VOLUME V.

No. 20. Report of Mine Inspectors.
No. 21. Report of Board of Health.
No. 22. Report of Pharmacy Commissioners.
No. 23. Report of Veterinary Surgeon.
No. 24. Rules of Thirtieth General Assembly.
No. 25. Report of Board of Dental Examiners.
No. 26. Report of Oil Inspections.
No. 28. Report of Library Commission.
No. 29. Report of Dairy Commissioner for 1902 and 1903.

VOLUME VI.

Insurance Report for 1903. Volume I. Fire.
Insurance Report for 1903. Volume II. Life.

VOLUME VII.

Insurance Report for 1904. Volume I. Fire.
Insurance Report for 1904. Volume II. Life.

VOLUME VIII.

No 27. Report of Board of Control.

TWENTY-FIFTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

FOR THE

YEAR ENDING JUNE 30, 1902.

STATE OF IOWA

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

DES MOINES.
BERNARD MURPHY, STATE PRINTER.
1903.

RAILROAD COMMISSIONERS' REPORT.

STATE OF IOWA,
BOARD OF RAILROAD COMMISSIONERS,
DES MOINES.

To the Honorable A. B. Cummins, Governor of Iowa:

In compliance with the statute, we submit the following as the twenty-fifth annual report of the Board of Railroad Commissioners for the preceding year. It contains such facts, statements and explanations as far as practicable, as will disclose the working of the system of railroad transportation in this state, and its relation to the general business and prosperity of the citizens of the state, and such suggestions and recommendations in respect thereto as to the board seems appropriate. The statutes of this state require that such report shall also contain, as to every railroad corporation doing business in the state, the following items of information, to-wit:

First—Amount of capital stock issued, the amounts paid therefor, and manner of payment.

Second—Dividends paid.

Third—Surplus fund, if any.

Fourth—Number of stockholders.

Fifth—The funded and floating debts and the interest paid thereon.

Sixth—The cost and value of the carrier's property, franchises and equipment.

Seventh—The number of locomotive engines and cars used in the state, and the number supplied with automatic safety couplers, and the kind and number of brakes used, and the number of each.

Eighth—The number of employes and the salaries paid each class.

Ninth—The amount expended for improvements each year, how and where expended, and the character of such improvements.

Tenth—The earnings and receipts from each branch of business and from all sources.

Eleventh—The operating and other expenses.

Twelfth—The balance of profit and loss.

Thirteenth—A complete exhibit of financial operations thereof each year, including an annual balance sheet.

Fourteenth—Such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements or contracts with other carriers, and other statistics of the road and its transportation, as the board may require.

REPORTS OF RAILWAY COMPANIES.

The annual reports of the railway companies as filed in this office indicate that earnings in Iowa have increased over eight million dollars, bearing proper proportions to the earnings on entire systems, and that the operating expenses have increased something over two million dollars, making a net increase in earnings in the state of nearly two million dollars in excess of what it was a year ago. The mileage of the state has increased to some extent which might have a tendency to decrease the net earning per mile per road, but from the showing made by the companies, the net earnings per mile have also considerably increased during the past year. By reference to statistical tables submitted with this report, information in detail can be ascertained.

INTERLOCKING SWITCH SYSTEM.

The railroads of the state continue to install Interlocking Switch Systems for the protection of their trains and of life and property. A list of those placed in operation during the past year are as follows:

Laurens	crossing,	Gowrie & N. W. and C. & N. W.
Gladbrook	"	C. & N. W. and C. G. W.
Green Island	"	C., M. & St. P. and C. M. & St. P.
Mason City	"	C. & N. W. and Mason City and Ft. Dodge.
Sargent's Bluffs	"	C. & N. W. and C. M. & St. P.
Marshalltown	"	C. G. W. and C. & N. W.
Moravia	"	Wabash and C. M. & St. P.
Marshalltown	"	C. & N. W. and C. G. W. and Iowa Central.
Webb	"	Gowrie & N. W. and C. M. & St. P.
Greenville	"	Gowrie & N. W. and M. & St. L.
Hampton	"	C. G. W. and Iowa Central.
Cone	"	C., R. I. & P. and C., M. & St. P.

NATIONAL CONVENTION OF RAILROAD COMMISSIONERS.

The National Convention of Railroad Commissioners was held at Charleston, South Carolina, February 11, 1902. The members of this board, with their secretary, attended the convention. These conventions, as has been previously stated, are of considerable value to the board as it gives opportunity for interchanging of ideas among those all over the United States who are, by law, entrusted with the supervision of railroads. The interstate commerce commission publishes the proceedings of these conventions in full and the board has not thought it advisable to encumber its report with the same. As usual, the Iowa commission has been given a prominent part in the work of the convention.

ELECTRIC RAILWAYS.

The report of this board for this year does not include the operation of any electric interurban lines except the Waterloo & Cedar Falls Rapid Transit Co., which is operated partially by electricity, as none were completed and in operation by June 30th. The report next year, however, will include the operation of some of these lines. The General Assembly of 1902 placed electric interurban lines upon the same footing as other railways.

RAILWAY CHANGES.

By reference to the statistical tables it will be noted that many changes in the management and names of railways have taken place during the past year. The Sioux City & Pacific Railroad was purchased by the Chicago & Northwestern Railway Company and is now operated by that company. The Fremont, Elkhorn & Missouri Valley Railway, a part of the Northwestern system, now makes report to this board inasmuch as it has acquired trackage rights in Iowa over a portion of the road formerly known as the Sioux City & Pacific Railroad. The Des Moines, Iowa Falls & Northern Railway, a new railroad company with newly built line, makes its first report to this board, as does also the Manchester & Oneida Railway Company. The Boone Valley Railway Company is now known as the Marshalltown & Dakota Railway Company. The Omaha & St. Louis Railway has been purchased and is now operated by the Wabash Railway Company. The Winona & Western Railway only makes partial report to this board as it is now merged into the Wisconsin, Minnesota & Pacific Railway Company under the operation of the Chicago Great Western Railway Company. The Mason City & Ft.

Dodge Railroad is also now a part of the Chicago Great Western Railway system. The Iowa Central & Western Railway Company operations are now included in and made a part of the Iowa Central report.

COMPARATIVE STATISTICS.

The board begs to submit comparative statistics for the years 1878 to 1902 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, excluding trackage rights.	Earnings.	Expenses.	Net earnings.	Net earnings per mile of road.
1878	4,157.15	$20,714,496.07	$12,565,950 23	$8,148,545.84	$1,960.12
1879	4,396.04	21,340,709.44	12,901,420.92	8,436,288.52	1,985.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,891.58	2,181.00
1881	5,425.98	28,452,181.91	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	34,433,854.77	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	37,138,389.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133 69	27,2.6,282.83	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	8,407.34	*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	13,105,689.96	1,542.86
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
1899	8,514.51	48,466,158.44	31,476,771.68	16,986,386.76	1,994.64
1900	9,171 49	52,074,571.77	35,409,424.92	16,665,146.79	1,815.04
1901	9,353,90	54,764,695.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.12

*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	$ 8,329,810.31	$ 1.72
1883	27,112	13,164,288.07	1.55
1884	26,731	13,970,661.65	1.66
1885	25,066	13,628,067.66	1.69
1886	25,761	13,677,780.53	1.69
1887	29,088	15,146,234 84	1.66
1888	20,794	16,295,348.31	1.68
1889	24,642	14,212,500.27	1.67
1890	24,351	16,218,183 69	2.12
1891	27,589	16,204,938.45	1.88
1892	30,192	17,870,915 89	1.89
1893	31,127	16,389,373.68	1.68
1894	20,308	16,378,740.81	1.78
1895	24,107	14,168,803,35	1.87
1896	28,165	16,052,796,79	1.82
1897	26,600	15,157,519.49	1.81
1898	30,0.9	17,280,215.01	1.83
1899	32,385	18,400,383,76	1.82
1900	37,096	21,303,319.55	1.80
1901	37,836	22,253,822.79	1.88
1902	40,686	23,115,095.42	1.82

*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	29,057	.....	.....	13,518	.....	.....	.....	.....
1879	31,584	.....	.....	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	10	57
1885	102,835	.....	2,200	25,066	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	30
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	127,464	9,194	10,422	24,351	14	203	17	58
1891	130,103	18,178	14,395	27,589	13	242	23	82
1892	149,731	34,315	29,047	30,192	14	196	28	63
1893	142,730	49,871	39,296	31,127	10	196	22	68
1894	127,171	46,558	37,784	29,308	7	91	17	32
1895	158,721	58,862	53,078	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	26,600	7	80	14	65
1898	176,035	142,638	105,323	30,009	4	75	18	50
1899	190,730	180,505	127,907	32,385	12	72	12	64
1900	200,814	188,656	134,691	37,096	8	59	20	59
1901	211,883	210,464	158,712	37,836	6	52	21	100
1902	287,289	286,276	183,712	40,686	4	49	6	98

ACCIDENTS TO PERSONS IN IOWA.

YEAR.	KILLED.			INJURED.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
1878	20	29	31	51	137	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	60	502	72
1883	4	82	65	25	255	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	28	354	58
1888	10	101	69	77	564	86
1889	4	85	33	25	442	46
1890	9	73	69	67	579	101
1891	5	82	91	80	601	92
1892	28	80	76	64	258	77
1893	17	81	79	78	682	64
1894	7	48	90	62	367	62
1895	4	47	82	39	330	74
1896	6	36	94	62	411	84
1897	27	40	90	81	291	86
1898	5	44	114	30	301	70
1899	14	62	95	101	348	128
1900	9	70	143	82	449	136
1901	7	65	151	104	636	142
1902	9	64	120	104	853	129

ORGANIZATION OF BOARD.

On January 6, 1902, Ed. C. Brown, of O'Brien county, having been elected Railroad Commissioner to succeed the Hon. Welcome Mowry whose term expired, qualified, and the board organized by the election of Commissioner Ed. A. Dawson, chairman, and Dwight N. Lewis, secretary, for the ensuing year. Thomas H. Boylan was appointed clerk for the same period.

Respectfully submitted,

EDWARD A. DAWSON.
DAVID J. PALMER.
ED. C. BROWN.

Attest:
DWIGHT N. LEWIS, *Secretary.*
Des Moines, Iowa, December 1, 1902.

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		25		$ 20,000				3	$ 600.00		
Atchison, Topeka & Santa Fe	1,020,000	1,314,880	100	100	102,000,000	$131,486,000	$102,000,000.00	$131,486,000.00	4	4,080,000.00	5	$ 6,574,300.00
Burlington, Cedar Rapids & Northern	300,000		100		30,000,000		7,150,000.00		6	427,806.00		
Chicago, Burlington & Quincy	1,108,006		100		110,800,600		110,800,600.00		6¾	7,475,063.00		
Chicago Iowa & Dakota	20,000		100		2,000,000		234,800.00					
Chicago Great Western	300,000	550,000	100	100	30,000,000	55,000,000	23,383,395.00	45,188,679.00	4	c 1,493,822.67	5	
Chicago, Milwaukee & St. Paul			100	100			58,183,900.00	46,682,400.00	6	3,420,171.00	7	3,164,448.00
Chicago, Rock Island & Pacific	600,000		100		60,000,000		59,982,100.00	*a* 6,160.00	4	2,372,732.50		
Chicago & North-Western			100	100			*b* 43,823,305.97	22,398,954.56	7	2,737,868.00	8	1,791,600.00
Chicago, St. Paul, Minn. & Omaha	300,000	200,000	100	100	30,000,000	20,000,000	21,403,293.34	12,646,833.29	8	1,484,400.00	7	787,976.00
Fremont, Elkhorn & Missouri Valley	400,000		100		40,000,000		36,940,000.00					
Sioux City & Pacific ¶												
Colfax Northern	1,200		100		120,000		60,000.00					
Crooked Creek	5,000		100		500,000		225,000.00					
Davenport, Rock Island & Northwestern		30,000	100			3,000,000		3,000,000.00				
Des Moines, Iowa Falls & Northern*	12,500		100		1,250,000							
Dubuque & Sioux City †	110,000		100		11,000,000		10,999,600.00		1	109,996.00		
Stacyville Railroad †	1,000		100		100,000		50,800.00					
Des Moines Union	20,000		100		2,000,000		400,000.00					
Iowa Central	110,000	74,000	100	100	11,000,000	7,400,000	8,519,688.48	5,674,236.47				
Albia & Centerville	4,000		100		400,000		400,000.00					
Manchester & Oneida*	75,000				75,000							
Marshalltown & Dakota	900		100		2,000,000		90,000.00					
Mason City & Ft. Dodge	50,000		100				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	5	300,000.00	5	200,000.00
Muscatine, North & South	4,500		100				450,000.00					
Omaha & St. Louis												
Tabor & Northern	2,400		50		120,000		25,800.00					
Union Pacific												
Wabash	280,000	240,000	100	100	28,000,000	24,000,000	28,000,000.00	24,000,000.00				
Waterloo & Cedar Falls R. T. Co**	6,000		100		600,000							
Willmar & Sioux Falls	100,000		100		10,000,000		7,000,000.00		5	350,000.00		
Winona & Western §	2,000		100		2,000,000		100,000.00					
Wisconsin, Minn. & Pacific R. R. Co.	50,250		100		5,025,000		4,060,000.00			61,082.35		
NARROW GAUGE ROADS.												
Burlington & Northwestern	3,000		100		300,000		174,675.00					
Burlington & Western	30,000		100		3,000,000		856,801.82					
Total	4,976,556	2,448,860			$488,310,600	$244,886,000	$532,233,309.60	$295,083,263.32		$24,313,541.52		$12,518,324.00

a Fractional script. *b* Including stock of proprietary roads. c Including dividends declared on debenture stock.

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 2—

RAILROADS.	AMOUNT OF STOCK PER MILE OF ROAD.		Stock representing roads in Iowa.	Amount of stock held in Iowa.	NO. STOCKHOLDERS.	
	Miles.	Amount.			Total.	In Iowa.
Ames & College	1.98	$ 10,101.00	$ 20,000.00	$ 19,999	34	33
Atchison, Topeka & Santa Fe	7,822.22	29,848.00	*c* 592,801.14	348,000	13,147	44
Burlington, Cedar Rapids & Nor.	1,290.22	6,898.71	6,882,365.00	101,300	310	17
Chicago, Burlington & Quincy	7,794.03	14,216.09	17,739,176.08	16,600	616	8
Chicago, Iowa & Dakota	28.40	13,658.00	381,500.00	1,700	14	4
Chicago Great Western	846.18	81,037.00	37,457,782.51		3,627	
Chicago, Milwaukee & St. Paul	6,603.85	15,879.57	28,502,630.34	175,400	5,299	11
Chicago, Rock Island & Pacific	3,218.89	18,635.00	*c* 16,224,010.72	96,300	2,994	14
Chicago & North-Western	5,891.26	11,244.77	17,443,065.42	230,000	3,920	12
Chicago, St. Paul, Minn. & Omaha	1,524.24	22,338.08	1,693,378.41	10,000	1,095	1
Fremont, Elkhorn & Mo. Valley	1,308.45	28,340.17			10	
Sioux City & Pacific ¶						
Colfax Northern	6.00	20,000.00	120,000.00	120,000	5	5
Crooked Creek	17.61	12,777.45	500,000.00	66,900	14	4
Davenport, Rock Island & N.-W.	46.68	64,267.35	2,212,724.86		9	
Des Moines, Iowa Falls & Nor.*	35.00	1,421.11	59,750.10		19	19
Dubuque & Sioux City†	731.00	15,047.00	10,599,620.00	930	31	9
Stacyville Railroad†	7.93	6,406.00	50,800.00	700	8	7
Des Moines Union	4.00	100,000.00	400,000.00	250,000	12	6
Iowa Central	502.63	28,239.00	11,674,503.27	11,200	726	2
Albia & Centerville	24.44	16,396.61	400,000.00	13,200	7	1
Manchester & Oneida*	8.00	4,775.00	33,398.00	32,898	253	249
Marshalltown & Dakota	21.00	4,285.71	90,000.00	45,000	11	5
Mason City & Ft. Dodge	99.80	9,218.00	920,000.00			
Minneapolis & St. Louis	631.78	15,830.00	*c* 3,342,504.50		467	
Muscatine North & South	28.67	15,696.00	*c* 450,004.32			
Omaha & St Louis†						
Tabor & Northern	8.79	2,878.00	25,300.00	24,000	60	50
Union Pacific						
Wabash	1,943.40	26,757.23	5,898,428.00		2	
Wat. & C. F. R. T. Co.**	40.00	15,000.00	600,000.00		2	2
Willmar & Sioux Falls	433.41	16,150.98	1,238,780.16		6	
Winona & Western§	120.75	828.15	19,461.53		10	
Wisconsin, Minn. & Pacific	244.45	16,609.00	390,311.50			
NARROW GAUGE ROADS.						
Burlington & Northwestern	98.73	4,510.07	174,675.00		229	
Burlington & Western	70.70	12,118.84	856,801.82	500	6	5
Total	41,393.44	$ 19,985.21	$156,244,782.56	$ 1,558,598	32,851	508

a Debenture. *b* Issued in exchange for bonds.

c Road mileage basis. *New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

CAPITAL STOCK.

NO OF SHARES ISSUED.									
FOR CASH.		FOR CONSTRUCTION.		FOR REORGANIZATION.		FOR OTHER PURPOSES.		Total.	Total cash realized.
Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.		
20				1,019,990	1,314,860			2,334,880	$ 2,000.00
						2,229		2,229	
		2,348	1,267				148,247	3,615	
a 115,746	1,182			213,234	207,312			685,721	7,721,478.15
281,193	51,889	*b* 11,220	*b* 308,510			289,425	106,324	1,048,668	33,128,156.97
180,282				419,600				599,882	59,984,200.00
	36,400	23,750		335,276	110,899	19,207	76,691	602,223	2,911,466.14
53,460	20,466			69,330	29,333	91,248	76,609	340,501	4,314,717.78
6,900		336,300				26,300		369,400	690,000.00
						600		600	60,000.00
117		598				1,535		2,250	
598		598		79,998		33,000		1,196	119,500.00
								109,996	10,999,600.00
4,000				85,160	36,712			4,000	400,000.00
				4,000				141,872	
3,340								4,000	
900								3,340	33,398.00
		9,200						900	22,500.00
								9,200	
253		119				150		522	20,150.00
				280,000	240,000			520,000	52,000,000.00
		6,000						6,000	
55,010		14,990						70,000	7,000,000.00
1,000								1,000	100,000.00
		20,600		20,000				40,600	4,060,000.00
1,746								1,746	174,675.00
		8,568						8,568	
704,565	110,037	434,291	309,777	2,586,576	1,959,116	460,591	407,931	6,972,884	$ 188,745,901.97

TABLE No. 3—FUNDED DEBT.

