculiar to himself which are not available to other owners of private cars. Defendant claimed not to be a common carrier of private cars and that it may transport some cars and refuse to transport others as and when it sees fit. *Held*—

First.—The regulating statute is opposed to every species of favoritism, and seeks to secure like treatment for all persons in like relations to the carrier. Defendant may lawfully decline to haul private cars at all, or it may haul private cars of one class and refuse to haul others of a wholly different class; but if it transports private cars of any class, it must in like manner and upon like terms transport all private cars occupied for the same or similar purposes.

Second.—Where the difference in cost or character of service are substantial, either in the work performed by the carrier or in its utility and value to the person served, a fair relation of rates meets the carrier's obligation.

Third.—In comparison with the private car service more or less frequently performed by defendant for pleasure seekers and theatrical companies, the service demanded by complainant is dissimilar and unusual to such a degree that to require from him greater compensation, or to refuse his car altogether, would not subject him to unlawful discrimination or disadvantage.

Fourth.—In determining whether it will in any case transport complainant's car or others of that class, defendant may properly take into account the effect of the practice upon the interests and localities it serves; but the right of complainant to have his car hauled does not depend upon the wishes of his business rivals, nor can the compensation to be paid by him be justly conditioned upon the routing of his freight traffic.

Fifth.—Rates may be fair and reasonable for the service rendered, and, from the carrier's standpoint, justly related to other charges; and yet if a low rate is granted upon conditions with which only a few can comply (*e. g.*, a charge below the ordinary carload rate for shipments of a hundred or a thousand carloads), that rate is presumably unfair and wrongfully prejudicial to all other shippers of like traffic, because they are practically unable to meet the terms upon which it is offered. This principle may properly be considered with reference to the class of cars employed by complainant, which only a limited number of dealers can afford to use for reaching their customers and exhibiting their wares. In the competitive struggle to supply consuming markets neither contestant should be favored through the facilities furnished or the rates enforced by public carriers. This is at once the aim of the law and the requirement of relative justice.

Sixth.—The rates charged to complainant for moving his car, while not held to be reasonable, are not shown to be unreasonable.

Seventh.—It is the legal duty of defendant to publish and file its rates and regulations for the movement of private cars, certain kinds of which are more or less frequently handled over its line.

HILTON LUMBER CO.

v.

WILMINGTON & WELDON RAILROAD COMPANY ET AL.

Decided April 10, 1901.

First.—The rule that while the aggregate rate should increase the rate per ton per mile should decrease as distance increases is not one required by the statute and is subject to qualifications and exceptions.

Second.—The local rates on lumber from Wilmington to Norfolk or Portsmouth, Va., added to the rates in force from Portsmouth or Norfolk to Philadelphia, Jersey City and Boston, produce lower aggregate charges than the through rates in effect on lumber carried by the connecting defendant carriers from Wilmington direct to Philadelphia, Jersey City and Boston via Portsmouth and Pinners Point, adjacent to Norfolk. This results from the fact that the arbitrary or proportion of the through rate from Wilmington exacted by the carriers north of Portsmouth or Norfolk is greater than their rates on shipments from Norfolk or Portsmouth. The rates to Philadelphia, Jersey City and Boston from Norfolk or Portsmouth are made to meet water competition, and such competition also exists for traffic from Wilmington to northern seaport cities. Lumber manufacturers in Wilmington and Norfolk and vicinity compete actively for the sale and shipment of lumber to northern markets. The circumstances and conditions applying on the transportation of lumber from Portsmouth, Norfolk and vicinity to Philadelphia, Jersey City and Boston on traffic originating at those points and at Wilmington are substantially similar, or if any difference exists it is in favor of the through Wilmington business. *Held*, That the through rates from Wilmington to Philadelphia, Jersey City and Boston, to the extent that they exceed the sum of rates from Wilmington to Norfolk or Portsmouth and from the latter points to the northern cities mentioned, are unjust and wrongfully prejudicial to Wilmington shippers in violation of sections three, one and two of the act to regulate commerce.

Third.—Divisions of joint rates are usually less than the corresponding locals, and almost without exception not greater, and while a case may arise in which such a division could with propriety be made greater than the local or straight rate, no such case is presented here where the total through rate on competitive traffic exceeds the sum of charges to and from an intermediate point.