RAILROADS.	FUNDED DEBT.				INTEREST.		
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Av. rates.	Amount accrued during year.	Amount paid during year.
Ames & College							
Atchison, Topeka & Santa Fe	$188,340,500.00	$161,578,500.00	$147,057,310.00	$ 19,552,741.66	5	$ 5,881,220.00	$ 5,873,500.00
Burlington, Cedar Rapids & Northern		16,358,000.00	16,358,000.00	8,639,055.00	5	793,250.00	793,250.00
Chicago, Burlington & Quincy	153,249,300.00	153,249,300.00	133,358,200.00		6	6,357,502.66	6,352,890.19
Chicago, Iowa & Dakota	1,280,000.00	397,000.00	264,000.00		4	5,740.00	4,920.00
Chicago Great Western							
Chicago, Milwaukee & St. Paul			124,796,500.00		6	6,210,086.11	6,252,229.72
Chicago, Rock Island & Pacific		70,716,000.00	70,716,000.00	70,826,145.00	5	2,988,721.99	2,988,722.00
Chicago & North-Western	291,605,000.00	106,120,000.00	96,590,500.00	50,963,660.00	5	5,072,489.27	5,022,995.60
Chicago, St. Paul, Minneapolis & Omaha	42,229,800.00	28,338,800.00	27,255,800.00	9,908,000.08	6	1,448,296.00	1,451,912.75
Fremont, Elkhorn & Missouri Valley		20,960,000.00	20,960,000.00		6	992,900.00	994,610.00
Sioux City & Pacific¶							
Colfax Northern	60,000.00	60,000.00	60,000.00	60,000.00	5	2,875.00	2,750.00
Crooked Creek							
Davenport, Rock Island & Northwestern							
Des Moine , Iowa Falls & Northern*	1,096,000 00	540,000.00	540,000.00	486,000.00	5		
Dubuque & Sioux City†	6,930,000.00	6,730,000.00	6,730,000.00	6,730,000.00	5	302,500.00	302,500 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	82,650,000.00	10,790,544.91	10,790,544.91	3,498,206.70	5	455,484.50	455,484.50
Albia & Centerville							
Manchester & Oneida*	100,000 00	65,000.00	60,000.00	60,000.00	5	1,633.34	
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	44,291,000.00	18,021,000.00	17,871,000.00		6	886,980.00	8-6,980.00
Muscatine North & South	450,000.00	450,000.00	450,000.00		5	22,500.00	
Omaha & St. Louis†							
Tabor & Northern	50,000.00	50,000.00	50,000.00	40,000.00	5	2,500.00	2,500.00
Union Pacific							
Wabash	95,370,000.00	92,234,000.00	92,110,0 0.00		5	2,927,834.37	3,137,834.37
Waterloo & Cedar Falls R. T. Co**	750,000.00	400,000.00	400,000.00	372,000.00	5	20,500.00	20,500.00
Willmar & Sioux Falls	3,646,080.00	3,646,000.00	3,646,000.00	3,646,000.00	5	182,300.00	182,675.00
Winona & Western§							
Wisconsin, Minn, & Pacific	5,000,000.00	3,960,000.00	3,960,000.00	3,960,000.00	4	143,400.00	
NARROW GAUGE ROADS.							
Burlington & Northwestern	229,981,53	229,981.53	229,981.53	229,981.53	7	16,908.88	508.88
Burlington & Western	639,458,91	610,660.12	610.660.12		7	42,351.52	2,967.52
Total	$870,187,120.44	$697,615,786.56	$766,975,496.56	$179,402,789.97		$ 34,946,813.64	$34,855,896.53

*New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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						b $ 3,925.00	b $ 3,925.00
Burlington, Cedar Rapids & Northern							
Chicago, Burlington & Quincy	$33,650,700.00	$33,650,700.00	$18,714,200.00			898,275.01	900,210.00
Chicago, Iowa & Dakota							
Chicago Great Western							
Chicago, Milwaukee & St. Paul							
Chicago, Rock Island & Pacific		24,885,000.00	24,885,000.00	$24,888,412.50		192,139.55	54,600.00
Chicago & North-Western		a 61,632,000.00	a 57,495,000.00	a 57,066,040.31		2,747,772.51	a 2,748,565.00
Chicago, St. Paul, Minneapolis & Omaha							
Fremont, Elkhorn & Missouri Valley							
Sioux City and Pacific¶							
Colfax Northern							
Crooked Creek							
Davenport, Rock Island & Northwestern							
Des Moines, Iowa Falls & Northern*							
Dubuque & Sioux City‡	15,000,000.00	10,425,000.00	10,425,000.00	10,425,000.00		367,000.00	367,000.00
Stacyville Railroad‡							
Des Moines Union							
Iowa Central							
Albia & Centerville							
Manchester & Oneida*							
Marshalltown & Dakota							
Mason City & Ft. Dodge							
Minneapolis & St. Louis							
Muscatine North & South							
Omaha & St. Louis†							
Tabor & Northern							
Union Pacific							
Wabash							122.50
Willmar & Sioux Falls							
Winona & Western§							
NARROW GAUGE ROADS.							
Burlington & Northwestern							
Burlington & Western							
Total	$48,650,700.00	$102,592,700.00	$111,519,200.00	$85,313,412.50		$4,200,112.07	$4,074,422.50

a $28,000,000.00 debenture bonds included. b Trust obligations. *New line. ¶For period July 1st to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1st to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1st to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 5.—

FUNDED DEBT—CONTINUED.

RAILROADS.	INCOME BONDS.				INCOME BOND. INTEREST.		EQUIPMENT TRUST OBLIGATIONS.				EQUIPMENT TRUST OBLIGATIONS. INTEREST.		
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	Accrued during year.	Paid during year.	Amount authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	Accrued during year.	Paid during year.
Ames & College														
Atchison, Topeka & Santa Fe	$ 101,728,000.00	$81,728,000.00	$81,728,000.00	$27,600,000.00		$2,553,840.00	$2,157,000.00						$ 3,925.00	$ 3,925.00
Burlington, Cedar Rapids & Nor														
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, Minn. & Omaha						30,000.00	28,740.00	a28,000,000.00	a28,000,000.00	a 26,138,000.00	a 25,006,013.33		a1,806,300.00	a1,805,525.00
Fremont, Elkhorn & Mo. Valley														
Sioux City & Pacific¶														
Colfax Northern														
Crooked Creek														
Davenport, Rock Island & Northwestern														
Des Moines, Iowa Falls & Northern*														
Dubuque & Sioux City†														
Stacyville Railroad†														
Des Moines Union														
Iowa Central														
Albia & Centerville														
Manchester & Oneida*														
Marshalltown & Dakota														
Mason City & Ft. Dodge														
Minneapolis & St. Louis														
Muscatine North & South														
Omaha & St. Louis†														
Tabor & Northern														
Union Pacific														
Wabash														
Willmar & Sioux Falls														
Winona & Western§														
NARROW GAUGE ROADS.														
Burlington & Northwestern														
Burlington & Western														
Total	$ 102,228,000.00	$82,228,000.00	$82,228,000.00	$27,600,000.00		$2,583,840.00	$2,185,740.00	$28,000,000.00	$28,000,000.00	$ 26,138,000.00	$ 25,006,013.33		$1,810,225.00	$1,809,450.00

*New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company. a Debenture bonds.

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	$ 290,068,500.00	$ 243,306,500.00	$ 228,785,310.00	$ 47,152,741.66	$ 8,438,985.00	$ 8,034,485.00
Burlington, Cedar Rapids & Northern	16,358,000.00	16,358,000.00	16,358,000.00	8,339,055.00	793,250.00	793,250.00
Chicago, Burlington & Quincy	186,900,000.00	186,900,000.00	152,072,400.00		7,235,777.67	7,253,106.19
Chicago, Iowa & Dakota	1,260,000.00	397,000.00	264,000.00		5,740.00	4,920.00
Chicago Great Western						
Chicago, Milwaukee & St. Paul	124,796,500.00	124,796,500.00	124,796,500.00		6,210,088.11	6,252,229.72
Chicago, Rock Island & Pacific	95,601,000.00	95,601,000.00	95,601,000.00	95,714,557.50	3,180,861.54	3,043,322.00
Chicago & North-Western	292,105,000.00	168,252,000.00	154,585,500.00	108,029,700.31	7,850,261.78	7,800,300.60
Chicago, St. Paul, Minn. & Omaha	42,229,800.00	28,338,800.00	27,255,800.00	9,908,000.08	1,448,296.00	1,451,912.75
Fremont, Elkhorn & Mo. Valley	20,960,000.00	20,960,000.00	20,960,000.00		992,900.00	994,610.00
Sioux City & Pacific¶						
Colfax Northern	60,000.00	60,000.00	60,000.00	60,000.00	2,875.00	2,750.00
Crooked Creek						
Davenport, Rock Island & Northwestern						
Des Moines, Iowa Falls & Northern*	1,096,000.00	540,000.00	540,000.00	486,000.00		
Dubuque & Sioux City†	21,930,000.00	17,155,000.00	17,155,000.00	17,155,000.00	759,500.00	759,500.00
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	32,650,000.00	10,790,544.91	10,790,544.91	3,498,206.70	455,484.50	455,484.50
Albia & Centerville						
Manchester & Oneida*	100,000.00	65,000.00	60,000.00	60,000.00	1,983.34	
Marshalltown & Dakota						
Mason City & Ft. Dodge	1,380,000.00	1,380,000.00	1,380,000.00		82,800.00	
Minneapolis & St. Louis	44,291,000.00	18,021,000.00	17,871,000.00		886,980.00	886,980.00
Muscatine North & South	450,000.00	450,000.00	450,000.00		22,500.00	
Omaha & St. Louis†						
Tabor & Northern	50,000.00	50,000.00	50,000.00	40,000.00	2,500.00	2,500.00
Union Pacific						
Wabash	95,370,000.00	92,234,000.00	92,110,000.00		2,927,884.37	3,187,956.87
Waterloo & Cedar Falls R. T. Co**	750,000.00	400,000.00	400,000.00	372,000.00	20,500.00	20,500.00
Willmar & Sioux Falls	3,646,080.00	3,646,000.00	3,646,000.00	3,646,000.00	182,300.00	182,675.00
Winona & Western§						
Wisconsin, Minn. & Pacific	5,000,000.00	3,960,000.00	3,960,000.00	3,960,000.00	148,400.00	
NARROW GAUGE ROADS.						
Burlington Northwestern	229,981.53	229,981.53	229,981.53	229,981.53	16,978.88	598.88
Burlington & Western	639,458.91	610,660.12	610,660.12		42,351.52	2,967.52
Total	$1,278,781,320.44	$1,035,232,986.56	$ 960,722,696.56	$ 299,382,242.78	$ 41,739,765.71	$ 41,115,999.03

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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	7,822.22	$29,248.00			$ 462,271,310.00	$59,097.00	
Burlington, Cedar Rapids & Northern	1,299.22	12,590.65	$ 12,560,558.34	$ 628,027.92	23,508,000.00	18,093.93	$18,093.93
Chicago, Burlington & Quincy	7,794.03	19,511.39	13,818,752.00	624,665.60	262,873,000.00	33,727.48	19,764.58
Chicago, Iowa & Dakota	26.40	10,111.36	266,939.96	4,920.00	628,439.96	23,804.54	23,804.54
Chicago Great Western	846.18	2,359.00	1,090,400.57	2,596.96	70,567,069.74	83,513.75	83,395.00
Chicago, Milwaukee & St. Paul	6,603.85	18,897.54	33,919,688.70	a1,687,901.40	229,662,800.00	34,777.11	34,777.11
Chicago, Rock Island & Pacific	3,218.89	21,969.00			130,704,260.00	40,605.00	40,605.00
Chicago & North-Western	5,891.26	27,621.37	42,862,018.69	1,915,170.17	228,947,013.13	38,862.15	38,862.15
Chicago, St. Paul, Minneapolis & Omaha	1,524.24	17,881.57	1,333,071.04	70,998.53	61,305,926.62	40,220.65	40,220.65
Fremont, Elkhorn & Missouri Valley	1,303.45	16,517.04			58,469,134.14	44,857.21	
Sioux City & Pacific¶							
Colfax Northern	6.00	10,000.00	60,000.00	2,750.00	180,000.00	30,000.00	30,000.00
Crooked Creek							
Davenport, Rock Island & Northwestern					3,000,000.00	64,267.35	64,267.35
Des Moines, Iowa Falls & Northern*	35.00	15,428.50	540,000.00				
Dubuque & Sioux City†	731.00	23,468.00	16,634,513.73	733,150.00	28,161,113.73	38,524.09	38,649.16
Stacyville Railroad†	7.93	7,566.00	76,930.67	3,000.00	127,730.67	16,107.27	16,107.27
Des Moines Union	4.00	67,750.00	671,000.00	34,700.00	1,091,000.00	272,750.00	272,750.00
Iowa Central	502.63	21,468.00	8,875,223.19	374,636.00	24,984,469.86	49,707.00	49,707.00
Albia & Centerville					400,000.00	16,366.61	16,366.61
Manchester & Oneida*	8.00	8,500.00	68,000.00				
Marshalltown & Dakota	21.00	13,333.33	280,000.00		370,000.00	17,619.05	17,619.05
Mason City & Ft. Dodge	99.80	13,828.00	1,380,000.00		2,300,000.00	23,046.00	23,046.00
Minneapolis & St. Louis	631.73	28,289.00			27,871,000.00	44,119.00	
Muscatine North & South							
Omaha & St. Louis†							
Tabor & Northern	8.79	9,741.07	85,624.03	8,306.63	110,924.03	12,619.34	12,619.34
Union Pacific							
Wabash	2,044.60	45,050.38	4,968,142.16	151,179.57	144,110,000.00	71,807.61	49,525.98
Waterloo & Cedar Falls R. T. Co**	40.00	10,000.00	400,000.00	20,500.00	1,000,000.00	25,000.00	25,000.00
Willmar & Sioux Falls	304.25	11,984.00			10,646,000.00	24,563.00	
Winona & Western§							
Wisconsin, Minn. & Pacific	244.45	16,199.00	380,676.50		8,020,000.00	32,808.00	32,808.00
NARROW GAUGE ROADS.							
Burlington & Northwestern	38.73	5,938.00		598.88	404,056.53	10,448.00	10,448.00
Burlington & Western	70.70	8,637.34	610,060.12	2,367.52	1,467,461.94	20,756.18	20,756.18
Total	41,128.35	$23,359.13	$140,882,199.70	$6,265,469.18	$1,773,181,910.35	$43,114.31	

a Accrued. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‖Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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												
Atchison, Topeka & Santa Fe	$ 44,840,800.00	$ 101,000.00	$ 55,600.00	$ 3,501,254.99	$ 260,075.00		$70,997,191.58	$295,656.30	$ 2,898,902.92	$ 1,387,000.00	$ 32,100.75	$298,400.00
Burlington, Cedar Rapids & Northern	1,202,240.00		54,287.18	12,622.50		$ 12,622.50	505.00		505.00			
Chicago, Burlington & Quincy	4,068,901.82	29,975.00	1,396,453.75	291,850.00	2,950.00	288,965.78	2,049,258.87	71,136.90	2,015,137.87	416,500.00	900.00	416,500.00
Chicago, Iowa & Dakota							18,000.00					
Chicago Great Western	12,913,287.48	4,490.00	4,368,473.94	329,600.00		602,548.37	10,000.00	410.00	10,000.00			
Chicago, Milwaukee & St. Paul	2,652,000.00		1,976,300.30	182,550.00	34,750.00	169,572.00	5,086,000.00	12,775.00	5,071,000.00	25,500.00	1,420.00	16,250.00
Chicago, Rock Island & Pacific	24,251,000.00	435,755.25	27,465,834.09	146,600.00	3,960.00	156,580.08	4,668,500.00	309,249.25	4,835,088.78		6,990.00	
Chicago & North-Western	57,950,522.61	842,710.00		2,467,900.00	577,080.00		6,589,000.00	4,851.56				
Chicago, St. Paul, Minneapolis & Omaha	4,855,611.64	96,330.00	4,384,711.64				3,285,000.00	6,010.00	3,285,000.00			
Fremont, Elkhorn & Missouri Valley												
Sioux City & Pacific¶												
Colfax Northern												
Crooked Creek												
Davenport, Rock Island & Northwestern												
Des Moines, Iowa Falls & Northern*												
Dubuque & Sioux City†	6.80		6.80				441,000.00	27,120.00	441,000.00			
Stacyville Railroad†												
Des Moines Union												
Iowa Central	900,000.00						1,141,000.00	15,213.33	1,141,000.00			
Albia & Centerville												
Manchester & Oneida*												
Marshalltown & Dakota												
Mason City & Ft. Dodge												
Minneapolis & St Louis	220,900.00	9,823.50					946,000.00	53,285.25	920,000.00			
Muscatine North & South												
Omaha & St. Louis†												
Tabor & Northern												
Union Pacific												
Wabash	3,105,551.68	79,200.00	a 65,372.34	2,934,388.76	212,135.03	a 504,344.76	144,000.00		a 144,000.00	1,000.00		a 1,000.00
Willmar & Sioux Falls	2,500,000.00		2,500,000.00									
Winona & Western§												
NARROW GAUGE ROADS.												
Burlington & Northwestern				100.00								
Burlington & Western												
Total	$159,460,822 03	$1,599,283.75	$ 42,267,100.04	$ 9,866,816 16	$1,090,950.03	$1,734,633.49	$95,370,455.45	$795,707.59	$20,761,634.52	$1,880,000.00	$ 40,480.75	$732,150.00

*a*Cost. *New line. ¶For period July 1st to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1st to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1st to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

*a*Cost.

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, yards and terminals.
		Gross income.	Expense.	Net miscellaneous income.	Interest on bonds guaranteed.	Div'nds on stock guaranteed.	Cash.	Total.	
Ames & College					$ 350.00			$ 350.00	
Atchison, Topeka & Santa Fe	$ 50,507.30			$7,447,017.96					$ 251,935.06
Burlington, Cedar Rapids & North.	9,120.51			114,296.15					4,713.42
Chicago, Burlington & Quincy	540,081.50			282,731.13			$ 403,586.98	403,586.98	480,064.89
Chicago, Iowa & Dakota									
Chicago Great Western	239.28								402,631.34
Chicago, Milwaukee & St. Paul.	158,562.59			385,369.68					486,404.52
Chicago, Rock Island & Pacific	69,091.43			1,141,156.56	242,380.00		297,514.38	539,894.38	426,947.21
Chicago & North-Western	81,374.80	$136,498.05	$ 3,523.04	132,975.01			32,264.44	32,264.44	108,061.85
Chicago, St. Paul, Minn. & Omaha.	47,026.23			158,942.25					171,228.24
Fremont, Elkhorn & Mo. Valley	4,455.70						29,027.30	29,027.30	23,405.81
Sioux City & Pacific¶	1,575.18	759.04		759.04					
Colfax Northern									
Crooked Creek									
Davenport, Rock Island & N.-W.	177,476.40								13,949.19
Des Moines, Iowa Falls & Northern*									460.00
Dubuque & Sioux City†	25,485.35								72,449.35
Stacyville Railroad†									
Des Moines Union	209,705.45								
Iowa Central	2,621.14	50,403.39		50,403.39	20,604.58			20,604.58	26,732.84
Albia & Centerville		9,100.00		9,100.00					
Manchester & Oneida *									
Marshalltown & Dakota									
Mason City & Ft. Dodge									
Minneapolis & St. Louis	107,063.37			14,630.19					47,451.09
Muscatine North & South		88.00		88.00					
Omaha & St. Louis†									
Tabor & Northern									
Union Pacific									5.00
Wabash	96,867.57			29,953.12			653,940.97	653,940.97	188,184.95
Waterloo & Cedar Falls R. T. Co. **				13,248.73					
Willmar & Sioux Falls				18,773.66					60,670.65
Winona & Western§									597.50
Wisconsin Minn. & Pacific									868.56
NARROW GAUGE ROADS.									
Burlington & Northwestern									6,923.97
Burlington & Western									1,102.03
Total	$1,581,313.80	$196,848.48	$ 3,523.04	$8,799,444.87	$263,384.58		$1,599,331.07	$1,769,668.65	$ 2,714,787.47

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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, 1901	Total cost to June 30, 1902.	Per mile.	Total cost to June 30, 1901.	Total cost to June 30, 1902.	Per mile.	Total cost to June 30, 1901.	Total cost to June 30, 1902.	Per mile.	Total cost to June 30, 1901.	Total cost to June 30, 1902.	Per mile.		
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	$408,901,229.18	$420,616,434 39	.....	$ 2,749,335.47	$ 9,937,925.61	.....	$ 411,650,564.65	$ 430,554,360.00	$54,939.49	.....	.....	.....	.....	.....
Burlington, C. R. & Nor	24,373,778.59	25,476,901.67	$ 19,609.38	4,472,067.02	4,840,958.82	$3,726.05	28,845,846.21	30,317,860.49	23,335.43	.....	.....	.....	.....	.....
Chicago, Bur. & Quincy	.....	.....	.....	.....	.....	.....	288,289,112.17	294,277,364.27	37,757.01	$45,260,917.45	47,550,249 32	$24,335.43	.....	.....
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	607,500.00	23,011 36	.....	607,500.00	38,084.07	.....	.....
Chicago Great Western	58,200,531.20	60,073,673.87	70,998.97	5,702,483 80	6,659,281.25	7,751.64	63,903,015.00	66,732,955 12	78,745.61	35,146,058.25	36,703,127.42	79,404.00	.....	.....
Chicago, Mil. & St. Paul	.....	.....	.....	.....	.....	.....	224,288,832 69	228,731,116.31	34,703.39	.....	62,169,117.41	34,703.39	.....	.....
Chi., Rock Island & Pacific	95,586,268.32	98,121,511.53	30,483.08	16,329,327.01	18,120,750.07	5,629.50	111,915,595 33	116,242,261.60	36,112.53	.....	.....	.....	.....	.....
Chicago & North-Western	152,471,439.28	159,898,481.39	27,056.77	34,109,173.76	34,289,898.68	5,820.47	186,580,613.04	193,688,355.07	32,877 24	49,145,717.20	51,017,911.06	32,877.24	.....	.....
Chi., St. Paul, Minn & O	.....	.....	.....	.....	.....	.....	56,538,346.92	57,477,243.29	37,708.79	.....	2,811,190.29	37,705.79	.....	.....
Fremont, Elkhorn & Mo. V	.....	.....	.....	.....	.....	.....	53,141,836 28	60,808,687.73	46,652.11	.....	.....	.....	.....	.....
Sioux City & Pacific¶	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colfax Northern	110,000.00	130,699.85	21,783.31	.....	11,580 27	1,930.04	110,000.00	142,280.12	23,713.35	110,000 00	142,280.12	23,713.35	.....	.....
Crooked Creek	195,877.82	195,877.82	11,128.10	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	.....	.....
Davenport, R. I. & N.-W	2,887,566.33	.....	.....	112,433 67	.....	.....	3 000,000.00	.....	.....	2,212,724.86	.....	.....	.....	.....
Des Moines, Iowa Falls & N*	.....	462,765.71	.....	.....	21,359.10	.....	.....	484 124,81	13,832.14	.....	484,124.81	13,832.14	.....	.....
Dubuque & Sioux City†	.....	.....	.....	.....	.....	.....	27,552,323.84	27,772,040.60	37,991.85	.....	.....	.....	.....	.....
Stacyville Railroad†	.....	.....	.....	.....	.....	.....	110,961.50	110,961,50	13,992.62	110,961.50	110,961.51	13,992.62	.....	.....
Des Moines Union	1,079,000.00	1,079,000.00	269,750.00	12,000.00	12,000.00	3,000.00	1,091,000.00	1,091,000.00	272,750.00	1,091,000.00	1,091,000.00	272,750.00	.....	.....
Iowa Central	19,948,495.74	21,141,172.23	42,061.10	1,535,114.84	1,644,625 06	3,272.04	21,483,610.58	22,785,797,29	45,333.14	17,698,198.40	18,654,099.24	45,120.33	.....	.....
Albia & Centerville	400,000.00	400,000.00	16,366.61	.....	.....	.....	400,000 00	400,000.00	16,366.61	400,000.00	400,000.00	16,366.61	.....	.....
Manchester & Oneida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown & Dakota	.....	.....	.....	.....	.....	.....	218,691.29	223,336.52	10,635 07	218,691.29	223,336.52	10,635.07	.....	.....
Mason City & Ft. Dodge	.....	.....	.....	.....	.....	.....	.....	2,720,705.30	27,261.00	.....	2,720.705.30	27,261.00	.....	.....
Minneapolis & St. Louis	.....	.....	.....	.....	.....	.....	28,040,541.25	28,145,399,97	44,552.89	.....	.....	.....	.....	.....
Muscatine, North & South	.....	.....	.....	.....	.....	.....	888,202.86	888,202.86	30,980.21	888,202.86	888,202.86	30,980.21	.....	.....
Omaha & St. Louis†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wat. & C. F. R. T. Co**	.....	.....	.....	.....	.....	.....	136 980,500.00	144,009,500.00	70,434.07	.....	.....	.....	.....	.....
Willmar & Sioux Falls	8,629,384.74	8,638,142.72	28,391.59	387,450.87	388,409.89	1,276.61	386,568.37	611,075.52	15,276.89	386,568.37	611,075.52	15,276.89	$ 1,024,776.30	.....
Winona & Western§	1,391,488.26	1,391,488.26	11,523.71	.....	.....	.....	9,016,835.61	9,026,552.61	29.668.20	.....	.....	.....	.....	.....
Wis., Minn. & Pacific	.....	7,908,123.11	32,718.85	.....	107,732.18	440.71	1,391,488.26	1,891,488.26	11,523.71	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.							.....	8,105,855.29	33,159.50	.....	779,249.68	.....	.....	.....
Burlington & Northwestern	345,099.60	350,664.69	9,054.08	85,391.64	84,951 49	2,193.43	430,491.24	435,616.18	11,247.51	430,491.24	435,616.18	11,247.51	.....	.....
Burlington & Western	1,375,624.08	1,429,953 92	20,225.65	120,910.52	124,356 25	1,758.98	1,496,534.55	1,554,310.17	21,984 58	1,496,534.55	1,554,310.17	21,984.58	.....	.....
Total	$775,895,783.09	$806,904,871.16	.....	$65,633,763.21	$76,261,897.68	.....	$1,657,995,463.47	$1,729,549,902.71	$44,351.10	$154,423,449.43	$251,836,582 02	$30,004.89	.....	.....

*New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 11—INCOME ACCOUNT—IOWA.

RAILROADS.	INCOME FROM OPERATION.			INCOME FROM OTHER SOURCES.				Total net income.	Deficit.
	Gross income.	Operating expenses.	Income from operation.	Dividends on stock owned.	Interest on bonds owned.	Miscellaneous income less expenses.	Total income from other sources.		
Ames & College	$ 9,124.25	$ 6,045.39	$ 3,078.86					$ 3,078 86	
Atchison Topeka & Santa Fe.	279,134.55	174,171.98	104,962.57					104,962 57	
Burlington, C. R. & Northern.	4,969,272.96	3,092,724.52	1,876,548.44					1,876,548 44	
Chicago, Burlington & Quincy*b*	8,336,019.80	5,459,393.56	2,876,626.24					2,876,626.24	
Chicago, Iowa & Dakota.	19,581 15	15,582.17	3,998.98					3,998.98	
Chicago Great Western	3,619,911.39	2,688,458.66	931,452.73					931,452.73	
Chicago, Milwaukee & St. Paul.	11,457,255.44	8,218,587.83	3,238,767.61	9,445 05	3,858.20	104,743.48	118,046 73	3,356,814.34	
Chicago, R. I. & Pacific.	7,778,143.99	4,658,761 39	3,119,282 60	102,679 77	73,629.16	264,152.17	440,461.10	3,559,843 70	
Chicago & North-Western	12,519,810.58	7,755,403.24	4,764,407.34	375,897.84	1,284.48	35,205.92	412,388.24	5,176,795.58	
Chicago, St. P., Minn. & O.	884,937.64	488,817.45	396,120.19	47,290 00			47,290.00	443,410.19	
Fremont, Elkhorn & Mo. Valley	36,954.94	24,469.53	12,485.41					12,485 41	
Sioux City & Pacific¶	56,708.19	28,543.29	28,164.90			568.61	568.61	28,733.51	
Colfax Northern.	21,837.31	10,959.01	10,878.30					10,878.30	
Crooked Creek.	27,503.64	19,369.70	8,133.94					8,133.94	
Davenport, R. I. & N-W	175,238.26	106,081.78	69,156.48					69,156.48	
Des Moines, I. F. & Northern*									
Dubuque & Sioux City†	4,260,867.23	3,233,939.45	1,026,927.78					1,026,927.78	
Stacyville Railroad‡	4,712.16	8,828.41	*a* 4,116.25						4,116.25
Des Moines Union	209,765.45	161,376.30	48,389.15					48,389.15	
Iowa Central.	1,917,741.98	1,583,750.94	333,991.04		12,512.96	41,506.61	54,019.57	388,010.61	
Albia & Centerville	35,116.61	59,954.30	*a* 24,837.69			9,100.00	9,100.00		15,737.69
Manchester & Oneida*	12,665.17	8,611.42	4,053.75					4,053.75	
Marshalltown & Dakota	32,317.64	12,356.33	19,961.31					19,961.31	
Mason City & Ft. Dodge	255,739.82	146,931.42	108,808.40					108,808.40	
Minneapolis & St. Louis	670,354.80	454,591.54	215,763.26	1,799 82	9,713.90	2,667 08	14,171.80	229,935.06	
Muscatine North. & South.	48,640.28	45,635.66	2,974.62					2,974.62	
Omaha & St. Louis†	100,154.76	91,761.01	8,393.75					8,393.75	
Tabor & Northern	18,417.52	11,901.58	6,515.94					6,515.94	
Union Pacific	192,062.32	208,005.21	*a* 15,942.89						15,942.89
Wabash	606,332.57	619,096 05	*a* 12,763.48	8,740.05		898.59	9,638.64		3,124.84
Waterloo & C. F. R. T. Co.**	64,334.93	36,685.64	27,649.29			13,248.73	13,248.73	40,898.02	
Willmar & Sioux Falls	202,888.31	225,937.33	36,950.98					36,950.98	
Winona & Western§	8,588.25	6,265.52	2,322.73					2,322.73	
Wisconsin, Minn. & Pacific.	34,201.03	22,853.07	11,347.96					11,347.96	
NARROW GAUGE ROADS.									
Burlington & Northwestern	107,460.31	62,183.83	45,276.48					45,276.48	
Burlington & Western	136,661,11	128,445.96	8,215.15					8,215.15	
Total	$ 59,170,526.34	$ 39,876,480.47	$ 19,294,045.87	$ 545,843.53	$ 100,998.70	$ 472,001.19	$1,189,933.42	$ 20,451,900.96	$38 921.67

*b*Estimated. *a*Deficit. *New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 12—INCOME ACCOUNT—IOWA—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 & College				$ 302.67			$ 302.67	$ 2,776.19	
Atchison, Topeka & Santa Fe				9,582.52			9,582.52	95,380.05	
Burlington, Cedar Rapids & Northern				154,419.04			154,419.04	1,722,129.40	
Chicago, Burlington & Quincy	$ 1,158,448.00		$ 30,204.30	a239,979.11		$232,530.00	1,670,221.41	1,206,404.83	
Chicago, Iowa & Dakota	5,740.00			1,198.94			6,938.94		$ 2,939.96
Chicago Great Western	f2,372.75	f35,917.67		79,416.09			147,706.51	783,746.22	
Chicago, Milwaukee & St. Paul	1,667,901.40			b280,888.75			1,948,790.15	1,388,024.19	
Chicago, Rock Island & Pacific	f912,748.22		383,644.37	251,229.82			1,547,622.41	2,012,221.23	
Chicago & North-Western	1,923,615.11		8,542.20	c375,917.83	$1,243,373.22	66,324.28	3,617,972.64	1,558,822.94	
Chicago, St. Paul, Minneapolis & Omaha	70,821.67			28,767.88			99,589.55	343,820.64	
Fremont, Elkhorn & Missouri Valley	7,765.51		227.03	d71,004.83			9,587.37	2,888.04	
Sioux City & Pacific¶		8,921.76		e5,842.69			14,764.45	13,969.06	
Colfax Northern	2,875.00	441.18		228.26	32,280.12		35,824.56		24,946.26
Crooked Creek				1,662.92			1,662.92	6,471.02	
Daveport, Rock Island & Northwestern				3,994.00	71,993.99		75,987.99		6,831.51
Des Moines, Iowa Falls & Northern*									
Dubuque & Sioux City†	733,150.00			124,395.50		56,963.69	914,499.19	112,428.59	
Stacyville Railroad†	3,000.00			562.66			3,563.66		7,079.91
Des Moines Union	33,550.00	1,200.00		13,639.15			48,389.15		
Iowa Central	374,636.00		14,280.88	63,158.16			452,075.04		64,064.43
Albia & Centerville				1,891.95	20.00		1,911.95		17,849.04
Manchester & Oneida*							1,022.22	3,031.53	
Marshalltown & Dakota								19,961.31	
Mason City & Ft. Dodge	82,800.00	12,200.00		10,895.71			105,895.71	2,942.69	
Minneapolis & St. Louis	161,696.45			28,773.58		646.54	191,166.57	38,768.49	
Muscatine North & South	22,500.00			2,648.31			25,148.31		22,173.69
Omaha & St. Louis†	14,815.68			1,323.80		1,013.82	17,153.30		8,759.55
Tabor & Northern	2,500.00	5,706.63	5.00	396.75			8,608.38		2,092.44
Union Pacific				21,522.43			20,522.43		36,405.32
Wabash	151,179.57			25,550.00		13,571.35	190,300.92		193,425.76
Waterloo & Cedar Falls R. T. Co.**	20,500.00			214.11			30,714.11	20,183.91	
Willmar & Sioux Falls				11,156.11			11,156.11	25,704.87	
Winona & Western§				347.04			347.04	1,975.09	
Wisconsin, Minn. & Pacific	13,192.80			878.15			14,070.95		2,722.99

	NARROW GAUGE ROADS.									
	Burlington & Northwestern	16,998.88			2,948.08			19,946.96	25,329.52	
	Burlington & Western	42,351.52			4,053.17			46,404.69		38,189.54
	Total	$7,445,158.56	$94,387.24	$445,963.78	$1,748,331.10	$1,347,867.39	$371,119.50	$11,453,849.82	$9,387,070.47	$427,941.00

a Including "War Revenue" (estimated for Iowa). b Including internal revenue, Iowa. c Actual taxes, $278,982.90. d Actual taxes, $501.39. e Actual taxes, $5,711.74. f Estimated. * New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. ** Operated principally by electricity.

TABLE No. 13—INCOME ACCOUNT—IOWA—CONTINUED.

RAILROADS.	PAYMENTS FROM NET INCOME.					
	DIVIDENDS ON STOCK.				Other payments.	Total.
	COMMON.		PREFERRED.			
	Rate.	Amount.	Rate.	Amount.		
Ames & College	3	$ 600.00			$1.000.00	$ 1 600.00
Atchinson, Topeka & Santa Fe						
Burlington, Cedar Rapids & Nor	6	641,982.00				641,982.00
Chicago, Burlington & Quincy	6¾	a 1,173,883.89				1,173,883.89
Chicago, Iowa & Dakota						
Chicago Great Western	b4	a463,905.87	5	a285,111.75		749,017.62
Chicago, Milwaukee & St. Paul	6	929,602.48	7	860,096.97		1,789,699.45
Chicago, Rock Island & Pacific	4	a680,879.32				680,879.32
Chicago & North-Western	7	724,866.82	8	474,336.74		1,199,203.56
Chicago, St. Paul, Minn. & Omaha	5&3	72,587.16	7	38,532.03		111,119.19
Fremont, Elkhorn & Mo. Valley						
Sioux City & Pacific¶			7	952.91		
Colfax Northern						
Crooked Creek						
Davenport, Rock Island & Northw						
Des Moines, Iowa Falls & Nor.*						
Dubuque & Sioux City†	1	a109,248.03				a109,248.03
Stacyville Railroad†						
Des Moines Union						
Iowa Central					40.71	
Albia & Centerville						
Manchester & Oneida*						
Marshalltown & Dakota						
Mason City & Ft. Dodge						
Minneapolis & St. Louis	5	54,690.00	5	36,460.00		91,150.00
Muscatine North & South						
Omaha & St. Louis†						
Tabor & Northern						
Union Pacific						
Wabash						
Willmar & Sioux Falls						
Winona & Western§						
Wisconsin, Minn. & Pacific						
NARROW GAUGE ROADS.						
Burlington & Northwestern						
Burlington & Western						
Total		$ 4,852,245.57		$ 1,695.490.40	$ 1,040,71	$ 6,547,783.06

FROM OPERATIONS YEAR ENDING JUNE 30, 1902.		FROM OPERATIONS YEAR ENDING JUNE 30, 1901.		FOR YEAR.		ON JUNE 30, 1902.	
Surplus.	Deficit.	Surplus.	Deficit.	Additions.	Deductions.	Surplus.	Deficit.
$ 1,176.19							
95,380.05							
1,080,147.40							
32,520.94							
	$ 2,939,96						$ 2,939,96
34,728.60							
401,675.26							
1,331,341.97							
359,619.38		$ 2,317,340.81					
232,701.45						$ 2,676,960.19	
2,888.04		15,409.70			$ 29,340.00	203,361.45	
13,016.15			$ 1,453,496.63			18,297.74	
	24,946,26		107.02				1,440,480.48
6,471.02		1,804.57					25,053.28
	6,831.51	42,719.97				8,275.59	
						35,888.46	
3,180.59							
	7,679.91		9,089.26				16,709.17
	64,105.14		52,741.26	$ 242,749.79		125,903.89	
	17,649.64		3,843.44				21,493.08
3,031.53							
19,961.31							
2,942.69							
	52,381.51	142,025.55		53,606.58		143,250.62	
	22,178,69		52,785.45				74,959,14
	8,759.55		271,280.87				280,020.42
	2,092.44						
	36,465.22						
	193,425.76						
1,975.69							
	2,722.99						
			105,365.84				80,066.82
			772,516.61				810,706.15
$ 3,622,758.13	$ 432,173.58	$ 2,519,300.60	$ 2,721,206.88	$ 296,356.37	$ 29,340.00	$ 3,211,987.44	$ 2,752,458.00

* New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901 from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. *a* Estimated. *b* Debenture stock.

TABLE No. 14—INCOME ACCOUNT—ENTIRE LINE.

RAILROADS.	INCOME FROM OPERATION.			INCOME FROM OTHER SOURCES.				Total income.
	Gross amount.	Operating expenses.	Income from operation.	Dividends on stock owned.	Interest on bonds owned	Miscellaneous income less expenses.	Total income from other sources.	
Ames & College	$ 9,124.25	$ 6,045.39	$ 3,078.86					$ 3,078.86
Atchison, Topeka & Santa Fe	37,515,117.82	20,044,203.78	17,470,914.04	$ 361,075.00	$327,817.05	$7,447,017.96	$ 8,135,910.01	$ 25,606,824.05
Burlington, Cedar Rapids & Northern	5,421,936.90	3,415,898.92	2,006,042.98			114,296.15	114,296.15	2,120,339.13
Chicago, Burlington & Quincy	52,910,918.45	33,271,480.17	19,639,438.28	32,925.00	72,088.90	282,731.13	387,693.03	20,027,132.31
Chicago, Iowa & Dakota	19,581.15	15,582.17	3,998.98					3,998.98
Chicago Great Western	7,544,788.60	5,687,321.59	1,857,467.01	4,490.04	410.00		4,900.04	1,862,367.05
Chicago, Milwaukee & St. Paul	45,613,124.84	28,796,733.83	16,816,391.01	34,750.00	14,195.00	385,369.68	434,314.68	17,250,705.69
Chicago, Rock Island & Pacific	28,683,824.60	17,813,238.18	10,870,586.42	439,715.25	315,249.25	1,141,56.56	1,896,121.06	12,766,707.48
Chicago & North-Western	47,288,119.62	29,292,650.55	17,995,469.07	1,419,790.00	4,851.56	132,975.01	1,557,616.57	19,553,085.64
Chicago, St. Paul, Minneapolis & Omaha	11,789,105.22	7,078,998.91	4,710,106.31	96,330.00	6,010.00	158,942.25	261,282.25	4,971,388.56
Fremont, Elkhorn & Missouri Valley	4,725,066.32	3,128,679.14	1,596,387.18					1,596,387.18
Sioux City & Pacific ¶	75,700.18	38,102.65	37,597.53			759.04	759.04	38,356.57
Colfax Northern	21,837.31	10,959.01	10,878.30					10,878.30
Crooked Creek	27,503.64	19,369.70	8,133.94					8,133.94
Davenport, Rock Island & Northwestern	243,386.48	147,246.71	96,139.77					96,139.77
Des Moines, Iowa Falls & Northern*								
Dubuque & Sioux City†	4,289,788.54	3,284,693.55	1,005,094.99			27,120.00	27,120.00	1,032,214.99
Stacyville Railroad†	4,712.16	8,828.41	*a* 4,116.25					*a* 4,116.25
Des Moines Union	209,765.45	161,376.30	48,389.15					48,389.15
Iowa Central	2,545,971.18	2,052,581.43	493,389.75		15,213.33	50,403.39	65,616.72	559,006.47
Albia & Centerville	35,116.61	59,954.30	*a* 24,837.69			9,100.00	9,100.00	*a* 15,737.69
Manchester & Oneida*	12,665.17	8,611.42	4,053.75					4,053.75
Marshalltown & Dakota	32,317.64	12,356.33	19,961.31					19,961.31
Mason City & Ft. Dodge	255,739.82	146,931.42	108,808.40					108,808.40
Minneapolis & St. Louis	3,677,028.90	2,048,951.35	1,628,077.55	9,823.50	53,285.25	14,630.19	77,738.94	1,705,816.49
Muscatine North & South	48,610.28	45,635.66	2,974.62					2,974.62
Omaha & St. Louis†	217,727.78	199,561.74	18,166.04					18,166.04
Tabor & Northern	18,417.52	11,901.58	6,515.94					6,515.94
Union Pacific								
Wabash	19,150,360.74	14,017,424.83	5,132,935.91	291,335.03		29,953.12	321,288.15	5,454,224.06
Waterloo & Cedar Falls R. T. Co**	64,334.93	36,685.64	27,649.29			13,248.73	13,248.73	40,898.02
Willmar & Sioux Falls	1,522,798.80	858,035.87	664,762.93			18,773.66	18,773.66	683,536.59
Winona & Western §	44,091.34	31,327.57	12,763.77					12,763.77
Wisconsin, Minn. & Pacific	473,411.25	254,420.79	218,990.46					218,990.46
NARROW GAUGE ROADS.								
Burlington & Northwestern	107,460.31	62,183.83	45,276.48					45,276.48
Burlington & Western	136,661.11	128,445.96	8,215.15					8,215.15
Total	$274,736,114.91	$172,196,413.68	$102,539,701.23	$2,690,233.82	$809,068.34	$9,826,476.87	$ 13,325,779.03	$115,865,480.26