Fourth.—Case retained for further investigation in regard to certain apparent discriminations, resulting from a lower proportion or arbitrary charged by carriers south of Norfolk on lumber from Wilmington to New York City than on lumber from Wilmington to Jersey City, located on the Hudson river opposite New York, and from lower rates charged by one of such carriers from interior points near Wilmington to Portsmouth or Pinners Point on shipments to northern seaport cities than the proportion or arbitrary charged by it on through business from Wilmington to the same destinations.

A. W. HOLDZKOM

v.

MICHIGAN CENTRAL RAILWAY COMPANY AND OTHERS.

Decided April 13, 1901.

First.—In cases involving lower charges for longer than for shorter distances over the same line in the same direction, the shorter being included within the longer distance, all forms of competition must be taken into account, but the mere fact of competition at the more distant point does not of necessity justify the lower longer distance charge. In this case the construction of the third section, or undue preference clause of the statute, is also involved, and under that section at least the question is not merely does some form of competition exist at the more favored point which is not found at the other, but rather do all the circumstances and conditions, giving due regard to the interests of all parties, excuse the preference.

Second.—Two railroad lines serve both Los Angeles and San Bernardino, and if Los Angeles has means at its command by which it may force a rate from such lines or either of them which San Bernardino does not possess, that is an element which must be considered in determining the legalty of a lower rate from the east to Los Angeles, the longer distance point; but the fact that it is a larger town, with more business, and therefore that competition between the lines is fiercer there than at San Bernardino, does not justify the disparity in charges in favor of Los Angeles. The two roads cannot agree to compete here and not compete there. In their capacity of public servants ministering to the wants of these communities they must not favor one above the other simply because it is stronger to begin with. One of the underlying principles of the act to regulate commerce is equality between great and small.

Third. - Traffic brought from the east by the Union Pacific, Northern Pacific, Great Northern and Central Pacific Railways to various Northern Pacific seaports can be carried from thence to Los Angeles without passing over the route of either the Southern Pacific or San Francisco systems, but it must pass over one of such roads to reach San Bernardino. Merchandise by these rail and water routes to Los Angeles must be transported by rail across the continent, transhipped and carried 1,200 miles by ocean, and again transhipped for another twenty miles rail haul before it reaches Los Angeles in competition with Southern Pacific or San Francisco railway. *Held*, That while traffic may be and at times actually is carried by such circuitous rail and water routes, it is questionable whether it ought to be, and the commission does not hold in this case that such competition in itself constitutes justification for a higher rate at an intermediate point like San Bernardino than is enforced on traffic from the east to Los Angeles.

Fourth.—The conditions affecting traffic, including carriages and buggies, from eastern points are rendered substantially different at Los Angeles than at San Bernardino, a shorter distance point on the same line, by the competition of carriers wholly by water from the Atlantic seaboard to Port Los Angeles, a point on the Pacific coast near Los Angeles, and the effect of such competition by water direct to San Francisco is, upon all the circumstances, properly recognized at Los Angeles by giving that city all rail rates from the east as low as those in effect to San Francisco.

Fifth.—No opinion is expressed as to whether rates from the east to San Bernardino made by combining the rates to Los Angeles with the locals back to San Bernardino can lawfully be constructed in that manner, the evidence being insufficient to enable the commission to determine the question. Danville v. So. Ry. Co., 8 I. C. C. Rep., 409, 571, and Hampton v. N.C. & St. L. Ry. Co., 8 I. C. C. Rep., 503, cited and distinguished.

PALMER'S DOCK HAY AND PRODUCE BOARD OF TRADE

v.

THE PENNSYLVANIA RAILROAD COMPANY.

Decided April 16, 1901.

Defendant, a common carrier of interstate commerce, is not in every case under legal compulsion to furnish the same terminal facilities for all descriptions of traffic; it is sufficient if reasonable provision is made in this regard, and what is reasonable in a given instance depends largely upon the conditions and surroundings of the particular locality.