a Deficit. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‖Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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 & College				$ 302.67			$ 302.67	$ 2,776.19	
Atchison, Topeka & Santa Fe.	$ 8,438,985.00			1,436,134.66		$ 167,177.51	10,042,297.17	15,564,526.88	
Burlington, Cedar Rapids & Nor	793,250.00			a 170,650.56			963,900.56	1,153,438.57	
Chicago, Burlington & Quincy	7,235,777.67		$ 493,586.98	b1,614,572.16		623,131.00	9,967,067.81	10,060,063.50	
Chicago, Iowa & Dakota	5,740.00			1,198.94			6,938.94		$ 2,989.96
Chicago Great Western	4,731.74	$ 131,451.51		211,335.68			347,518.93	1,514,848.12	
Chicago, Milwaukee & St. Paul	6,210,086.11			1,400,161.21			7,610,247.32	9,640,458.37	
Chicago, Rock Island & Pacific	3,180,861.54		539,894.38	b 931,320.88			4,652,076.80	8,114,630.68	
Chicago & North-Western	7,265,616.43		32,264.44	1,419,865.51	$ 4,697,055.04	250,511.00	13,665,312.42	5,887,778.22	
Chicago, St. Paul, Minn. & Omaha	1,448,296.00			435,900.88			1,884,196.88	3,087,191.68	
Fremont, Elkhorn & Mo. Valley	992,900.00		29,027.30	205,194.11			1,227,121.41	389,265.77	
Sioux City & Pacific¶		11,909.72		7,799.45			19,709.17	18,647.40	
Colfax Northern	2,875.00	441.18		b 228.26	32,280.12		35,824.56		24,946.26
Crooked Creek				1,662.92			1,662.92	6,471.02	
Davenport, Rock Island & N-W				9,409.75	99,950.01		109,359.76		13,219.99
Des Moines, Iowa Falls & Northern*									
Dubuque & Sioux City†	759,500.00			126,980.48		56,983.60	943,464.08	88,750.91	
Stacyville Railroad†	3,000.00			563.66			3,563.66		7,679.91
Des Moines Union	33,550.00	1,200.00		13,639.15			48,389.15		
Iowa Centeral	455,484.50		20,604.58	79,952.44			556,041.52	2,964.95	
Albia & Centerville				1,891.95	20.00		1,911.95		17,649.64
Manchester & Oneida*							1,022.22	3,031.53	
Marshalltown & Dakota								19,961.31	
Mason City & Ft. Dodge	82,800.00	12,200.00		10,865.71			105,865.71	2,942.69	
Minneapolis & St. Louis	886,980.00			122,345.69		117.39	1,009,443.08	696,373.41	
Muscatine North & South	22,500.00			2,648.31			25,148.31		22,178.69
Omaha & St. Louis†	32,208.00			4,893.10		2,203.96	39,305.06		21,139.02
Tabor & Northern	2,500.00	5,706.63	5.00	396.75			8,608.38		2,092.44
Union Pacific									
Wabash	3,137,956.87		653,940.97	646,126.12		814,740.06	5,252,764.02	201,460.04	
Waterloo & Cedar Falls R. T. Co**	20,500.00			214.11			20,714.11	20,183.91	
Willmar & Sioux Falls	182,300.00			61,874.0			244,174.09	439,362.50	
Winona & Western§				1,735.22	2,053.02		3,788.24	8,975.53	
Wisconsin, Minn. & Pacific	143,400.00			14,508.11			157,908.11	61,082.35	
NARROW GAUGE ROADS.									
Burlington & Northwestern	16,998.88			2,948.08			19,946.96	25,329.52	
Burlington & Western	42,351.52			4,053.17			46,404.69		38,189.54
Total	$41,401,149.26	$ 162,909.04	$ 1,769,323.65	$ 8,941,373.78	$ 4,831,358.19	$ 1,914,864.52	$59,022,000.66	$56,903,510.05	$ 150,090.45

aInteral revenue tax included. bIncluding war revenue. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 16—INCOME ACCOUNT—ENTIRE LINE—CONTINUED.

RAILROADS.	PAYMENTS FROM NET INCOME.					
	DIVIDENDS ON STOCK.				Other payments.	Total
	COMMON.		PREFERRED.			
	Rate.	Amount.	Rate.	Amount.		
Ames & College	3	$ 600.00			$ 1,000.00	$ 1,600.00
Atchison, Topeka & Santa Fe	4	4,078,220.00	5	$5,708,690.00		9,786,910.00
Burlington, Cedar Rapids & Northern	6	641,982.00				641,982.00
Chicago, Burlington & Quincy	6¾	7,475,068.00				7,475,068.00
Chicago, Iowa & Dakota						
Chicago Great Western	4	a 925,202.67	5	568,620.00		1,493,822.67
Chicago, Milwaukee & St. Paul	6	3,420,171.00	7	3,164,448.00		6,584,619.00
Chicago, Rock Island & Pacific	4	2,372,732.50				2,372,732.50
Chicago & North-Western	7	2,787,868.00	8	1,791,600.00		4,529,468.00
Chicago, St. Paul, Minn. & Omaha	5&3	1,484,400.00	7	787,976.00		2,272,376.00
Fremont, Elkhorn & Mo. Valley			7	1,272.04		1,272.04
Sioux City & Pacific¶						
Colfax Northern						
Crooked Creek						
Davenport, Rock Island & N.-W						
Des Moines, Iowa Falls & Northern*						
Dubuque & Sioux City‡	1	109,996.00				109,996.00
Stacyville Railroad†						
Des Moines Union					49.50	49.50
Iowa Central						
Albia & Centerville						
Manchester & Oneida*						
Marshalltown & Dakota						
Mason City & Ft. Dodge						
Minneapolis & St. Louis	5	300,000.00	5	200,000.00		500,000.00
Muscatine North & South						
Omaha & St. Louis†						
Tabor & Northern						
Union Pacific						
Wabash						
Willmar & Sioux Falls	5	350,000.00				350,000.00
Winona Western§						
Wisconsin Minn. & Pacific						
NARROW GAUGE ROADS.						
Burlington & Northwestern						
Burlington & Western						
Total		$23,896,235.17		$12,222,606.04	$ 1,049.50	$ 36,119,890.71

FROM OPERATIONS, YEAR ENDING JUNE 30, 1902.		ON JUNE 30, 1901.		FOR YEAR.		ON JUNE 30 1902.	
Surplus.	Deficit.	Surplus.	Deficit.	Additions.	Deductions.	Surplus.	Deficit.
$ 1,176.19							
5,777,616.88		$13,082,740.41			$2,832,942.06	$16,027,415.23	
514,456.57		3,744,016.59				4,258,473.16	
2,585,000.50		17,217,349.34				19,802,349.84	
	$ 2,939.96						$ 2,939.96
21,025.45		134,675.88				155,701.33	
3,055,839.37		17,626,229.24				20,682,068.61	
5,741,898.18		8,165,296.80				13,907,194.98	
1,358,305.22		8,752,743.40				10,111,048.62	
814,815.68		3,272,151.12			600,000.00	3,486,966.80	
369,265.77		1,970,287.82				2,339,553.59	
17,375.36			$1,940,283.43				1,922,908.07
	24,946.26		107.02				25,053.28
6,471.02		1,804.57				8,275.59	
	13,219.99	60,615.13				47,395.14	
	21,245.09	100,992.92			64,978.31	14,769.52	
	7,679.91		9,089.26				16,769.17
2,915.45		8,381.49		$295,136.53		306,433.47	
	17,649.64		3,843.44				21,493.08
3,031.53							
19,961.31						19,961.31	
2,942.69						2,942.69	
196,373.41		779,075.99		294,067.89		1,269,517.29	
	22,173.69		52,785.45				74,959.14
	21,139.02		592,290.14				613,429.16
	2,092.44						
201,460.04		403,000.86		37,959.89		642,420.79	
89,362.50		333,116.69				422,479.19	
8,975.53		166,141.52				175,117.05	
61,082.35							
25,329.52			105,365.84				80,036.32
	38,189.54		772,516.61				810,706.15
$20,874,680.52	$171,275.54	$75,818,619.77	$3,476,281.19	$627,164.31	$3,497,920.37	$93,680,084.20	$3,568,294.33

a On debenture stock. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 17—EARNINGS—IOWA.

RAILROADS.	PASSENGER. Originating and terminating in Iowa.	PASSENGER. Originating but not terminating in Iowa.	PASSENGER. Terminating but not originating in Iowa.	PASSENGER. Crossing the state.	PASSENGER. Total passenger revenue.	EXPRESS. Originating and terminating in Iowa.	EXPRESS. Originating but not terminating in Iowa.	EXPRESS. Terminating but not originating in Iowa.	EXPRESS. Crossing the state.	EXPRESS. Total express.	Mails.	Extra baggage and storage.	Other items.	Total passenger earnings.
Ames & College	$ 5,824.15				$ 5,824.15									$ 5,824.15
Atchison, Topeka & Santa Fe					44,610.21					$ a 6,932.88	7,686.25		$ 295.79	59,475.13
Burlington, Cedar Rapids & Northern	768,076.46	$115,897.83	$190,171.70	$120,677.15	1,194,823.14					63,698.40	158,924.73			1,417,446.27
Chicago, Burlington & Quincy														
Chicago, Iowa & Dakota	4,143.70	76.32	10.29		4,230.31					112.02	692.46	130.84		5,105.63
Chicago Great Western					769,247.08					48,393.12	57,935.41	12,907.59	$ 156.05	888,639.20
Chicago, Milwaukee & St. Paul					2,028,885.26					187,000.80	275,809.30	40,465.48	67,917.41	2,600,078.25
Chicago, Rock Island & Pacific					2,196,980.29					142,060.15	196,787.86	44,587.74		2,581,016.04
Chicago & North-Western	1,544,797.29	326,178.95	333,221.74	724,549.44	2,928,747.42					210,539.86	398,390.69	55,238.01	8,873.66	3,596,789.64
Chicago, St. Paul, Minn. & Omaha					244,487.53					11,521.18	27,532.89	5,428.32		288,969.92
Fremont, Elkhorn & Missouri Valley	38.46	1,475.10	1,131.57	2,951.39	5,596.52					458.50	1,266.10	56.33		7,377.45
Sioux City & Pacific¶	13,581.80	8,619.27	2,902.69	6,363.23	31,466.99					1,150.76	3,247.08	575.99	21.18	36,462.00
Colfax Northern	1,776.66				1,776.66	34.62				34.62		5.90		1,817.18
Crooked Creek	1,054.63				1,054.63	242.74				242.74	686.48			1,983.85
Davenport, Rock Island & N.-W.										2,593.08	779.60			3,372.68
Des Moines Iowa Fall & Northern*														
Dubuque & Sioux City†					1,061,104.22					86,381.76	103,475.51	22,324.07	11,450.28	1,284,735.84
Stacyville Railroad†	611.40				611.40					243.41	342.42	13.03	6 24	1,216.50
Des Moines Union														
Iowa Central					388,299.78					19,792.04	52,644.96	6,786.88	1,685.60	469,209.26
Albia & Centerville					8,005.31					340.05	1,148.84	261.61		9,755.81
Manchester & Oneida*	4,120.59				4,120.59	437.53				437.53	214.17			4,772.29
Marshalltown & Dakota	1,034.81				1,034.81									1,034.81
Mason City & Ft. Dodge	48,181.47				48,181.47					1,118.38	4,814.29	421.67		54,035.81
Minneapolis & St. Louis					197,102.15					16,565.88	27,722.39	4,423.95	582.41	246,396.78
Muscatine North & South	6,466.13				6,466.13					819.62				7,285.75
Omaha & St. Louis†					23,631.50					1,616.97	5,188.90			30,437.37
Tabor & Northern	4,107.68				4,107.68					530.87	480.27	152.91		5,271.73
Union Pacific														
Wabash	48,680.29	50,201.54	53,244.06		152,125.89					6,373.59	25,164.86		5,338.88	189,003.22
Waterloo & Cedar Falls R. T. Co **					52,859.26									52,859.26
Willmar & Sioux Falls					34,596.18					2,001.19	7,348.96	650.46	103.44	44,700.23
Winona & Western§					1,739.07					85.35	335.69			2,110.11
Wisconsin, Minn. & Pacific					7,367.58					227.06	1,408.20	162.72		9,160.56
NARROW GAUGE ROADS.														
Burlington & Northwestern					24,713.18					1,023.79	3,833.88	154.05	100.52	29,825.42
Burlington & Western					29,365.60					2,024.96	4,747.65	239.55		36,377.76
Total	$2,452,495.52	$502,449.01	$580,682.05	$854,541.21	$11,503,161.94	$ 714.89				$814,870.56	$1,367,994.84	$194,987.10	$ 91,531.46	$ 18,972,545.90

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which lattar date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity. *a* Total express and extra baggage.

TABLE No. 18—EARNINGS—

IOWA—CONTINUED.

RAILROADS.	FREIGHT. Originating and terminating in Iowa.	FREIGHT. Originating but not terminating in Iowa.	FREIGHT. Terminating but not originating in Iowa	FREIGHT. Crossing the state.	FREIGHT. Total freight revenue.	Stock Yards.	Elevators.	Other items.	Total freight earnings.	Total passenger and freight earnings.
Ames & College					$ 2,854.30			$ 445.80	$ 3,300.10	$ 9,124.25
Atchison, Topeka & Santa Fe.					214,224.05			1,397.96	215,622.01	275,097.14
Burlington, Cedar Rapids & Northern	$ 671,670.78	$ 1,226,082.08	$ 970,308.70	$ 674,500.70	3,542,562.26				3,542,562.26	4,960,008.53
Chicago, Burlington & Quincy	4,031.36	6,476.28								
Chicago, Iowa & Dakota			3,602.42		14,110.06			95.15	14,205.21	19,310.84
Chicago Great Western					2,723,670.58				2,723,670.58	3,612,309.78
Chicago, Milwaukee & St. Paul					8,834,317.92				8,834,317.92	11,434,396.17
Chicago, Rock Island & Pacific					5,176,812.65				5,176,812.65	7,757,828.69
Chicago & North-Western	1,658,194.72	2,250,701.85	1,818,942.93	2,529,901.47	8,257,740 97			9,301.74	8,267,042.71	11,863,852.35
Chicago, St. Paul, Minneapolis & Omaha.		8,135.94			591,149.78			16.00	591,165.78	880 135.70
Fremont, Elkhorn & Missouri Valley		7,998.02	4,724.55	54,627.01	67,487.50				67,487.50	74,864.95
Sioux City & Pacific¶	10,488.47		5,248.61	4,548.20	28,233.30			737.55	28,970 85	65,432.85
Colfax Northern	19 940.74				19,940.74				19,940.74	21,757.92
Crooked Creek	24,531.04				24,531.04				24,531.04	26,514.89
Davenport, Rock Island & Northwestern.					2,092.90				2,092.90	5,465.58
Des Moines, Iowa Falls & Northern*										
Dubuque & Sioux City‡					2,699,516.32			2,137.00	2,701,653.32	3,986,389.16
Stacyville Railroad‡	3,448.64				3,448.64				3,448.64	4,665.14
Des Moines Union										
Iowa Central					1,443,088.83				1,443,088.83	1,912,298.09
Albia & Centerville.	25,288 00				25,288.00				25,288 00	85,043.81
Manchester & Oneida*	7,892.88				7,892.88				7,892.88	12,665.17
Marshalltown & Dakota	31,282.83				31,282.83				31,282.83	82,317.64
Mason City & Ft. Dodge	200,965.86				200,965.86				200,965.86	255,001.67
Minneapolis & St. Louis					414,026.21				414,026.21	660,422.99
Muscatine North & South	41,236.53				41,236.53				41,236.53	48,522.28
Omaha & St. Louis†					69,170.67				69,170.67	99,608.04
Tabor & Northern					12,705.28				12,705.28	17,977.01
Union Pacific										
Wabash	103,569.05	144,996.67	165,710.47		414,276.19			3,053.16	417,329.35	606,332.57
Waterloo & Cedar Falls R. T. Co**					11,475.67					64,334.98
Willmar & Sioux Falls.					216,109.98			529.38	216,639.36	261,339.59
Winona & Western§					6,434.15				6,434.15	8,544.26
Wisconsin, Minn. & Pacific					24,894.85				24,894.85	84,055.41
NARROW GAUGE ROADS.										
Burlington & Northwestern	77,634.89				77,634 89				77,634.89	107,460.31
Burlington & Western.	100,154.01				100,154.01				100,154.01	186,531.77
Total	$ 2,980,279.80	$ 3,644,390.84	$ 2,968,537.68	$ 3,263,577.38	$ 35,299,329.84			$17,718.74	$ 35,305,567.91	$ 49,289,589.48

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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 yards, tracks and terminals	Rents not otherwise provided for.	All other sources.	Total other earnings.	Total gross from operation—Iowa.
Ames & College									$ 9,124.25
Atchison, Topeka & Santa Fe	$ 241.43		$ 2,155.05	$ 453.53		$ 874.93	$ 312.44	$ 4,087.41	279,134.55
Burlington, Cedar Rapids & Northern					$ 9,264.43			9,264.43	4,969,272.96
Chicago, Burlington & Quincy									8,336,019.80
Chicago, Iowa & Dakota	151.81					118.50		270.31	19,581.15
Chicago Great Western						2,123.06	5,478.55	7,601.61	3,619,911.39
Chicago, Milwaukee & St. Paul				10,724.62		12,234.65		22,959.27	11,457,355.44
Chicago, Rock Island & Pacific				3,489.38	3,825.23	13,000.69		20,315.30	7,778,143.99
Chicago & North-Western					15,949.18	14,227.07	786.90	30,963.15	11,894,795.50
Chicago, St. Paul, Minneapolis & Omaha		4,213.35				588.59		4,801.94	884,937.64
Fremont, Elkhorn & Missouri Valley						29.97		29.97	74,894.92
Sioux City & Pacific ¶					529.37	89.84	175.72	794.93	66,227.78
Colfax Northern				4.39		75.00		79.39	21,837.31
Crooked Creek	952.00					36.75		988.75	27,503.64
Davenport, Rock Island & Northwestern	40,809.17	1,150.54			127,780.72	21.16	11.09	169,772.68	175,288.26
Des Moines, Iowa Falls & Northern*									
Dubuque & Sioux City†					25,485.35	8,199.98	240,792.74	274,478.07	4,260,807.23
Stacyville Railroad †						47.02		47.02	4,712.16
Des Moines Union					209,765.45			209,765.45	209,765.45
Iowa Central				980.50	2,621.14		1,842.25	5,443.89	1,917,741.98
Albia & Centerville	15.33						57.47	72.80	35,116.61
Manchester & Oneida*									12,665.17
Marshalltown & Dakota									32,317.64
Mason City & Ft Dodge						16.00	722.15	738.15	255,739.82
Minneapolis & St. Louis	1,219.40		5,155.53		3,120.00		436.88	9,931.81	670,354.80
Muscatine North & South						88.00		88.00	48,610.28
Omaha & St. Louis†							546.72	546.72	100,154.76
Tabor & Northern				220.39			173.19	393.58	18,370.59
Union Pacific									192,062.32
Wabash									606,332.57
Waterloo & Cedar Falls R. T. Co.**									64,334.93
Willmar & Sioux Falls	742.04					806.68		1,548.72	262,888.31
Winona & Western §		a 1.16		39.27			5.88	48.99	8,588.25
Wisconsin, Minn. & Pacific								145.62	34,201.03
NARROW GAUGE ROADS.									
Burlington & Northwestern									107,460.31
Burlington & Western						202.50	a 73.16	129.34	136,661.11
Total	$ 44,131.18	$ 5,362.73	$ 7,310.58	$ 15,912.08	$ 398,340.87	$ 52,780.42	$ 251,268.82	$ 775,252.30	$ 58,592,928.00

a Deficit. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Rrilroad Company. **Operated principally by electricity.

TABLE No. 20—EARNINGS—

ENTIRE LINE.

PASSENGER

EARNINGS.

RAILROADS.	PASSENGER REVENUE. Total.	Deductions, accounts of payments, tickets redeemed, etc.	Net revenue.	Mails.	Express.	Extra baggage and storage.	Other items.	Total passenger earnings.
Ames & College	$ 5,824.15		5,824.15					$ 5,824.15
Atchison, Topeka & Santa Fe	8,554,271.09	$ 202,169.96	$ 8,352,102.13	$ 934,027.00	$ 1,262,405.10	$ 109,303.80	$ 67,357.20	10,715,195.23
Burlington, Cedar Rapids & Northern	1,292,513.09		1,292,513.09	175,687.05	72,000.00	26,918.67		1,567,118.81
Chicago, Burlington & Quincy	12,660,405.92		12,660,405.92	1,920,904.83	1,025,007.28	251,990.69	115,400.78	15,973,709.55
Chicago, Iowa & Dakota	4,230.51	20	4,230.31	632.46	112.02	130.84		5,105.63
Chicago Great Western	1,551,898.23		1,551,898.23	111,416.51	96,786.24	21,029.48	100,470.88	1,881,601.39
Chicago, Milwaukee & St. Paul	8,918,966.30		8,918,966.30	1,438,686.00	763,536.12	182,780.31	597,798.89	11,871,767.62
Chicago, Rock Island & Pacific	8,158,189.42		8,158,189.42	657,482.64	470,371.09	162,732.79		9,448,775.94
Chicago & North-Western	11,728,436.67	673,253.07	11,055,183.60	1,100,687.99	754,496.94	203,952.55	24,414.09	13,137,735.17
Chicago, St. Paul, Minn. & Omaha	2,968,109.40	37,866.44	2,930,242.96	253,901.51	169,081.68	65,177.84		3,398,403.99
Fremont, Elkhorn & Missouri Valley	982,120.80	20,537.90	911,582.90	170,659.62	119,961.63	21,394.83	1,310.55	1,224,909.53
Sioux City & Pacific¶	35,444.40	2,484.02	33,960.38	4,032.08	1,479.85	621.99	24.19	40,118.49
Colfax Northern	1,879.56	102.90	1,776.66		34.62	5.90		1,817.18
Crooked Creek	1,054.63		1,054.63	686.48	242.74			1,983.85
Davenport, Rock Island & Northwestern				1,082.31	8,800.00			4,632.31
Des Moines, Iowa Falls & Northern*								
Dubuque & Sioux City†	1,149,608.89	77,402.57	1,072,206.32	105,801.35	87,492.84	22,580.74	11,699.05	1,299,779.80
Stacyville Railroad†	611.71	31	611.40	342.42	243.41	18.08	6.24	1,216.50
Des Moines Union								
Iowa Central	465,283.83	593.54	464,690.29	62,267.32	24,775.71	8,052.78	2,000.00	561,786.10
Albia & Centerville	8,006.97	1.66	8,005.31	1,148.84	310.05	281.61		9,755.81
Manchester & Oneida*	4,120.59		4,120.59	214.17	437.53			4,772.29
Marshalltown & Dakota	1,034.81		1,034.81					1,034.81
Mason City & Ft. Dodge	48,181.47		48,181.47	4,814.29	1,118.38	421.67		54,085.81
Minneapolis & St. Louis	868,165.05	10,913.73	857,251.32	78,730.22	54,147.60	19,234.58	1,968.76	1,011,332.43
Muscatine North & South	6,466.13		6,466.13		819.62			7,285.75
Omaha & St. Louis†	51,872.84		51,872.84	11,290.23	3,515.15			66,168.22
Tabor & Northern	4,113.63	5.95	4,107.68	480.27	590.87	152.91		5,271.73
Union Pacific								
Wabash	6,154,508.65	374,268.03	5,780,240.62	691,100.63	416,474.62	89,210.09	51,618.16	7,029,644.06
Waterloo & Cedar Falls R. T. Co.**	52,859.26		52,859.26					52,859.26
Willmar & Sioux Falls	268,130.57	2,613.89	265,516.78	37,101.20	11,025.74	4,871.94	480.00	318,995.66
Winona & Western§	9,015.26	78.61	8,936.65	1,683.60	181.63			10,801.88
Wisconsin, Minn. & Pacific	109,046.52		109,046.52	14,996.06	2,883.21	2,006.53	1,710.33	130,645.69
NARROW GAUGE ROADS.								
Burlington & Northwestern	24,713.18		24,713.18	3,833.88	1,023.79	154.05	100.52	29,825.42
Burlington & Western	29,365.60		29,365.60	4,747.65	2,034.96	239.55		36,377.76
Total	$ 66,068,949.23	$ 1,402,291.78	$ 64,666,657.45	$ 7,767,928.70	$ 5,345,152.92	$ 1,198,239.11	$ 997,359.64	$ 79,910,337.82

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 21—EARNINGS

ENTIRE LINE—CONTINUED.

RAILROADS.	FREIGHT REVENUE. Total freight revenue.	LESS REPAYMENTS. Over-charges to shippers.	Other repayments.	Total deductions.	EARNINGS. Net revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.	Total passenger and freight earnings.
Ames & College	$ 2,854.30				$ 2,854.30			$ 445.80	$ 3,300.10	$ 9,124.25
Atchison, Topeka & Santa Fe	27,324,090 79	$1,198,352.93		$ 1,198,352.93	26,125,737.93	$ 25,748.44		139,133.12	26,290,617.49	37,006,812.72
Burlington, Cedar Rapids & Northern	3,845,553.66				3,845,553.66				3,845,553.66	5,412,672.47
Chicago, Burlington & Quincy	35,455,954.99	18.32		18.32	35,455,954.99	52,815.82			35,508,770.81	51,482,480.36
Chicago, Iowa & Dakota	14,128.38				14,110.06			95.15	14,205.21	19,310.84
Chicago Great Western	5,549,808.18				5,549,808.18				5,549,808.18	7,431,409.57
Chicago, Milwaukee & St. Paul	33,516,812.26				33,516,812.26	37,612.92	$ 42,083.52		33,596,508.70	45,498,276.32
Chicago, Rock Island & Pacific	19,079,053.20				19,079,053.20				19,079,053.20	28,527,829.14
Chicago & North-Western	37,112,533.44	2,001,042.48	$1,215,819.56	3,216,862.04	33,895,671.40			74,815.60	33,970,487.00	47,108,222.17
Chicago, St. Paul, Minneapolis & Omaha	8,678,503.94	284,811.95	150,107.00	434,918.95	8,243,584.99			1,531.47	8,245,116.46	11,643,520.45
Fremont, Elkhorn & Missouri Valley	3,634,363.22	68,308.00	79,004.73	147,312.73	3,487,050.49			2,988.77	3,490,039.26	4,714,948.79
Sioux City & Pacific¶	34,500.81	1,216.27	618.94	1,835.21	32,965.60			758.55	33,724.15	73,842.64
Colfax Northern	20,077.65			136.91	19,940.74				19,940.74	21,757.92
Crooked Creek	24,752.48	221.44		221.44	24,531.04				24,531.04	26,514.89
Davenport, Rock Island & Northwestern	3,093.13	187.54		187.54	2,905.59				2,905.59	7,567.90
Des Moines, Iowa Falls & Northern*										
Dubuque & Sioux City†	2,761,330.40	48,666.67		48,666.67	2,712,663.73		2,188.00		2,714,851.73	4,014,631.58
Stacyville Railroad	5,598.08	147.44		147.44	3,448.64				3,448.64	4,665.14
Des Moines Union										
Iowa Central	2,115,043.53	136,885.10		136,885.10	1,978,158.43				1,978,158.43	2,539,944.53
Albia & Centerville	26,067.56	779.56		779.56	25,288.00				25,288.00	35,063.81
Manchester & Oneida*	7,892.88	15.77		15.77	7,877.11				7,877.11	12,649.40
Marshalltown & Dakota	31,282.83				31,282.83				31,282.83	32,317.64
Mason City & Ft. Dodge	200,965.86				200,965.86				200,965.86	255,001.67
Minneapolis & St Louis	2,614,470.95			87,708.41	2,526,762.54				2,526,762.54	3,538,094.97
Muscatine North & South	41,296.53				41,296.53				41,296.53	48,522.28
Omaha & St. Louis†	150,371.04				150,371.04				150,371.04	216,539.26
Tabor & Northern	12,746.26			40.98	12,705.28				12,705.28	17,977.01
Union Pacific	12,646,329.13	383,021.48	499,766.24	882,787.72	11,763,541.41			260,307.70	12,023,849.11	19,063,493.17
Wabash	11,475.67				11,475.67				11,475.67	64,334.03
Waterloo & Cedar Falls R. T. Co.**	1,254,297.62			56,346.79	1,197,951.83			1,409.87	1,199,361.70	1,518,357.36
Willmar & Sioux Falls	33,001.11	461.63	76.02	537.65	33,063.46				33,063.46	43,895.34
Winona & Western§	341,706.44				341,706.44				341,706.44	472,851.13
Wisconsin, Minn. & Pacific										
NARROW GAUGE ROADS.										
Burlington & Northwestern	77,634.89				77,634.89				77,634.89	107,460.81
Burlington & Western	100,154.01				100,154.01				100,154.01	136,531.77
Total	$196,726,582.22	$4,124,136.51	$1,945,392.49	$ 6,213,761.09	$ 190,512,821.13	$ 116,175.18	$ 44,271.52	$ 481,486.08	$ 191,154,753.86	$ 271,065,091.68

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 22—EARNINGS FROM OPERATION—

RAILROADS.	OTHER EARNINGS			
	Switching charges—balance.	Car mileage—balance.	Hire of equipment—balance.	Telegraph companies.
Ames & College	$ 27,435.29		$ 244,892.59	$ 51,597.33
Atchison, Topeka & Santa Fe				
Burlington, Cedar Rapids & Nor				155,585.33
Chicago, Burlington & Quincy	399,128.31			
Chicago, Iowa & Dakota	151.81			
Chicago Great Western				37,146.00
Chicago, Milwaukee & St. Paul				6,978.75
Chicago, Rock Island & Pacific				
Chicago & North-Western				
Chicago, St. Paul, Minn. & Omaha	20,565.90	$ 59,964.90		
Fremont, Elkhorn & Mo. Valley				
Sioux City & Pacific¶				4.50
Colfax Northern				
Crooked Creek	952.00			
Davenport, Rock Island & N-W	54,679.40	1,597.98		
Des Moines, Iowa Falls & Northern*				
Dubuque & Sioux City†				
Stacyville Railroad†				
Des Moines Union				1,185.85
Iowa Central				
Albia & Centerville	15.33			
Manchester & Oneida*				
Marshalltown & Dakota				
Mason City & Ft. Dodge				
Minneapolis & St. Louis	9,216.94	1,003.46	18,905.01	
Muscatine North & South				
Omaha & St. Louis†				220.39
Tabor & Northern				
Union Pacific				
Wabash				
Waterloo & Cedar Falls R. T. Co**				
Willmar & Sioux Falls	1,808.37			201.78
Winona & Western§		b 5.96		
Wisconsin, Minn. & Pacific				
NARROW GAUGE ROADS.				
Burlington & Northwestern				
Burlington & Western				
Total	$ 515,968.35	$ 62,560.38	$ 263,797.60	$ 252,759.92

aRevenue train mileage basis. bDeficit. *New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

ENTIRE LINE—CONTINUED.

FROM OPERATION.					
Rents from tracks, yards and terminals	Rents not otherwise provided for.	Other sources.	Total other earnings.	Total gross earnings from operation—entire line.	Proportion of gross earnings from operation—Iowa.
				$ 9,124.25	$ 9,124.25
$ 50,507.30	$ 99,427.55	$ 35,505.04	$ 509,305.10	37,515,117.82	279,134.55
9,120.51		143.92	9,264.43	5,421,936.90	4,798,612.00
544,081.50		329,692.95	1,428,488.09	52,910,918.45	8,336,019.80
	118.50		270.31	19,581.15	19,581.15
239.28	4,678.28	106,461.47	113,379.03	7,544,788.60	4,124,282.50
	107,702.52		144,848.52	45,613,124.84	13,017,985.83
69,091.43	79,925.28		155,995.46	28,683,824.60	8,602,292.56
81,874.80	77,550.02	20,972.83	179,897.45	47,388,119.62	14,126,835.14
47,026.23	18,027.74		145,584.77	11,799,105.22	804,016.98
4,455.70	5,032.21	629.62	10,117.53	4,725,060.32	26,626.59
1,576.18	89.84	192.52	1,857.54	75,700.18	52,833.81
	75.00		79.39	21,837.31	21,837.31
	36.75		988.75	27,503.64	27,503.64
177,476.40	29.40	15.40	235,798.58	248,380.48	175,238.28
25,485.35	8,499.98	241,171.68	275,157.01	4,289,788.54	4,074,616.12
	47.02		47.02	4,712.16	4,712.16
209,765.45			209,765.45	209,765.45	209,765.45
2,621.14		2,269.66	6,020.65	2,545,971.18	2,021,920.83
		57.47	72.80	35,116.61	35,116.61
				12,649.40	12,649.40
				32,317.64	32,317.64
16.00		722.15	738.15	255,739.82	255,739.82
107,063.37		2,745.15	138,933.93	8,677,028.90	670,354.80
	88.00		88.00	48,610.28	48,610.28
		1,184.52	1 188.52	217,727.78	100,154.78
		173.19	393.58	18,370.59	18,370.59
96,897.57			96,897.57	19,150,360.74	574,471.08
				64,894.93	64,894.93
	2,506.02	127.05	4,441.44	1,527,798.80	306,553.84
		30.18	226.00	44,091.34	8,588.25
	222.50	737.62	1,060.12	473,411.25	29,720.60
				107,460.81	107,460.81
	202.50	b 73.16	129.34	136,661.11	136,661.11
$ 1,426,767.21	$ 404,859.11	$ 744,768.06	$ 8,670,960.53	$274,736,062.21	$ 63,134,044.45

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 renewal of telegraph.	Stationery and printing.	Other expenses.	Total.
Ames & College	$ 326.12			$ 1,331.52	$ 47.25	$ 26.92			$ 33.75		$ 1,764.96
Atchison, Topeka & Santa Fe	18,331.79	$ 1,454.91	$ 3,290.28	2,721.18	582.23	4,233.27	$ .99	$ 311.03	12.57		80,928.25
Burlington, Cedar Rapids & Northern											1,142,784.72
Chicago, Burlington & Quincy											
Chicago, Iowa & Dakota	2,379.81		1,738.14	1,616.63	256.18	356.31		3.67			6,850.69
Chicago Great Western	290,147.22	20,350.11	74,010.49	38,225.20	12,110.23	32,239.00		11,206.77	5,348.20	$ 3,975.10	487,672.35
Chicago, Milwaukee & St. Paul	1,001,463.41	185,337.93	240,105.42	277,048.10	73,178.70	262,323.47	8,400.75	11,773.80	700.90	706,365.00	2,706,706.48
Chicago, Rock Island & Pacific	546,348.47	57,116.07	253,537.51	247,936.25	31,214.78	183,645.46		8,254.17	2,404.59	476.90	1,315,934.20
Chicago & North-Western	911,130.57	63,695.20	173,208.98	194,689.00	72,151.19	184,036.56	17,898.74	5,295.86	7,081.57		1,629,182.62
Chicago, St. Paul, Minneapolis & Omaha											139,878.28
§ Fremont, Elkhorn & Mo. Valley	3,588.31	498.21	1,093.95	1,334.82	282.51	576.49		50.60	9.37		7,384.26
Sioux City & Pacific¶	642.79	a 141.04	402.71	147.33	20.32	a 61.00		113.90	a 20.10		1,158.31
Colfax Northern	815.31	b 172.34		329.87	1.50	14.75					1,333.77
Crooked Creek	4,047.48	1,414.57	1,467.87	162.34	188.33	130.26					7,419.85
Davenport, Rock Island & Northwestern	15,677.28		90.65	3,474.06	470 84	1,046.41		172.37	7.74		20,939.35
Des Moines, Iowa Falls & Northern*											
Dubuque & Sioux City†	424,521.91	48,356.80	60,069.98	83,531.04	21,111.37	80,104.70		4,627.96	1,895.73	4,627.04	732,476.53
Stacyville Railroad †	1,755.22	104.38	365.89	209.44	91.10	254.77		22.55	11.18	24.65	2,900.18
Des Moines Union	13,759.60	9,623.00	5,875.00	1,985.00	2,427.26	3,629.18				1,826.15	39,125.19
Iowa Central	212,876.07	17,377.68	82,825.47	81,614.48	16,093.12	48,004.27		4,620.76	507.10	77.50	464,512.45
Albia & Centerville	5,167 42	22.83	4,960.35	31,234.15	484.91	849.70		223.25		8.22	42,050.83
Manchester and Oneida*	1,200.95										1,200.95
Marshalltown & Dakota											
Mason City & Ft. Dodge	22,692.24	35.62	10,451.88	6,250.75	1,396.21	2,655.51		246.15		275.05	44,005.91
Minneapolis & St. Louis	62,762.92	508.43	20,285.37	17,272 17	5,277.06	21,390 43		500.81	148.49	125.92	128,269.80
Muscatine North & South	5,509 47		1,854.15	873.77	330.72	23.52	49.58				8,687.21
Omaha & St. Louis†	8,105.07	374.74	4,433.01	3,098.82	655 87	1,126.46		390.99	8.54		18,193.50
Tabor & Northern	1,333.12		1,327.85	65.80	168.77	672.67		1.25		31.25	3,595.71
Union Pacific											
Wabash	125,810.34	10,132.95	26,322.99	29,290.04	5,647.55	21,392.23		1,240.48	148.76	7,245.59	227,234.93
Waterloo & Cedar Falls R. T. Co**	2,824,91		51.56	142.94		145.88				843.13	4,008.40
Willmar & Sioux Falls	40,374.61	80.87	8,211.99	40,787.15	958.48	1,972.16	264.76	52.67			92,647.97
Winona & Western§	1,329.77		478.11	463.12	15.87	80.53		28.40	.60		2,396.40
Wisconsin, Minn. & Pacific	4,329.61	18.50	1,343.16	1,037.75	133.30	326.40		4.85		141.44	7,380.01
NARROW GAUGE ROADS.											
Burlington & Northwestern	11,551.49	1,093.23	3,567.48	1,693.90	532.46	3,092.16		16.06	8.96	2.50	21,518.26
Burlington & Western	19,804 69	566.89	8,706.97	6,117.72	2,787.63	6,712.71		51.53	11.60	2.50	44,761.84
Total	$ 3,760 598.97	$ 418,124.22	$ 970,721.06	$ 1,082,750.94	$ 254,174.70	$ 855,714.76	$ 26,614.82	$ 49,269.28	$ 18,317.57	$ 726,051.94	$ 9,445,000.6

*New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity. a Credit. b Rails and ties.