Second—Transportation between defendant's terminal in Brooklyn and its rail terminus in Jersey City is effected by water carriage across New York Harbor. The action of defendant in discontinuing "track delivery" for hay in car loads at its station in Brooklyn, though it continued to make such delivery for other carload traffic, was taken to relieve a state of chronic congestion at that station, resulting largely from consignments of hay thereto. It still continues delivering carload hay along side wharves in Brooklyn, as it does at other points within the lighterage district of New York. *Held*

That the resulting discrimination against hay in car loads was not "unjust" within the meaning of the Act to regulate commerce, and as no violation of the regulating statute is shown the complaint should be dismissed.

THE DALLAS FREIGHT BUREAU ET AL.

v.

THE AUSTIN & NORTHWESTERN RAILROAD COMPANY ET AL.

Decided October 19, 1901.

First.—Competition, whether it be water competition, railroad competition, or market competition, provided it produces a substantial and material effect upon traffic and rate-making, may create dissimilarity of circumstances and conditions, and such competition must be taken into consideration in cases arising upon complaint under the fourth section. Decisions of United States Supreme Court in Interstate Commerce Commission v. Alabama Midland Railway company, 168 U. S. 144, 42 L. ed. 414, 18 Sup. Ct. Rep. 45, and subsequent cases cited and applied.

Second.—Complainants alleged that higher rates in force from northern and eastern markets to Dallas and Fort Worth than those in effect over lines through those Texas cities to Galveston and Houston violate section four of the statute, but the case was tried upon an erroneous theory that market and railroad competition could not work dissimilarity in the circumstances and conditions within the meaning of the statute. The testimony, which bears solely upon complainants' contention that the statute forbids higher rates on any and all freights for the shorter distance to Dallas or Fort Worth than for the longer distance to Galveston or Houston, was not sufficient to enable the commission to determine whether the circumstances and conditions governing the transportation in question are or are not substantially similar in respect of all kinds and classes of freight traffic. *Held*, That the complaint must be dismissed, but with leave to complainants to challenge the existing differences in rates as to particular articles or any class of freights by supplemental complaint or in a new proceeding.

NATHAN MYER

v.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY ET AL.

Decided November 27, 1901.

First.—Manifestly, in determining what freight rate shall be borne by different commodities an attempt should be made to maintain a fair relation between those commodities, and a classification which utterly ignores all considerations of this kind or which utterly fails to give due weight to such considerations is unjust and unreasonable.

Second.—Hatters' furs and fur scraps and cuttings are offered for transportation in packages not bulky, but of convenient size, their value is not great, they are not liable to be lost or damaged in transit, and the first class of the "Official Classification" enforced by defendants contains hardly any article so desirable for traffic as they are, yet these commodities are classified double first class by the defendant carriers. For manufacturing purposes these raw materials are competitive with hats, the finished product. Complainant, located at Wabash, Indiana, is the only manufacturer of hats west of Atlantic seaboard territory, most of his competitors being located in the vicinity of New York, from whence supplies of hatters' furs and fur scraps and cuttings are almost entirely drawn. The difference in freight rates operates to damage complainant in his competition in western territory with eastern manufacturers to the extent of about $1,000 per year. *Held*, That hatters' furs and fur scraps and cuttings as compared with articles taking first class rates in defendants' classification, including hats, the finished product for which these commodities constitute raw material, are unlawfully made double first class and cannot lawfully be classed higher than first class in such classification.

Third.—An order of the commission requiring a carrier to cease and desist from enforcing a classification of specified articles higher than the classification which upon the facts it has found to be lawful is not prescribing a rate for the future. Classification determines the relation of rates as between commodities, not the rate itself, and when a commodity is transferred from a higher to a lower class the revenues of the carrier are not necessarily diminished since it may advance the rates applicable to those classes.

Digest of Decisions of Supreme Court

DIGEST OF DECISIONS

OF THE SUPREME COURT REFERRING TO MATTERS AFFECTING RAILROADS.

RAILROADS—PUBLIC AID—DONATION OF LAND—MUNICIPAL CORPORATIONS—STREETS—VACATION—STATUTES—PUBLIC USE—CONTRACT—OBLIGATION OF COMPANY.