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 marine equipment.	Repairs and renewals of shop machinery and tools.
Ames & College		$ 141.05	$ 370.77				
Atchison, Topeka & Santa Fe	$ 1,492.77	19,455.04	3,209.85	$ 14,478.08	$ 700.12	....	$ 1,126.24
Burlington, Cedar Rapids & Northern							
Chicago, Burlington & Quincy		2,045.13	16.21				
Chicago, Iowa & Dakota		200,417.40	30,200.50	153.11	35.59		2.25
Chicago Great Western	7,254.53	281,783.29	150,777.28	110,208.03			12,116.20
Chicago, Milwaukee & St. Paul	26,787.07	255,263.91	100,110.92	419,794.37	19,990.99		39,840.34
Chicago, Rock Island & Pacific	18,247.88	480,860.78	135,707.92	274,643.61	12,177.86		35,051.72
Chicago & North-Western	90,680.27			414,971.84	17,699.35	646.47	36,880.39
Chicago, St. Paul, Minn. & Omaha		1,475.04	300.22				
Fremont, Elkhorn & Mo. Valley	226.81	a 1,810.49	a 149.54	1,226.74	57.72		60.23
Sioux City & Pacific¶	599.90	184.84	5.25	a 2,436.86	89.99		24.11
Colfax Northern		850.72					7.40
Crooked Creek		4,156.31	99.31	947.59			
Davenport, Rock Island & N.-W				2,778.81			
Des Moines, Iowa Falls & Northern*							
Dubuque & Sioux City†	9,285.50	225,099.15	78,791.86	297,045.95	6,990.97		28,878.21
Stacyville Railroad†	48.21	696.59	152.90	490.05	45.27		187.09
Des Moines Union	2,500.00	9,654.82		1,029.17			7,518.18
Iowa Central	7,882.63	124,535.70	21,829.61	80,539.32	11,442.23		15,234.18
Albia & Centerville		1,643.45	278.91	1,186.98			
Manchester & Oneida*		425.11	55.00				98.10
Marshalltown & Dakota							
Mason City & Ft. Dodge		9,546.28	2,826.75	7,127.56			596.81
Minneapolis & St. Louis	2,812.69	27,173.90	9,402.44	21,966.26	5,230.79		4,167.91
Muscatine North & South		5,864.69	438.15	71.80			
Omaha & St. Louis†	506.98	3,963.24	1,467.07	7,196.78	365.66		662.07
Tabor & Northern		586.31	432.12	33.80			3.52
Union Pacific							
Wabash	5,678.87	54,294.49	16,909.92	27,165.65	3,516.99		8,457.20
Waterloo & Cedar Falls R. T. Co.**			5,894.86				598.47
Willmar & Sioux Falls	596.08	7,904.53	1,484.28	10,526.18	1,340.06		62.40
Winona & Western	100.00	222.96	95.14	168.07			10.98
Wisconsin, Minn. & Pacific		1,371.15	378.25	b 700.10			24.73
NARROW GAUGE ROADS.							
Burlington & Northwestern	304.45	1,224.21	673.10	1,830.16	88.96		407.12
Burlington & Western	951.52	10,545.49	821.71	2,708.49	147.51		852.15
Total	$175,846.01	$1,729,884.28	$562,515.26	$ 1,702,500.19	$ 79,984.08	$ 646.47	$ 192,812.98

RAILROADS.	EQUIPMENT.						
	Stationery and printing.	Other expenses.	Total.
Ames & College	$ 54.07	$ 1,062.24	$ 511.82
Atchison, Topeka & Santa Fe			41,879.01
Burlington, Cedar Rapids & Northern			395,187.71
Chicago, Burlington & Quincy			
Chicago, Iowa & Dakota			2,252.29
Chicago Great Western	4,048.21	30,627.70	403,872.57
Chicago, Milwaukee & St. Paul	2,303.45	18,793.82	959,970.11
Chicago, Rock Island & Pacific	2,540.27	34,725.03	736,761.20
Chicago & North-Western	9,061.33	49,205.78	1,235,658.13
Chicago, St. Paul, Minn. & Omaha			74,278.13
Fremont, Elkhorn & Mo. Valley	20.55	126.01	3,403.32
Sioux City & Pacific¶	22.94	51.65	a 3,664.90
Colfax Northern		39.10	236.59
Crooked Creek			1,708.31
Davenport, Rock Island & N.-W	3.74	.24	6,978.41
Des Moines, Iowa Falls & Northern*			
Dubuque & Sioux City†	1,595.15	10,855.37	656,531.66
Stacyville Railroad†	9.29	69.25	1,644.65
Des Moines Union		3,720.18	24,431.15
Iowa Central	518.69	7,099.98	274,972.34
Albia & Centerville			3,104.29
Manchester & Oneida*	98.10		573.21
Marshalltown & Dakota			
Mason City & Ft. Dodge		1,685.08	21,782.48
Minneapolis & St. Louis	210.51	1,191.19	72,145.09
Muscatine North & South			6,874.64
Omaha & St. Louis†	19.19	1,018.52	15,139.51
Tabor & Northern			1,055.25
Union Pacific			
Wabash	328.53	5,353.94	121,785.59
Waterloo & Cedar Falls R. T. Co.**			6,493.33
Willmar & Sioux Falls	54.04	57.22	22,066.74
Winona & Western	1.78		608.90
Wisconsin, Minn. & Pacific		226.76	2,700.99
NARROW GAUGE ROADS.			
Burlington & Northwestern	11.25	251.24	4,790.49
Burlington & Western	14.10	542.92	16,583.89
Total	$ 20,717.09	$ 179,654.72	$5,118,721.90

* New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. ** Operated principally by electricity. a Credit. b Freight and work cars.

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

RAILROADS.	CONDUCTION			TRANSPORTATION.						
	Superintendence.	Engine and roundhouse men.	Fuel for locomotives.	Water supply for locomotives.	Oil, tallow and waste for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, flagmen and watchmen.	Telegraph expense.
Ames & College	$ 300.00	$ 661.20	$ 1,184.74	$ 72.00	$ 80.52		$ 633.40		$ 480.00	
Atchison, Topeka & Santa Fe	2,887.13	18,440.16	19,028.04	1,278.61	708.84	$ 410.13	12,051.85	$ 3,953.29	4,910.78	$ 4,113.64
Burlington, Cedar Rapids & Northern										
Chicago, Burlington & Quincy										
Chicago, Iowa & Dakota	1,078.15	1,293.39	1,651.88	88.16	66.60	2.59	893.00			
Chicago Great Western	8,872.30	289,170.22	401,250.26	21,420.27		a 18,263.30	174,032.18	178.09		190.45
Chicago, Milwaukee & St. Paul	141,463.72	776,419.78	927,282.37	38,191.58	22,633.18	15,183.50	552,275.88	12,116.05	75,000.47	52,127.20
Chicago, Rock Island & Pacific	83,529.23	440,151.59	515,168.14	28,810.38	11,990.58	10,858.40	382,653.98	108,171.64	296,555.09	89,266.28
Chicago & Northwestern	50,934.59	897,124.27	909,764.98	44,062.54	30,600.69	18,632.57	640,485.06	101,750.42	122,850.16	83,580.28
Chicago, St. Paul, Minneapolis & Omaha								111,155.88	327,316.77	165,571.42
Fremont, Elkhorn & Mo. Valley	139.93	2,452.06	3,057.34	94.03	99.24	44.82	1,788.73	215.42	349.31	400.33
Sioux City & Pacific¶	143.80	3,990.01	4,794.36	179.40	146.13	26.75	2,781.49	304.75	1,253.43	475.18
Colfax Northern	925.00	1,367.34	1,549.22	148.73		a 115.97	935.00	36.78		90.99
Crooked Creek	2,580.00	2,548.00	2,399.12	56.28	49.29		500.33			
Davenport, Rock Island & Northwestern		8,833.86	6,715.79	1,181.18	207.69	87.67	171.43	428.28	8,944.67	5,348.21
Des Moines, Iowa Falls & Northern*										
Dubuque & Sioux City†	68,131.14	323,888.93	279,798.16	18,483.99	14,990.87	6,585.32	211,760.95	60,077.17	77,015.25	49,807.22
Stacyville Railroad	256.91	707.08	591.36	50.21	65.58	25.31	605.98	87.67	87.67	160.98
Des Moines Union	3,200.00	18,652.20	6,585.15	2,874.10	381.15	3,121.18	9,341.23	111.42		
Iowa Central	30,006.27	166,609.94	160,703.63	8,271.34	5 401.90	6,613.07	98,246.78	890.00	20,896.15	
Albia & Centerville		2,227.78	2,145.61	226.92	73.04	91.30	1,305.63	13,588.01	25,945.20	25,207.50
Manchester & Oneida*		1,772.35	1,370.27		103.20		1,231.37	182.00		694.16
Marshalltown & Dakota	1,306.67		2,968.28		240.00		6,415.75			
Mason City & Ft. Dodge	1,997.67	15,111.73	22,403.55	877.02		a 1,168.51	11,442.26	179.49		
Minneapolis & St. Louis	9,739.82	45,208.93	63,184.76	1,834.66	1,626.63	715.11	29,518.69	981.96	675.26	3,484.66
Muscatine North & South	1,795.87	5,809.21	4,798.43	985.02	347.20	7.00	1,762.60	6,745.27	9,183.19	11,057.15
Omaha & St. Louis†	3,291.64	8,987.41	13,248.83	850.68	390.06	193.12	5,357.70	53.42	1,257.10	1,409.02
Tabor & Northern		1,371.96	1,507.60	20.13	66.83	49.91	500.45	929.98	1,389.52	1,568.77
Union Pacific								12.85		46.09
Wabash	7,235.49	32,544.54	53,020.13	4,474.90	2,162.75	1,274.05	35,396.03	3,046.00	9,704.35	11,345.81
Waterloo & Cedar Falls R. T. Co.**	1,812.62	2,266.17		2,834.00			10,942.31	230.89		
Willmar & Sioux Falls	5,214.69	11,506.16	27,531.45	1.00	558.13	355.88	9,320.96	1,164.08	407.64	2,285.79
Winona & Western§	180.00	534.27	978.03	20.00	23.26		363.01	58.88	38.80	51.55
Wisconsin, Minn. & Pacific		2,674.30	2,840.37		147.18		2,115.35	132.99	242.60	654.85
NARROW GUAGE ROADS.										
Burlington & Northwestern	1,888.11	4,827.49	3,566.60	444.96	91.23	47.70	2,224.61	444.05	720.45	1,124.90
Burlington & Western	2,602.59	11,966.88	15,494.91	1,435.28	347.58	107.79	8,782.06	2,128.23	1,861.50	1,370.78
Total	$ 431,213.84	$ 3,119,087.19	$ 3,517,497.36	$ 178,788.25	$ 93,503.55	$ 82,904.83	$ 2,166,079.00	$ 429,861.01	$ 988,554.78	$ 504,944.56

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

a Including oil, tallow and waste.

TABLE No. 26—OPERATING EXPENSES—IOWA—CONTINUED.

RAILROADS.	CONDUCTING TRANSPORTATION.					
	Station service.	Station supplies	Switching charges—balance.	Car mileage—balance.	Hire of equipment—balance.	Loss and damage.
Ames & College		$ 141.08				$ 2,730.41
Atchison, Topeka & Santa Fe	$ 10,339.79	844.55		$ 5,928.75		
Burlington, Cedar Rapids & Northern						
Chicago, Burlington & Quincy						
Chicago, Iowa & Dakota	1,198.84	205.25		52.39		61.87
Chicago Great Western	188,972.80	15,230.10	$ 74,500.40	42,356.20		21,235.50
Chicago, Milwaukee & St. Paul	602,067.12	53,675.76	72,771.76	34,560.18		67,360.48
Chicago, Rock Island & Pacific	213,367.18	28,524.84		79,974.56		55,6-2.48
Chicago & North-Western	560,189.54	56,735.29	98,635.51	69,942.87	a 3,823.02	73,537.48
Chicago, St. Paul, Minn. & Omaha					589.12	
Fremont, Elkhorn & Missouri Valley	1,349.18	178.25	73.87	96.54		.56
Sioux City & Pacific ¶	2,718.63	123.24	843.39	1,187.91		155.27
Colfax Northern	680.21	11.23		61.76		142.49
Crooked Creek	1,191.53			.35		280.79
Davenport, Rock Island & N. W.	18,506.67	1,916.26				268.08
Des Moines, Iowa Falls & Northern*						74.59
Dubuque & Sioux City †	162,200.67	21,128.02	33,820.16	171,471.35	5.00	
Stacyville Railroad †	460.99	57.20		327.39	1,140.27	4,324.33
Des Moines Union	20,597.21	988.11				
Iowa Central	57,750.89	6,335.34	4,007.04	40,946.57		44,466.00
Albia & Centerville	1,917.35	48.06		1,470.44		91.77
Manchester & Oneida*	993.72			108.96		
Marshalltown & Dakota	1,160.00			95.14		
Mason City & Ft. Dodge	8,001.94	821.99	182.89	864.75	9,945.49	20,015.44
Minneapolis & St. Louis	20,296.94	1,716.83		1,554.95		2,700.43
Muscatine North & South	3,808.21	219.77	2,185.95	1,232.41		15.77
Omaha & St Louis†	5,695.91	278.13	538.06	5,000.10		
Tabor & Northern	746.45	20.21		98.77		1,419.56
Union Pacific						5,029.09
Wabash	51,314.96	3,941.04		5,890.95		191.70
Waterloo & Cedar Falls R. T. Co. **					453.58	1,579.58
Willmar & Sioux Falls	6,684.40	1,687.75	2,453.30		223.77	67.07
Winona & Western§	529.41	29.11	43.20			
Wisconsin, Minn. & Pacific	1,916.81	129.15	165.58	175.00	1,115.50	9,712.22
NARROW GAUGE ROADS.						41.70
Burlington & Northwestern	5,530.90	427.44	9.50	191.62	1,479.08	2,894.18
Burlington & Western	8,917.22	693.17	20.00	586.87	a 3.00	44.03
					483.65	180.64
Total	$ 1,957,122.07	$ 196,116.17	$ 287,780.31	$ 462,177.69		389.37
						1,090.62
					$ 13,194.28	$ 315,355.45

RAILROADS.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Advertising.
Ames & College	$ 1,498.79	$ 288.24		$ 1,698.27
Atchison, Topeka & Santa Fe				
Burlington, Cedar Rapids & Northern				
Chicago, Burlington & Quincy				
Chicago, Iowa & Dakota				
Chicago Great Western	37,205.10	6,124.50		17,000.26
Chicago, Milwaukee & St. Paul	77,411.24	10,938.92		81,850.28
Chicago, Rock Island & Pacific	56,695.81	1,225.74		28,421.87
Chicago & North-Western	122,949.77	10,222.04	798.04	50,554.56
Chicago, St. Paul, Minn. & Omaha				
Fremont, Elkhorn & Missouri Valley				
Sioux City & Pacific ¶				
Colfax Northern	2,693.11	7.29		65.69
Crooked Creek		175.57		94.98
Davenport, Rock Island & N. W.		15.40		3.60
Des Moines, Iowa Falls & Northern*				
Dubuque & Sioux City †	296.50	86.68		6.78
Stacyville Railroad †				
Des Moines Union	30,360.10	1,980.16		12,578.23
Iowa Central	119.21	5.19		25.29
Albia & Centerville	279.00			
Manchester & Oneida*				
Marshalltown & Dakota				
Mason City & Ft. Dodge	44,244.27	4,714.80		5,098.85
Minneapolis & St. Louis	62.50	146.91		
Muscatine North & South				
Omaha & St Louis†				
Tabor & Northern	2,699.48			42.42
Union Pacific	2,066.17	745.65		736.51
Wabash				78.00
Waterloo & Cedar Falls R. T. Co. **	1,561.12	493.85		65.82
Willmar & Sioux Falls				10.00
Winona & Western§				
Wisconsin, Minn. & Pacific	2,277.94			2,231.84
NARROW GAUGE ROADS.	1,658.65			677.42
Burlington & Northwestern	2,016.72	245.80		63.10
Burlington & Western	8.22			
	200.00			
	539.49	1.32		323.42
	220.43	180.94		250.91
	$ 387,291.11	$ 37,490.50	$ 798.04	$ 161,205.87

a Credit. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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

TRANSPORTATION.

RAILROADS.	CONDUCTING: Outside agencies.	CONDUCTING: Commissions.	Stock yards and elevators.	Rent for tracks yards and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses	Total.
Ames & College							$ 142.52	$ 3,695.46
Atchison, Topeka & Santa Fe.	$ 3,737.15	$ 102.41			$ 222.91	$ 824.18	607.72	93,988.54
Burlington, Cedar Rapids & Northern								1,437,195.37
Chicago, Burlington & Quincy								
Chicago, Iowa & Dakota	18.31					42		6,979.19
Chicago Great Western	40,193.27		4,231.40	37,990.55		19,790.70	15,173.41	1,563,296.44
Chicago, Milwaukee & St. Paul.	134,775.94		18,400.62	98,196.09	12,623.37	45,880.10	34,923.28	4,247,218.68
Chicago, Rock Island & Pacific	116,182.87		977.80	23,015.24	22,220.49	32,248.71	34,851.27	2,430,394.62
Chicago & North-Western	131,818.39	147,398.18		28,610.02	6,384.60	43,797.84		4,655,071.54
Chicago, St. Paul, Minneapolis & Omaha.								259,932.84
Fremont, Elkhorn & Missouri Valley	239.18	547.84		183.06	46.43	110.94		12,731.20
Sioux City & Pacific¶	546.54	182.16			81.06	172.47		24,837.38
Colfax Northern			4.80			158.60	115.47	6,433.24
Crooked Creek						167.44	253.96	9,915.69
Davenport, Rock Island & Northwestern.				10,047.60	916.65	242.86	1.60	69,763.98
Des Moines, Iowa Falls & Northern*								
Dubuque & Sioux City†	47,558.98	547.61		72,449.35		29,985.29	17,895.96	1,755,419.90
Stacyville Railroad ‡	125.10	1.20				104.38	4.13	3,973.40
Des Moines Union.						327.12		88,192.60
Iowa Central	9,028.39	2,079.94		653.21	324.32	10,741.55	1,658.10	758,204.84
Albia & Centerville.		44.75			60.00			13,387.48
Manchester & Oneida*						168.20		5,759.84
Marshalltown & Dakota								12,353.33
Mason City & Ft. Dodge.	1,058.52						80.63	73,254.20
Minneapolis & St. Louis	5,641.96	188.28			.48	3,766.11	7,999.57	228,490.60
Muscatine North & South					18.84	430.56	79.04	25,887.35
Omaha & St. Louis†	1,349.70			2,225.52	234.88	867.24	29.60	54,280.71
Tabor & Northern	1.00		7.60	5.00		18.75	8.75	4,783.10
Union Pacific..								
Wabash	10,615.37				681.31	3,646.95	a 10,361.62	261,211.01
Waterloo & Cedar Falls R. T. Co.**							4,964.62	22,594.38
Willmar & Sioux Falls	3,827.52	13 91		23,843.80		640.55	53.50	105,741.33
Winona & Western§				119.50		85.60	10.66	3,035.33
Wisconsin, Minn. & Pacific	122.90						385.07	12,393.51
NARROW GAUGE ROADS.								
Burlington & Northwestern.	847.02			6,923.97		612.41	45.65	31,038.21
Burlington & Western	942 96			1,102.03		934.78	49.50	60,465.87
Total ...	$ 507,631.02	$ 151,021.28	$ 18,622.22	$ 300,785.94	$ 48,825.84	$ 186,373.15	$ 108,424.89	$ 18,342,027.11

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

a Credit.

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

RAILROADS.	Salaries of general officers.	Salaries of clerks and attendants.	GENERAL EXPENSES. General office expenses and supplies.	Insurance.	Law expenses.	Stationery and printing. General office.	Other expenses.	Total.
Ames & College				$ 40.25		$ 32.90		$ 73.15
Atchison, Topeka & Santa Fe	$ 1,946.02	$ 2,620.45	$ 255.28	596.16	$ 870.02	428.96	$ 948.69	7,676.18
Burlington, Cedar Rapids & Northern								117,556.72
Chicago, Burlington & Quincy								
Chicago, Iowa & Dakota								
Chicago Great Western	43,010.20	59,110.90	18,717.20	9,700.50	18,880.55	6,747.05	77,490.90	238,657.30
Chicago, Milwaukee & St. Paul	69,780.19	72,808.06	8,523.66	41,397.90	15,536.41	9,880.29	26,766.05	244,692.56
Chicago, Rock Island & Pacific		a 101,978.64	6,715.94	7,322.77	24,174.55	11,993.92	23,490.55	175,671.37
Chicago & North-Western	42,206.80	98,686.59	27,280.03	1,998.92	35,898.10	5,775.59	23,712.92	285,490.95
Chicago, St. Paul, Minn. & Omaha								14,728.20
Fremont, Elkhorn & Mo. Valley	268.34	392.59	47.97		104.65	6.58	40.62	860.75
Sioux City & Pacific¶	333.78	682.30	81.00		1,672.18	1,959.98	1,483.25	6,212.49
Colfax Northern	2,400.00	141.95	79.17	80.75	12.68	27.33	218.53	2,953.41
Crooked Creek			9.35		226.50			235.85
Davenport, Rock Island & Northwestern	3,457.44	2,921.52	655.64	187.63	436.96	494.81	246.12	8,400.09
Des Moines, Iowa Falls & Northern*								
Dubuque & Sioux City†	18,654.81	22,736.52	10,022.13	18,757.15	10,144.11	3,159.53	9,087.11	87,511.36
Stacyville Railroad	58.06	70.80	37.71	38.88	58.70	9.84	38.19	310.18
Des Moines Union	3,200.00	1,798.00	3,287.16		450.00		892.20	9,627.36
Iowa Central	38,696.59	20,264.45	3,780.61	3,159.00	6,810.20	5,665.87	7,684.59	86,061.31
Albia & Centerville		600.00		10.00	116.10	83.60	2.00	811.70
Manchester & Oneida*	1,077.42							1,077.42
Marshalltown & Dakota								
Mason City & Ft. Dodge	2,600.00	1,428.89	912.72	2,511.75	98.75	328.50	8.22	7,888.83
Minneapolis & St. Louis	10,745.22	6,565.50	521.94	1,624.45	2,802.26	819.02	2,610.86	25,659.25
Muscatine North & South	3,995.00	435.00		122.95		18.10	115.41	4,695.46
Omaha & St. Louis‡	1,135.46	1,596.06	324.02	606.27	204.77	69.43	231.26	4,167.29
Tabor & Northern	2,199.95		32.50	21.00		68.09	203.32	2,524.86
Union Pacific								
Wabash	1,557.84	1,281.14	16.79	1,281.20	2,747.21	862.90	1,117.44	8,864.52
Waterloo & Cedar Falls R. T. Co.**	1,294.97			423.76	5.0.60	71.50	1,228.70	3,593.53
Willmar & Sioux Falls	809.16	2,868.64	302.06	681.86	855.77	897.81	16.29	5,431.59
Winona & Western§	53.00	60.50	42.71	25.11		21.80	22.21	224.89
Wisconsin, Minn. & Pacific	60.00			88.75	40.00	25.00	21.81	235.56
NARROW GAUGE ROADS.								
Burlington & Northwestern	2,278.70	1,396.47	483.71	532.06	10.95	131.73	3.25	4,836.87
Burlington & Western	2,941.80	1,962.17	746.27	511.32	312.67	157.38	3.25	6,634.96
Total	$ 254,762.25	$ 401,852.14	$ 82,835.57	$ 86,710.39	$ 129,025.26	$ 49,287.07	$ 177,626.78	$ 1,308,384.96

a Including salaries of general officers. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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

RAILROADS.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation	General expenses.	Grand total.	Percentage of expenses to earnings—Iowa.
		RECAPITULATION OF EXPENSES.				
Ames & College	$ 1,764.96	$ 511.92	$ 3,695.46	$ 73.15	$ 6,045.39	66.25
Atchison Topeka & Santa Fe	30,928.25	41,579.01	98,988.54	7,676.18	174,171.98	62.40
Burlington, Cedar Rapids & Northern	1,142,784.72	395,187.71	1,437,195.37	117,556.72	3,092,724.52	62.23
Chicago, Burlington & Quincy	6,350.69				5,459,263.26	65.49
Chicago, Iowa & Dakota		2,232.29	6,979.19	15,282.17	15,282.17	79.58
Chicago Great Western	487,672.35	403,872.57	1,563,250.44	223,657.30	2,088,458.68	73.16
Chicago, Milwaukee & St. Paul	2,706,706.48	959,970.11	4,247,218.68	244,692.56	8,218,887.83	71.73
Chicago, Rock Island & Pacific	1,315,934.20	783,761.20	2,430,294.62	175,671.37	4,656,761.39	59.90
Chicago & North-Western	1,629,182.62	1,235,656.13	4,655,071.54	235,460.95	7,755,408.24	65.25
Chicago, St. Paul, Minneapolis & Omaha	139,878.28	74,278.13	259,982.84	14,728.20	484,817.45	55.24
Fremont, Elkhorn & Missouri Valley	7,384.26	3,493.32	12,781.20	860.75	24,469.53	32.67
Sioux City & Pacific¶	1,258.31	a 3,694.90	24,787.39	6,212.49	28,543.29	43.10
Colfax Northern	1,333.77	286.59	6,433.24	2,955.41	10,959.01	51.57
Crooked Creek	7,419.85	1,798.31	9,915.69	235.85	19,399.70	70.43
Davenport, Rock Island & Northwestern	20,939.35	6,978.41	89,763.93	8,400.09	106,081.78	60.58
Des Moines, Iowa Falls & Northern*	732,476.53	558,531.66	1,755,419.90	87,511.96	3,293,939.45	75.90
Dubuque & Sioux City†	2,900.18	1,644.65	3,973.40	310.18	8,828.41	187.35
Stacyville Railroad	39,125.19	24,451.15	88,492.60	9,627.95	161,376.80	76.93
Des Moines Union	464,512.45	274,972.34	758,204.84	86,061.31	1,583,710.94	82.56
Iowa Central	42,650.83	3,104.29	13,387.48	811.70	54,954.80	170.75
Albia & Centerville	1,200.95	573.21	5,759.84	1,077.42	8,411.42	66.91
Manchester & Oneida*			12,356.38		12,356.33	88.23
Marshalltown & Dakota	44,005.91	21,782.48	73,254.20	7,888.83	146,931.42	37.45
Mason City & Ft. Dodge	128,266.60	72,145.09	238,490.60	25,689.25	454,531.54	67.81
Minneapolis & St. Louis	8,687.21	6,374.54	25,887.35	4,686.46	45,635.69	93.88
Muscatine North & South	18,193.50	15,189.51	54,260.71	4,187.29	91,781.01	61.65
Omaha & St. Louis†	3,595.71	1,055.25	4,783.10	2,524.96	11,968.92	64.95
Tabor & Northern						
Union Pacific	227,234.98	121,785.59	281,211.01	8,864.52	619,096.05	102.11
Wabash	4,908.40	6,493.33	22,594.98	3,599.53	38,685.64	37.02
Waterloo & Cedar Falls R. T. Co**	92,647.67	22,096.74	105,751.33	5,481.59	225,137.33	85.94
Willmar & Sioux Falls	2,396.40	908.90	3,095.33	224.99	6,266.52	72.95
Winona & Western§	7,380.01	2,100.99	12,538.51	235.56	22,653.07	66.81
Wisconsin, Minn. & Pacific						
NARROW GAUGE ROADS.						
Burlington & Northwestern	21,518.26	4,790.49	31,038.21	4,836.97	62,183.83	57.86
Burlington & Western	44,761.84	16,983.89	60,465.87	6,634.36	128,445.96	98.99
Total	$ 9,445,100.66	$ 5,113,726.90	$ 18,841,927.12	$ 1,808,284.86	$ 30,008,882.60	60.77

aCredit. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‖Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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	$ 326.12			$ 1,331.52
Atchison, Topeka & Santa Fe	2,083,158.52	$ 165,330.38	$ 372,759.22	309,224.66
Burlington, Cedar Rapids & Northern	619,096.03	47,562.06	197,425.62	229,452.80
Chicago, Burlington & Quincy	3,620,611.02	233,480.24	1,370,972.33	1,093,067.46
Chicago, Iowa & Dakota	2,379.81		1,738.14	1,616.63
Chicago Great Western	566,547.95	44,706.24	149,030.83	74,510.40
Chicago, Milwaukee and St. Paul	3,508,981.80	64,397.08	841,294.41	970,738.18
Chicago Rock Island & Pacific	1,908,265.08	306,634.03	849,596.65	606,149.93
Chicago & North-Western	3,441,398.04	240,580.81	654,202.23	785,352.73
Chicago, St. Paul, Minneapolis & Omaha	919,633.33	295,098.81	257,075.11	271,208.09
Fremont, Elkhorn & Missouri Valley	458,801.51	52,875.00	139,873.27	170,670.55
Sioux City & Pacific¶	878.06	a 188.28	617.68	196.68
Colfax Northern	815.31		b 172.34	329.87
Crooked Creek	4,047.48	1,414.57	1,467.87	182.84
Davenport, Rock Island & Northwestern	21,784.93		125.85	4,823.07
Des Moines, Iowa Falls & Northern*				
Dubuque & Sioux City†	434,140.51	48,958.78	62,675.08	87,991.15
Stacyville Railroad‡	1,754.22	104.38	385.89	266.44
Des Moines Union	13,759.60	9,623.00	5,875.00	1,985.00
Iowa Central	243,628.35	18,386.75	98,843.89	100,464.07
Albia & Centerville	5,167.42	22.83	4,960.35	31,234.15
Manchester & Oneida*	1,200.95			
Marshalltown & Dakota				
Mason City & Ft. Dodge	22,602.24	35.62	10,451.88	6,250.75
Minneapolis & St. Louis	380,091.20	22,671.97	82,231.68	46,240.06
Muscatine North & South	5,500.47		1,854.15	873.77
Omaha & St. Louis†	17,697.11	818.22	9,636.98	6,730.58
Tabor & Northern	1,393.12		1,327.85	65.80
Union Pacific	1,368,012.13	242,098.06	503,934.77	314,983.69
Wabash	2,824.91		51.56	142.94
Waterloo & Cedar Falls R. T. Co.**	127,654.81	619.32	24,545.63	103,932.73
Willmar & Sioux Falls	6,648.86		2,390.54	2,315.60
Winona & Western§	48,106.87	150.05	14,923.96	12,086.11
Wisconsin, Minn. & Pacific				
NARROW GAUGE ROADS.				
Burlington & Northwestern	11,551.49	1,033.23	3,567.48	1,693.90
Burlington & Western	19,804.69	566.89	8,706.37	6,117.73
Total	$ 19,878,227.54	$2,408,969.44	$5,672,674.11	$ 5,156,213.37

a Credit. b Including "Renewals of rails." *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

EXPENSES—ENTIRE LINE—CONTINUED.

AND STRUCTURES.

Repairs and renewals of fences, road crossings and cattle guards.	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves.	Repairs and renewals of telegraph.	Stationery and printing.	Other expenses.	Total.
$ 47.25	$ 26.32			$ 33.75		$ 1,764.96
66,161.97	481,053.27	$ 113.00	$ 35,843.82	1,428.11		3,514,572.95
29,006.78	134,108.28		10,084.54	847.44		1,202,210.55
224,324.11	958,189.77	9,669.67	74,877.13	2,518.25	$ 680.24	7,578,890.92
256.13	356.31		3.67			6,850.69
23,884.63	69,468.92		22,254.66	10,795.20	7,954.00	999,122.83
256,407.48	919,143.20	29,435.00	41,253.67	2,487.40	2,475,000.00	9,694,186.22
138,400.58	808,051.74		39,794.43	8,534.30	1,185.60	4,666,602.37
272,519.63	695,117.79	67,604.69	20,002.79	26,747.53		6,153,526.24
47,032.03	244,047.96	1,833.71	14,261.98	810.10		2,051,001.12
33,564.24	73,709.63		6,470.87	1,198.11		944,153.18
27.12	a 81.43		151.25	a 34.84		1,546.24
1.50	14.75					1,393.77
188.33	139.26					7,419.85
653.08	1,452.74		229.31	10.75		29,070.38
21,610.57	81,500.85		4,751.54	1,957.01	4,764.02	748,999.51
91.10	234.77		22.55	11.18	28.65	2,900.18
2,427.26	3,62 .18				1,8 6.15	59,125.19
26,781.12	50,155.50		5,594.67	640.98	91.98	544,587.41
494.91	540.70		228.25		8.22	42,650.83
						1,200.95
1,399.21	2 655.51		246.15		275.06	44,005.91
20,798.24	101,290.33		2,027.43	501.45	270.47	656,060.26
390.72	28.52		49.56			8,687.21
1,425.81	2,448.83		849.99	18.58		39,632.10
163.77	672.67		1.25		31.25	3,595.71
102,940.72	354,125.40	17,490.59	50,847.05	2,065.19	135,234.77	3,091,722.37
	145.86				843.13	4,008.40
5,040.80	13,084.98		1,113.04	245.63		293,843.94
79.36	402.63		142.00	3.00		11,981.99
1,481.12	3,362.66		53.69		1,571.59	81,736.05
552.46	3,092.16		16.06	8.98	2.50	21,518.26
2,787.63	6,712.91		51.53	11.60	2.50	44,761.84
$ 1,281,395.96	$ 5,039,510.97	$ 126,146.66	$ 381,232.98	$ 60,889.70	$ 2,629,780.22	$ 42,555,090.80

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 shop machinery and tools.
Ames & College		$ 141.05	$ 370.77				
Atchison, Topeka & Santa Fe	$ 169,333.48	2,210,799.72	364,755.27	$ 1,645,804.67	$79 558.59		$ 127,981.69
Burlington, Cedar Rapids & Northern	30,818.90	155,231.37	48,037.15	147,077.56	15,534.29		18,170.20
Chicago, Burlington & Quincy	359,291.33	2,536,404.76	711,282.36	3,080,225.33	79,857.09		318,574.90
Chicago, Iowa & Dakota		2,045.13	16.21	153.11	35.59		2.25
Chicago Great Western	14,519.07	340,834.78	76,401.03	225,316.07			24,910.58
Chicago, Milwaukee & St. Paul	93,858.01	987,327.57	528,301.62	1,470,388.28	70,045.52		139,594.73
Chicago, Rock Island & Pacific	67,302.22	919,551.97	381,978.42	967,738.48	32,051.11		127,297.45
Chicago & North-Western	342,505.14	1,816,241.72	512,577.42	1,567,375.00	66,828.91	$ 2,441.76	124,110.71
Chicago, St. Paul, Minn. & Omaha	71,261.13	394,545.98	135,180.32	376,647.35	22,718.97		45,441.69
Fremont, Elkhorn & Mo. Valley	29,000.43	188,509.51	38,385.79	150,850.90	7,380.40		7,700.49
Sioux City & Pacific¶	720.59	a 2,416.84	a 199.62	a 8,252.82	120.18		32.13
Colfax Northern		184.84	5.25				7.40
Crooked Creek		850.72		947.59			
Davenport, Rock Island & Northwestern		5,770.25	54.57	3,857.85			
Des Moines, Iowa Fall & Northern*							5.20
Dubuque & Sioux City†	9,549.68	228,916.45	79,629.23	299,435.52	7,229.07		29,903.45
Stacyville Railroad‡	48.21	606.59	152.90	436.05	45.27		187.09
Des Moines Union	2,500.00	9,654.62		1,029.17			7,518.18
Iowa Central	9,879.20	150,655.21	26 445.64	113,426.30	11,498.80		19,175.73
Albia & Centerville		1,643.45	273.91	1,186.98			647.88
Manche-ter & Oneida*		425.11	55.00				93.10
Marshalltown & Dakota							
Mason City & Ft. Dodge		9 546.28	2,529.75	7,127.56			596.81
Minneapolis & St. Louis	9,717.56	96,458.12	33,244.05	106,145.93	13,345.79		14,479.67
Muscatine North & South		5,854.69	488.15	71.80			
Omaha & St. Louis†	1,102.15	8,615.74	3,189.30	15,514.74	794.93		1,439.80
Tabor & Northern		586.31	432.12	33.30			8.52
Union Pacific							
Wabash	138,501.41	1,071,068.03	520,572.21	732,876.20	90,151.34		229,682.64
Waterloo, Cedar Falls R. T. Co**			5,304.86				598.47
Willmar & Sioux Falls	2,820.19	35,424.74	6,997.53	37,103.14	4,870.79		419.01
Winona & Western§	500.00	1,164.73	475.09	840.36			54.79
Wisconsin, Minn. & Pacific		15,257.21	4,202.63	7,777.93			274.79
NARROW GAUGE ROADS.							
Burlington & Northwestern	304.45	1,224.21	673.10	1,830.16	88.96		407.12
Burlington & Western	951.52	10,545.49	821.71	2,708.49	147.51		852.15
Total	$ 1,354,784.67	$11,249,799.51	$ 3,483,421.39	$ 10,958,183.42	$501,783.25	$ 2,441.76	$1,254,510.09

RAILROADS.	Stationery and printing.	Other expenses.	Total.
Ames & College	$ 6,144.73	$ 120,709.62	$ 511.82
Atchison, Topeka & Santa Fe	1,226.85	19,927.73	4,724,887.77
Burlington, Cedar Rapids & Northern	15 158.87	262,893.84	436,023.55
Chicago, Burlington & Quincy	8,096 42	79,673.79	7,313,118.55
Chicago Great Western	7,720.58	65,849.04	2,252 29
Chicago, Milwaukee & St. Paul	9,257.98	139,849.82	819,751.74
Chicago, Rock Island & Pacific	34,225.22	185,85 .34	3,393,595.35
Chicago & North-Western	811.23	40,515.48	2,675,026.83
Chicago, St. Paul, Minn. & Omaha	2,627.72	16,111 54	1,089,122.15
Fremont, Elkhorn & Mo. Valley	30.62	72.96	446,656.78
Colfax Northern		89.10	a 4,892.30
Crooked Creek			236.59
Davenport, Rock Island & Northwestern	5.20	.34	1,798.31
Des Moines, Iowa Fall & Northern*			9,688.21
Dubuque & Sioux City†	1,646.07	11,234.87	667,544.34
Stacyville Railroad‡	9.29	66.25	1,644.65
Des Moines Union		3,729.18	24,481.15
Iowa Central	647.88	8,852.88	346,581.28
Albia & Centerville			3,104.29
Manche-ter & Oneida*			573.21
Marshalltown & Dakota			
Mason City & Ft. Dodge		1,685.08	21,702.43
Minneapolis & St. Louis	749.28	4,537.59	278,727.99
Muscatine North & South			6,374.64
Omaha & St. Louis†	41.72	2,214.09	32,911.97
Tabor & Northern			1,055.25
Union Pacific			
Wabash	7,017.86	123,816.72	2,913,126.01
Waterloo, Cedar Falls R. T. Co**			6,498.33
Willmar & Sioux Falls	250.64	381.73	88,297.77
Winona & Western§	8.90		3,044 47
Wisconsin, Minn. & Pacific		2,519.58	30,032 14
NARROW GAUGE ROADS.			
Burlington & Northwestern	11.25	251.24	4,790.49
Burlington & Western	14.10	542.92	16,583.89
Total	$ 95,700.79	$1,091,381.33	$29,992,006.21

a Credit. *New line. †For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. ‡For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ¶Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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

RAILROADS.	CONDUCTING TRANSPORTATION.		
	Superintendence.	Engine and roundhouse men.	Fuel for locomotives.
Ames & College	$ 300.00	$ 661.20	$ 1,184.74
Atchison, Topeka & Santa Fe	328,082.47	2,085,478.29	2,162,276.80
Burlinton, Cedar Rapids & Northern	61,024.10	302,999.18	389,644.82
Chicago, Burlington & Quincy	706,805.22	3,090,314.82	3,431,153.65
Chicago, Iowa & Dakota	1,078.15	1,293.39	1,651.88
Chicago Great Western	17,745.55	547,342.26	797,494.11
Chicago, Milwaukee & St. Paul	495,458.06	2,720,461.73	3,249,062.28
Chicago, Rock Island & Pacific	277,351.91	1,609,129.81	2,065,098.18
Chicago & North-Western	191,476.68	3,388,495.92	3,662,863.92
Chicago, St. Paul, Minn. & Omaha	116,131.72	658,188.95	1,048,299.58
Fremont, Elkhorn & Mo. Valley	17,891.88	318,521.50	505,986.14
Sioux City & Pacific ¶	191.96	5,323.30	6,405.36
Colfax Northern	925.00	1,367.34	1,749.22
Crooked Creek	2,580.00	2,548.00	2,309.12
Davenport, Rock Island & Northwestern	.....	12,264.14	9,323.60
Des Moines, Iowa Falls & Northern *	.....	.....	.....
Dubuque & Sioux City †	69,589.01	327,763.74	283,088.81
Stacyville Railroad †	256.91	707.08	591.36
Des Moines Union	3,200.00	18,632.20	6,585.15
Iowa Central	37,907.01	211,982.14	205,164.95
Albia & Centervil'e	.....	2,227.78	2,145.61
Manchester & Oneida *	.....	1,772.35	1,370.27
Marshalltown & Dakota	1,306.67	.....	2,968.28
Mason City & Ft. Dodge	1,997.67	15,111.73	22,468.55
Minneapolis & St. Louis	33,604.83	167,152.21	243,389.53
Muscatine North & South	1,795.87	5,809.21	4,798.45
Omaha & St Louis †	7,155.76	19,537.85	28,801.79
Tabor & Northern	.....	1,371.96	1,507.60
Union Pacific	.....	.....	.....
Wabash	167,345.62	1,360,086.28	1,198,614.02
Waterloo & Cedar Falls R. T. Co **	1,812.62	2,266.17	.....
Willmar & Sioux Falls	24,762.27	55,109.00	123,595.84
Winona & Western §	900.00	2,671.34	4,890.14
Wisconsin, Minn. & Pacific	.....	29,714.57	31,589.65
NARROW GAUGE ROADS.			
Burlington & Northwestern	1,888.11	4,627.49	3,566.60
Burlington & Western	2,602.59	11,965.86	15,494.91
Total	$ 2,573,117.61	$ 16,851,916.25	$ 19,514,883.29