Where a city vacates streets for the purpose of giving the land to a railroad company for depot purposes, in consideration of the company's abolishing certain grade crossings, the action of the city is not invalid because no steps were taken under code, sections 885, 886, declaring the proper proceedings for a city to pursue to condemn or purchase land to donate to a railroad company, the city having the land already, and the grant being made for a consideration.

Where, under code, section 751, authorizing cities and towns to vacate streets and alleys, a city vacates certain streets and alleys for the purpose of conveying the land to a railroad company for depot purposes, in consideration of the company's abolishing certain grade crossings by constructing viaducts and subways, the action of the city will not be disturbed; the vacation of the streets being ostensibly for the public good, and there being no fraud charged.

Under code, section 883, declaring that a city shall have the power to dispose of the title or interest of the corporation in any of its real estate in such manner as the council shall direct, where a city, by ordinance, has vacated certain streets, it has power to grant land to a railroad company for depot purposes in consideration of the company's doing away with certain grade crossings by putting in viaducts and subways.

Where a city vacated streets for the purpose of granting the land to a railroad company for depot purposes, in consideration of the company putting in a viaduct at a certain street crossing and a subway at another, and a section of the ordinance of vacation declared that the railroad was granted the right to maintain the viaduct, a contention that the ordinance did not obligate the railroad company to anything was without merit, since, whatever construction should be put on the section, it must be held to relate only to the viaduct, and the city could at any time require the building of the same. Spitzer *et al.* v. Runyan, Mayor, *et al.*, 85 N. W. Rep., 782.

RAILROADS—RIGHT OF WAY—USE OF STREET—GRANT.

A grant to a railway company of the right to construct and forever maintain and operate its road in a street in front of grantor's property, without any limitation as to the number of tracks, includes the right to any legitimate increase in the use of the street by the company for the operation of its road, including the right to maintain necessary sidetracks.

A grant to a railroad company of the right to construct and thereafter maintain and operate its road in a street in front of the grantor's property is binding on his vendee. Hileman v. Chicago Great Western Railway Company, 85 N. W. Rep., 800.

RAILROADS—RIGHT OF WAY—TRACKS IN ALLEYS—RIGHT TO CROSS STREET—INCORPORATION—GENERAL LAWS—CONTROL OF MUNICIPALITY—ABANDONMENT OF RIGHT OF WAY—GRANT OF UNUSED RIGHT OF WAY.

A city terminal railroad company, whose articles of incorporation recite that it is for the purpose of owning, constructing and operating depots, freight houses and railways within a certain city, and that it shall possess all the powers conferred upon corporations for pecuniary profit by code,

title 9, chapter 1, is incorporated under the general law, and not under acts of the Twentieth General Assembly, chapter 139, authorizing the incorporation of companies to construct buildings and tracks for the use of railroad companies, and providing that such companies may acquire such rights of way as the railroad commissioners shall deem necessary; and hence the consent of the railroad commissioners is not necessary to its acquiring a right of way.

Where a city grants a right of way in an alley to a railroad company, such right of way does not prevent the company from acquiring by purchase a private right of way in addition thereto on lands adjoining the alley.

Where a terminal railroad company, only operating lines in one city, is granted a certain number of feet in width in which to cross a city street, such grant is not exclusive, but the road may use a greater width, since a railroad company has the right to cross the streets of a municipality without the consent of the city authories.

A railroad company crossing city streets at grade is not prohibited or restricted from crossing at an angle as long as its tracks are not laid in front of property belonging to others.

Where a railroad company acquires the right to lay its tracks in an alley, and also purchases a private right of way adjoining thereto, on which it lays its tracks, but does not use the alley for tracks for over eight years, such non-user does not constitute an abandonment of the right of way in the alley, within code 1873, section 1260, as amended by the Fifteenth and Eighteenth General Assemblies, providing that the failure of a railroad company acquiring a right of way, to use or operate the same for a period of eight years, shall cause the right of way to revert to the original owner.

Where a city grants a right of way in an alley to a railroad company, the company may transfer such right to another company, though it has never used such alley for railroad purposes. Morgan v. Des Moines Union Railway company *et al.*, 85 N. W. Rep., 902.

RAILROADS—INJURY TO STOCK AT CROSSING—FAILURE TO PROVIDE CATTLE GUARDS—NOTICE TO COMPANY—DUTY TO GIVE SIGNALS—REASONABLE CARE—IMPUTED NEGLIGENCE—FAILURE TO LOOK AND LISTEN—JURY QUESTION.

The question of the negligence resulting from the failure of a railroad company to construct cattle guards at a private crossing, after request made to an officer whose duty includes the control of such cattle guards, as required by code section 2022, should not be submitted to the jury in an action for cattle killed at such a crossing, where the request for the construction of such guards is shown to have been made to officials having no control thereover.

Where the failure to maintain such cattle guards is not shown to have contributed to the injury, it is error to submit such issue.

The question whether the statutory signals were given by a locomotive approaching a crossing at which cattle were killed, and whether the failure to give such signals was the cause of the death of the cattle, is for the jury, though the person driving the cattle knew of the approach of the train before the time when the signals should have been given, since the duty of giving such signals is for the protection of the animals.

Where an action is brought against a railroad company for cattle killed while being driven across the track by plaintiff's minor son, it is error to instruct that the age of the boy may be considered in determining whether he exercised reasonable care, since the plaintiff is chargeable with the negligence of the boy, without regard to his years.

Driving cattle over a railroad track without looking and listening for a train is negligence which will preclude a recovery for animals killed by a train.

The fact that the regular trains of a railroad have passed does not excuse a person crossing the track with cattle from the duty of looking and listening before driving the cattle on the track. McGill *et al.* v. Minneapolis & St. Louis Railway company, 85 N. W. Rep., 620.

RAILROADS—ACCIDENTS AT CROSSINGS—CONTRIBUTORY NEGLIGENCE.

Plaintiff approached a railroad crossing from the south, where he could see the track to the southeast for a distance of ten or fifteen rods from a point about seventy feet south of the crossing; the view widening as the crossing was approached, so that when within fifty feet of it the track could be seen for a long distance to the southeast. To the northwest the view was somewhat obscured by buildings. When within eighty feet of the crossing, plaintiff checked his team to a walk, and listened and looked to the southeast until he could see the track for sixty or seventy rods. Not seeing or hearing any train, he looked to the northwest, and continued to do so until his team was within twenty feet of the track, when one of the horses became frightened. After getting it under control, he again looked southeast, and saw the train within twenty rods of him. There being ditches on each side of the road, he did not attempt to turn out or draw back, but attempted to pass the crossing, and was struck by the train. *Held*, That the question whether plaintiff was guilty of contributory negligence was for the jury. Cummings v. Chicago, Rock Island & Pacific Railway company, 86 N. W. Rep. 40.

INJURIES AT CROSSING—GENERAL AND SPECIAL VERDICT—APPEAL AND ERROR—CONTRIBUTORY NEGLIGENCE.

A general verdict for plaintiff for injuries caused by failure of defendant's locomotive, while approaching a highway, to give the proper signals, and its negligence in moving at a high rate of speed is not inconsistent with special findings that plaintiff, in approaching the crossing, could have seen defendant's train had he looked from a bridge before he reached a point fifty feet from the track, or could have seen it when fifty feet from the crossing, since it is for the jury to say whether he was negligent in failing to look and listen from the particular points indicated in the special findings.

A special finding that defendant's right of way had been mowed before the accident does not show that plaintiff, who was injured by defendant's locomotive at a crossing was guilty of contributory negligence in failing to observe the approach of the train, since it did not show that other obstructions did not exist. Schulte v. C., M, & St. P. Ry. Co., 86 N. W. Rep., 63.

RAILROADS—INJURIES—CHILDREN—TRESPASSERS—INSTRUCTIONS—CARE REQUIRED—LOOKOUT—EVIDENCE.

Where a father sued for injuries done his four year-old child, an instruction that to render defendant railroad company liable plaintiff must have used reasonable care, etc., to restrain and keep his child at home, and prevent the child from getting on defendant's track, was not objectionable, since it did not require plaintiff to keep his child indoors, but merely at home.

Instructions in an action for injuries to a child presented two theories of the case, one that the child was a licensee, the other that he was a trespasser. On the latter theory, the court instructed that it was not what defendant's employes could have seen, but what they did in fact see, of the child, and what they did on seeing him. Another instruction stated that "the employes, if they saw the child, must have known that it was too young to help himself." *Held*, That the instruction with regard to trespassers was not erroneous, as eliminating the question of what the employes, by ordinary care, might have seen, since the company owed no duty to trespassers, and the relaxation of this rule, in case of children, was provided for by other instructions.

Where a child was injured while trespassing on the track of a railroad company, an instruction, in an action for such injuries, is not erroneous, as limiting the knowledge of the child's presence to the engineer, and not including other officers of the train, since the company was under no obligation to look out for trespassers.

An instruction, in an action for injuries received by a child while trespassing on a railroad track, to the effect that if defendant railroad's employes negligently or carelessly looked down the track and failed to observe children thereon, there would be no liability, is proper.

In an action for injuries to a child received while trespassing on a railroad track, an instruction to the effect that, "even though the engineer saw plaintiff in a place of peril on the track, still he cannot recover, unless the engineer actually saw and knew that he was a child so young as not to be able to get out of danger; but if you find that the engineer saw him in a place of peril, and did not know that he was so young as not to be able to take care of himself, then it would be the engineer's duty to keep a lookout to see whether the child did get out of the way, or was of such tender years as to be unable to take care for himself, and it would be his duty to have such control of his engine as to be able to stop in time to prevent the accident,"—was not inconsistent and contradictory, and hence not error.

An instruction, in an action for injuries received by a child trespassing on a railroad track, that defendant's employes should exercise all the means at their command to stop the train after they saw the child on the track, sufficiently states the duty owing to trespassers by the railroad company.

Where an action for injuries received by a child was tried on two theories—one that the child was a licensee, the other that he was a trespasser,—defendant conceding that the engineer alone kept a lookout, and then only when not otherwise engaged, there was no error in denying plaintiff the right to show whose duty it was to keep a lookout, there being no dispute on this proposition.

Where plaintiff's minor child was injured while trespassing on a railroad track, and was not seen by the railroad company's employes in time to have stopped the train, evidence of the condition of the engine was immaterial.

In an action against a railroad company to recover for injuries to a child, it was no abuse of discretion to admit evidence on behalf of defendant, after plaintiff's counsel had finished his opening argument. Thomas v. Chicago, Milwaukee & St. Paul Railway Company, 86 N. W. Rep., 259.

RAILROADS—CROSSINGS—DEATH—ACTIONS—INSTRUCTIONS—EVIDENCE—ADMISSIBILITY—COLLATERAL ISSUE—HABIT.

Where, in an action to recover for the killing of a person at a railroad crossing, plaintiff requested an instruction that, in the absence of direct evidence of decedent's conduct, the law presumes him to have been in the exercise of ordinary care, until the contrary appears, which presumption should be considered in connection with the facts and circumstances disclosed by the evidence, in determining whether he was in the exercise of ordinary care, there was no error of which plaintiff could complain in the court instructing that, in the absence of direct evidence of decedent's conduct, the law presumes that he exercised ordinary care, until the contrary appears, but such presumption does not control it, from the whole evidence, it appears that decedent, in the exercise of ordinary care, could have avoided the collision by stopping, looking, and listening.

Where, in an action for the killing of a person at a railway crossing, there was no evidence that his condition was not self-imposed, it was not error to instruct that, if he was asleep when driving over the crossing, he was guilty of negligence which would prevent recovery, though such instruction made no distinction between voluntary and involuntary slumber.

Where in an action for the killing of a person at a railroad crossing, it was claimed that he was asleep in his buggy when he drove on the track, it was error to admit evidence of isolated instances of his being found asleep in his buggy.

The evidence was not admissible to show decedent's habit of falling asleep, since habit cannot be proven by evidence that the party had previously done the same thing. Dalton v. Chicago, R. I. & P. Ry. Co., 86 N. W. Rep., 272.

LAND GRANTS—SWAMP LANDS—TAXATION—LACHES—ADVERSE POSSESSION.

Acting under the acts of the general assembly of Iowa granting swamp lands to the respective counties wherein situate, a county claiming a tract as swamp land under the acts of congress of September 28, 1850, granting swamp land to the several states, sold the land to a purchaser, who, after paying taxes thereon for several years, abandoned it; and plaintiff afterwards purchased it at a sale for delinquent taxes. A railroad company claimed the tract as indemnity land under the act of congress of 1856, granting lands to aid the construction of certain railroads, and after plaintiff took possession of the land the selection of the railroad company was allowed, and the land certified to and accepted by the state as railroad land by the interior department. *Held*, That the interior department had full authority to determine whether the land was swamp land, and did determine that it was not, by so certifying it to the state, and that, after accepting the land under such certificate, the state could not claim it as swamp land, nor could it give the right to another to make such claim.

Where land lying more than six and less than fifteen miles from a land-grant railroad is certified by the United States to the state for such road as indemnity lands, the title to such land does not pass from the United States until such certificate is issued, and prior to such time no person can acquire title to such lands by adverse possession.

Where a land-grant railroad company selected land within the indemnity limits, and thereafter, and before its selection was allowed and the land certified to the state for it, the land was sold for taxes, on the supposition that it was swamp land,—it having previously been sold by the state as such,—the purchaser at the tax sale is bound by the subsequent decision of the department of the interior awarding the land to the railroad company, though he had no notice of such proceedings.

Where a land-grant railroad company selected a tract as indemnity land in 1878, and thereafter persistently urged its claim thereto upon the general government, it should not be found guilty of laches, as against one who entered on the land in 1887 under a supposed tax title, though the land was not certified for the company unti 1891, because of delay in the interior department in determining the company's right to the land.

Where the notice of expiration of the period of redemption from a sale of land for delinquent taxes is not addressed to the person in whose name the land is taxed, a tax deed issued on such sale is invalid.

A purchaser of land, taking possession under a quitclaim deed, is not entitled to protection against prior equities, though he purchased in good faith.

Land, the title to which is in the general government is not taxable, and a purchaser at a tax sale of such land acquires no title thereto.

In 1891 a railroad company received a certificate for indemnity lands which it had selected in 1878, and soon after actions were commenced involving the validity of its title to some of such lands; final decisions being rendered in 1896. In 1887 plaintiff entered into possession of a tract of the land so certified under a void tax deed, and continued to improve such tract. Immediately after the decision of such actions, plaintiff began negotiations to adjust the adverse claims to such tract, and on failing commenced an action to quiet his title. *Held*, That the railroad company was not guilty of laches in the assertion of its title to the land, and the period of limitations not having run since the government parted with its title, plaintiff should not recover. Young v. Charnquist, 86 N. W. Rep., 205.

BICYCLES—INJURY TO RIDER—STREET RAILROADS—EVIDENCE—WITNESSES—CREDIBILITY—FORMER CONVICTION—FELONY—JURISDICTION.

In an action for injuries received by a bicycle rider in a collision with defendant's street car, it was error to allow defendant's witnesses to state how long it would take them to dismount on meeting an approaching team, as the inquiry should have been confined to what it would be reasonably practicable for the ordinary rider to do under the circumstances. Palmer v. C. R. & M. C. Ry. Co., 85 N. W. Rep., 756.

STREET RAILROAD—CONSTRUCTION OF CONTRACT—USE OF ALLEY.

A city council granted a street railway the right to lay tracks on public alleys and streets on payment for injuries to abutting owners. An abutting owner consented to the construction of a sidetrack by the company in a certain alley, and waived all damages resulting therefrom; and the company agreed that, if it became necessary to close the alley in question, it would vacate its track. *Held*, That on the subsequent passing of an ordinance, with the consent of the abutting owners, that the alley should be vacated and granted to the use of a certain railroad, it became incumbent on the street railway to vacate the track. Getchell & Martin Lumber and Manufacturing Co. v. D. M. U. Ry. Co., 87 N. W Rep., 670.

MASTER AND SERVANT—ASSUMPTION OF RISKS—VIOLATION OF ORDINANCES—WEATHER CONDITIONS.

A brakeman on a freight train, knowing that trains are run at a speed in excess of that provided by a city ordinance, and not protesting, assumes the risks incident thereto.

A brakeman on a freight train assumes the risks which inclement weather conditions add to his employment. Martin v. Chicago, Rock Island & Pacific Railway company, 87 N. W. Rep., 654.

TAXATION—SPECIAL ELECTION—AUSTRALIAN BALLOT SYSTEM—CONNECTING CARRIERS—CONTRACTS—PUBLIC POLICY—QUESTION FOR JURY—BALLOTS—FORM—VALIDITY—SUFFICIENCY.

Acts of the Twenty-fourth General Assembly, chapter 33, providing that all elections for public officers shall be held as thereinafter provided, setting forth what is known as the "Australian Ballot System," and also providing that the term "city election" as used in the act shall apply to any municipal election, does not apply to a special election held for the purpose of voting taxes.

Under the code, section 2066, providing that any railway corporation may make joint running arrangements, not in conflict with law, with any corporation operating any connecting railway, a railway may contract with connecting lines to carry beyond its line, subject only to the qualification that under such agreement arbitrary rates cannot be fixed which are discriminatory in their nature.

The petition for an election to vote a tax to a railway contained a condition that no part of such money should be paid to such railway till it made a valid contract with a certain other railway to operate in connection and solely with such other railway, and in active competition with certain other lines. The railway for which the tax was paid was a short line, lying wholly within two counties, and could not compete with the through lines, nor render service of much value to shippers, without availing itself of the services of other lines. *Held*, That such condition was not contrary to public policy.

The question whether such contract would be in good faith, and reasonably calculated to serve public interests, is one of fact, and the court will not, as a matter of law, declare the same void.

At a special election to vote aid to a railway, there was printed on the ballot a statement, viz.: 'Shall the following public measure be adopted, viz.: Shall the M. Railroad company be aided in the construction of a line of standard gauge railroad from the city of M., * * * by way of W., in W. township, * * * to some point of intersection with the I. C. railroad, * * * by a tax of three per cent on the assessed value of the taxable property of the township of W., * * * on the conditions named in the petition therefor and notice of election." *Held*, that the printing of such statement on the ballot did not render the tax void.

The notice of a special election to vote a tax in aid of a railway stated that the tickets for the tax would have the words "For Taxation," and those opposed the words "Against Taxation," printed on them. The tickets were printed on a single slip of paper, as follows: "For Taxation [Yes] Against Taxation [No]." The voter was called on to put a cross in the square opposite the

word "Yes" or "No," according as he might wish to favor or oppose the tax. *Held*, that it was the intention to have the voters for the tax say "Yes" and those opposed "No," and the contention that no ticket against the tax was given the voter was without merit. Bras (Burlington, Cedar Rapids & Northern Railway company, Intervener) v. McConnell, county treasurer, *et al.*, 87 N. W. Rep., 290.

RAILROADS—GRADE CROSSINGS—INTERLOCKING DEVICE—EXPENSE OF FURNISHING—CHANGE OF STATUTE—CONSTRUCTION.

Under code, section 2063, providing that in case one railway company desires to cross another at grade, the company so desiring to cross may be compelled to interlock such crossing, where such interlock is so compelled such company must be at the expense of providing the interlocking mechanism.

Acts Twenty-fifth General Assembly, chapter 25, section 3, provided that where one railway company desired to cross another at grade it might be compelled to interlock such crossing, "and pay the cost of such appliance." In the revision of the code the words "and pay the cost of such appliance" were omitted, the rest of the section being inserted as section 2063. *Held*, That the words omitted were mere surplusage, and dropping them did not change the meaning of the section.

Code, section 2064, providing that in the cases contemplated in the three preceeding sections the costs shall be apportioned, relates only to the costs of the proceedings, and not to the expense of the interlocking device at railroad crossings, to provide for which such proceedings are instituted. M. & St. L. Ry. Co. v. C. R., G. & N. W. Ry. Co., 87 N. W. Rep., 410.

RAILROADS—CROSSINGS—ADVERSE POSSESSION—CHANGE.

Under a statute requiring a railroad company to maintain adequate private crossings, a land owner cannot acquire a right to a crossing by adverse possession, so that the railroad company cannot change it.

A private undercrossing constructed for one owning land on both sides of a railroad, may be changed by the railroad to a crossing at grade, where no particular damage results to the land-owner. Schrimper v. Chicago, Milwaukee & St. Paul Ry. Co., 87 N. W. Rep. 731.

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