RAILROADS.	CONDUCTING TRANSPORTATION.						
	Water supply for locomotives.	Oil, tallow and waste for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, watchmen and flagmen.	Telegraph expense.
Ames & College	$ 72.00	$ 80.52	.....	$ 633.40	.....	$ 490.00	.....
Atchison, Topeka & Santa Fe	145,296.69	80,549.70	46,605.85	1,989,899.16	$ 442,237.50	538,038.06	467,459.09
Burlinton, Cedar Rapids & Northern	18,181.75	10,815.01	4,766.60	216,163.53	47,810.19	71,734.60	90,298.04
Chicago, Burlington & Quincy	220,700.14	118,347.14	55,869.19	2,076,406.32	718,759.24	1,218,961.27	628,061.58
Chicago, Iowa & Dakota	88.16	66.80	2.59	893.00	178.09	.....	190.05
Chicago Great Western	40,899.53	.....	34,516.51	343,064.36	24,861.09	150,301.94	103,436.42
Chicago, Milwaukee & St. Paul	133,817.50	79,303.36	53,200.75	1,935,094.18	379,017.66	1,039,097.82	291,752.91
Chicago, Rock Island & Pacific	123,781.70	42,895.62	37,165.47	1,171,797.04	393,173.32	576,205.78	299,573.60
Chicago & North-Western	168,693.41	115,580.74	68,110.14	2,419,152.75	419,842.82	1,230,296.21	625,378.75
Chicago, St. Paul, Minn. & Omaha	38,501.66	18,845.73	12,045.16	472,598.39	96,707.99	184,970.89	129,201.88
Fremont, Elkhorn & Mo. Valley	12,137.63	12,088.53	5,730.09	228,706.90	27,543.88	43,767.37	51,186.58
Sioux City & Pacific ¶	239.48	195.07	35.71	3,718.03	532.30	1,678.21	634.32
Colfax Northern	148.79	.....	a 115.97	995.00	36.78	.....	90.99
Crooked Creek	56.28	49.20	.....	590.33	.....	.....	.....
Davenport, Rock Island & Northwestern	1,639.85	288.34	121.71	288.00	591.74	12,417.98	7,420.81
Des Moines, Iowa Falls & Northern *	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City †	18,759.13	15,320.23	6,703.99	215,081.73	60,688.86	77,211.11	50,236.69
Stacyville Railroad †	50.21	65.58	25.31	605.98	111.62	87.57	169.98
Des Moines Union	2,874.10	391.15	3,125.18	9,341.23	896.00	20,896.15	.....
Iowa Central	11,015.19	6,918.39	8,300.76	123,976.88	17,043.05	32,922.70	32,905.76
Albia & Centervil'e	226.92	73.04	91.30	1,305.63	182.60	.....	694.16
Manchester & Oneida *	.....	109.20	.....	1,231.37	.....	.....	.....
Marshalltown & Dakota	.....	240.00	.....	6,415.75	179.49	.....	.....
Mason City & Ft. Dodge	877.02	.....	a 1,108.51	11,442.28	981.99	675.26	3,484.66
Minneapolis & St. Louis	7,442.72	5,832.60	2,657.81	109,232.18	26,118.69	61,206.44	35,392.35
Muscatine North & South	385.02	347.20	7.00	1,762.60	53.42	1,257.10	1,409.02
Omaha & St Louis †	1,849.34	847.99	419.84	11,647.19	2,021.71	3,020.70	3,410.37
Tabor & Northern	20.13	66.83	49.91	500.45	12.85	.....	46.00
Union Pacific	.....	.....	.....	.....	.....	.....	.....
Wabash	92,258.48	53,801.15	24,351.59	904,836.83	101,417.16	897,166.40	248,701.18
Waterloo & Cedar Falls R. T. Co **	.....	.....	.....	10,942.31	230.89	.....	.....
Willmar & Sioux Falls	6,387.69	2,473.22	1,557.97	42,081.13	5,657.08	6,607.45	16,190.35
Winona & Western §	5.00	116.82	.....	1,815.05	298.42	194.01	257.73
Wisconsin, Minn. & Pacific	227.37	.....	a 1,635.35	23,503.90	1,477.88	2,695.72	7,276.10
NARROW GAUGE ROADS.							
Burlington & Northwestern	444.96	91.23	47.70	2,224.61	444.05	726.45	1,124.90
Burlington & Western	1,435.28	347.88	107.70	8,732.06	2,128.23	1,891.50	1,370.73
Total	$ 1,048,453.04	$ 596,787.50	$ 333,276.26	$ 11,726,479.50	$ 2,776,396.04	$ 5,888,425.98	$ 3,097,262.96

* New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. ** Operated principally by electricity. a Including oil, tallow and waste.

TABLE No. 33—OPERATING EXPENSES—

ENTIRE LINE—CONTINUED.

CONDUCTING TRANSPORTATION

RAILROADS.	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.	Advertising.
Ames & College		$ 141.08				$ 310,274.10	$ 170,817.15	$ 32,755.00		$ 117,985.62
Atchison, Topeka & Santa Fe	$ 1,174,975.97	95,971.07		$ 450,994.80		24,811.11	32,712.12	1,768.07		26,751.99
Burlington, C. R. & Northern	210,409.46	21,983.79				280,457.52	248,840.92	39,538.02		203,326.81
Chicago, Burlington & Quincy	2,085,634.47	196,885.00	$ 76,705.91	368,014.75	a 18,399.72	61.87				
Chicago, Iowa & Dakota	1,198.84	205.25		52.39		44,706.27	74,510.40	20,218.32		24,236.54
Chicago Great Western	377,945.60	30,451.21	149,020.82	92,712.67		236,126.43	271,237.72	38,328.37		111,598.75
Chicago, Milwaukee & St. P.	2,109,555.42	188,072.05	254,981.64	121,098.88	a 15,360.81	232,092.48	237,817.90	5,761.19		141,019.00
Chicago, R. I. & Pacific	946,887.11	139,633.57		290,422.33	2,225.12	277,755.74	464,384.07	38,609.30	$ 3,014.22	190,947.89
Chicago & North-Western	2,115,871.46	214,292.80	364,998.45	264,178.64		42,351.06	46,088.14	9,543.51		21,257.65
Chicago, St. P., Minn. & O	442,597.33	57,573.53			72.01	19,852.66	18,218.21	932.70		8,309.49
Fremont, Elkhorn & Mo. V	172,506.09	22,760.99	9,380.71	12,343.90	2,101.52	374.83	3,595.05	234.38		126.72
Sioux City & Pacific¶	3,629.12	164.52	1,125.85	1,585.75		263.08		15.40		8.60
Colfax Northern	630.21	11,23		61.76	5.00	74.59				
Crooked Creek	1,191.33			35	1,583.05	6,281.17	550.46	81 47		9.42
Davenport, R. I. & N.-W	25,817.95	2,660,36								
Des Moines, I. F. & Northern*						44,968.87	31,003 39	2,008.58		12,716.84
Dubuque & Sioux City†	164,900 31	21,441.47	36,343.07	172,617.04		91.77	119.21	5.19		25.29
Stacyville Railroad‡	490.99	57.20		327.89			329.00			
Des Moines Union	20,597 21	988.11			12,250.99	25,079.33	44,887 90	5,745 08		6,193.39
Iowa Central	88,226 28	7,783.39	54,021.84	52,735.27		2,700.43	62.50	146.91		
Albia & Centerville	1,917.35	48.06		1,470.44		15.77				
Manchester & Oneida*	983.72			108.96						
Marshalltown & Dakota	1,160.00			86.14		1,419.56	2,699.48			42.42
Mason City & Ft. Dodge	8,001.84	821.99	182.89	864.75		16,593.59	16,506.39	2,866 83		3,561.48
Minneapolis & St. Louis	105,171.59	8,966.96				191.70				76.00
Muscatine North & South	3,808.21	219.77	2,185.95	1,252.41	1,007.79	3,433 88	3,393.76	942.07	142.02	2,934.14
Omaha & St. Louis†	8,034.60	604.60	1,234.93	10,869.60	223.77	67.07				10.00
Tabor & Northern	746.45	20.21		98.77						
Union Pacific					20,372.40	151,700.38	209,153.90		60,153.69	78,416.94
Wabash	1,879,123.09	73,302.05		460,627.63		41 70	1,654.65			677.42
Waterloo & C. F. R. T. Co.**					6,114.73	20,833.06	11,858.72	1,614.45		368.56
Willmar & Sioux Falls	33,970.09	14,565.40	3,692.07		a 15 00	220.14	16.10			
Winona & Western§	2,647.05	145.55	216.00		5,485.06	1,996.37	2,283.19			
Wisconsin, Minn. & Pacific	21,297.80	1,434.98	1,840.83	1,872.66						
NARROW GAUGE ROADS.						389.37	539.49	1.32		323.42
Burlington & Northwestern	5,530.90	437.44	9.50	191.62		1,090.62	220.43	130.94		250.91
Burlington & Western	8,917.22	693.17	20.00	5 6 87						
Total	$ 11,524,374 56	$ 1,102,374.80	$ 955,960.46	$ 2,805,120.72	$ 17,665.91	$ 1,746,916.52	$ 1,892,984.84	$ 201,277.10	$ 63,900.98	$ 972,159.74

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity. aCredit.

TABLE No. 34—OPERATING EXPENSES—

RAILROADS.	CONDUCTING	
	Outside agencies.	Commissions.
Ames & College		
Atchison, Topeka & Santa Fe	$ 424,676.06	$ 11,697.34
Burlington, Cedar Rapids & Northern	7,725.66	1,583.74
Chicago, Burlington & Quincy	579,121.03	
Chicago, Iowa & Dakota	18.31	
Chicago Great Western	82,548.82	
Chicago, Milwaukee & St. Paul	472,235.26	
Chicago, Rock Island & Pacific	428,548.10	
Chicago & North-Western	495,997.90	556,732.28
Chicago, St. Paul, Minneapolis & Omaha	108,705.20	876.54
Fremont, Elkhorn & Missouri Valley	30,581.59	70,046.89
Sioux City & Pacific¶	729.59	203.06
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & Northwestern		
Des Moines, Iowa Falls & Northern*		
Dubuque & Sioux City†	48,214.50	554.20
Stacyville Railroad†	125.10	1.20
Des Moines Union		
Iowa Central	18,207.38	1,343.48
Albia & Centerville		44.75
Manchester & Oneida*		
Marshalltown & Dakota		
Mason City & Ft. Dodge	1,058.52	
Minneapolis & St. Louis	27,192.49	392.00
Muscatine North & South		
Omaha & St. Louis†		
Tabor & Northern	1.00	
Union Pacific		
Wabash	435,566.90	7,222.85
Waterloo & Cedar Falls R. T. Co**		
Willmar & Sioux Falls	15,262.78	65.21
Winona & Western§		
Wisconsin, Minnesota & Pacific	1,229.14	
NARROW GAUGE ROADS.		
Burlington & Northwestern	847.02	
Burlington & Western	942.96	
Total	$3,172,685.31	$650,708.67

* New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. ** Operated principally by electricity.

ENTIRE LINE—CONTINUED.

TRANSPORTATION.					
Stock yards and elevators.	Rents for tracks, yards and terminals.	Rents for buildings and other property.	Stationery and printing.	Other expenses.	Total conducting transportation.
				$ 142.52	$ 3,695.46
	$ 251,985.06	$ 25,331.08	$ 93,651.18	69,058.58	10,932,451.51
	4,713.42	4,854.00	25,056.82	11,702.69	1,567,498.80
	480,064.89		180,603.11	15,213.15	16,969,370.90
			42		6,979.19
$ 8,462.85	402,631.34		21,590.41	31,273.97	3,432,988.99
46,953.81	327,841.93	44,230.45	160,757.18	122,366.07	14,881,635.19
7,235.36	426,947.21	140,855.62	118,877.62	129,060.20	9,811,472.31
	108,061.85	24,115.03	165,425.34		17,582,500.83
41,819.51	111,228.24	10,599.57	52,817.45		3,722,919.68
	23,405.81	5,990.54	14,184.57		1,627,813.50
		108.21	230.24		33,155.61
4.80			158.60	115.47	6,433.24
			107.44	258.98	9,915.69
	18,949.19	1,272.59	337.17	5.00	96,854.00
	72,449.35		80,557.02	17,418.62	1,779,568.56
			104.33	4.13	3,973.40
			327.12		88,192.60
	26,732.84	423.15	13,622.90	7,948.77	1,048,398.31
		60.00			13,387.48
			168.20		5,759.84
					12,356.33
				80.63	73,254.20
	47,451.09	18.59	14,849.74	56,595.72	992,191.67
		18.84	430.56	79.04	25,897.35
	4,840.28	510.61	1 233.15	64.36	117,958.30
7.60	5.00		18.75	8.75	4,788.10
	188,184.95	20,807.64	99,524.90	110,323.19	7,733,059.17
				4,964.62	22,594.38
	60,670.65	1.00	2,979.77	242.39	456,440.85
	597.50		178.02	53.32	15,176.69
9.00		868.56		3,723.00	140,130.61
	6,923.97		612.41	45.65	31,038.21
	1,102.08		984.78	49.50	60,465.87
$ 103,992.98	$ 2,559,736.60	$ 236,011.41	$ 999,396.20	$ 593,733.30	$ 93,330,251.82

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

EXPENSES.

RAILROADS.	GENERAL.						
	Salaries of general officers.	Salaries of clerks and attendants.	General office expenses and supplies.	Insurance.	Law expenses.	Stationery and printing—general office	Other expenses.	Total general expenses.
Ames & College				$ 40.25		$ 82.90		$ 73.15
Atchison, Topeka & Santa Fe	$ 221,188.93	$ 297,778.47	$ 28,736.09	66,699.01	$ 98,933.60	53,290.85	$ 107,805.17	872,291.55
Burlington, Cedar Rapids & Northern	41,445.85	53,077.00	6,824.24	8,435.00	11,706.84	4,498.16	8,859.67	129,841.76
Chicago, Burlington & Quincy	337,172.95	478,040.59	103,765.13	163,489.00	176,191.13	35,477.55	95,963.15	1,410,099.80
Chicago, Iowa & Dakota								
Chicago Great Western	84,993.80	120,221.98	37,634.39	19,103.87	37,759.03	13,494.01	151,960.95	465,508.08
Chicago, Milwaukee & St. Paul	244,499.62	255,108.81	39,895.87	145,052.19	54,402.29	84,654.15	93,784.34	857,397.07
Chicago, Rock Island & Pacific	a 374,931.42		24,630.75	31,886.97	98,562.48	44,171.30	85,958.75	660,130.67
Chicago & North-Western	159,425.34	372,556.65	102,982.86	7,550.04	135,589.41	21,814.77	89,505.19	884,404.26
Chicago, St. Paul, Minneapolis & Omaha	84,599.96	70,872.42	13,440.80	18,964.90	5,298.71	9,315.69	13,468.42	215,955.96
Fremont, Elkhorn & Missouri Valley	34,810.53	50,196.20	6,132.78		13,380.84	841.43	5,193.90	110,055.68
Sioux City & Pacific¶	445.57	910.81	108.13		2,232.20	2,616.39	1,980.00	8,293.10
Colfax Northern	2,400.00	141.95	79.17	80.75	12.66	27.33	213.53	2,955.41
Crooked Creek			9.95		226.50			235.85
Davenport, Rock Island & Northwestern	4,800.00	4,055.97	910.23	260.50	606.60	650.18	341.69	11,634.17
Des Moines, Iowa Falls & Northern*								
Dubuque & Sioux City†	18,973.01	23,124.52	10,228.77	13,970.21	10,465.77	3,213.45	9,235.41	89,211.14
Stacyville Railroad‡	54.06	70.80	37.71	58.83	58.70	9.84	86.19	310.18
Des Moines Union	3,200.00	1,798.00	3,287.16		450.00		892.20	9,627.36
Iowa Central	51,289.77	26,843.71	5,005.40	3,600.00	8,893.54	7,339.46	10,092.55	113,014.43
Albia & Centerville		600.00		10.00	116.10	83.60	2.00	811.70
Manchester & Oneida*	1,077.42							1,077.42
Marshalltown & Dakota								
Mason City & Fort Dodge	2,800.00	1,428.69	912.72	2,511.75	98.75	338.50	8.22	7,888.83
Minneapolis & St. Louis	51,809.86	31,490.45	2,522.58	7,759.73	11,779.17	4,015.38	12,754.29	121,971.46
Muscatine North & South	3,005.00	435.00		122.95		18.10	115.41	4,696.46
Omaha & St. Louis†	2,468.40	3,469.70	704.40	1,317.98	445.15	150.95	532.79	9,069.37
Tabor & Northern	2,199.95		32.50	21.00		68.09	203.32	2,524.86
Union Pacific								
Wabash	47,573.28	36,143.89	495.96	43,238.67	87,420.98	27,380.87	34,579.63	279,517.28
Waterloo & Cedar Falls R. T. Co.**	1,294.97			423.75	570.60	71.50	1,228.70	3,589.55
Willmar & Sioux Falls	3,828.52	11,067.78	1,491.64	2,720.70	5,508.11	1,842.05	79.51	26,493.31
Winona & Western§	265.00	302.50	213.53	125.53		106.79	111.05	1,124.42
Wisconsin, Minn. & Pacific	620.33		22.87	981.68	446.89	208.30	242.12	2,521.99
NARROW GAUGE ROADS.								
Burlington & Northwestern	2,278.70	1,396.47	483.71	532.06	10.95	131.73	3.25	4,836.87
Burlington & Western	2,941.30	1,962.17	740.27	511.32	312.67	157.38	3.25	6,684.96
Total	$ 1,806,191.97	$ 1,846,094.23	$ 379,229.89	$ 539,698.70	$ 761,489.49	$ 285,964.50	$ 720,134.65	$ 6,378,803.43

a Including salaries of clerks and attendants. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 36—OPERATING

RAILROADS.	Maintenance of way and structures.
Ames & College	$ 1,764.69
Atchison, Topeka & Santa Fe	3,514,572.95
Burlington, Cedar Rapids & Northern	1,262,210.55
Chicago, Burlington & Quincy	7,578,880.92
Chicago, Iowa & Dakota	6,350.09
Chicago Great Western	969,122.83
Chicago, Milwaukee & St. Paul	9,094,136.22
Chicago, Rock Island & Pacific	4,666,402.37
Chicago & North-Western	6,158,526.24
Chicago, St. Paul, Minneapolis & Omaha	2,051,001.12
Fremont, Elkhorn & Missouri Valley	944,153.18
Sioux City & Pacific¶	1,546.24
Colfax Northern	1,393.77
Crooked Creek	7,419.85
Davenport, Rock Island & Northwestern	29,070.88
Des Moines, Iowa Falls & Northern*	
Dubuque & Sioux City†	748,369.51
Stacyville Railroad‡	2,900.18
Des Moines Union	34,125.19
Iowa Central	544,597.41
Albia & Centerville	42,650.88
Manchester & Oneida*	1,200.95
Marshalltown & Dakota	
Mason City & Ft. Dodge	44,005.91
Minneapolis & St. Louis	656,090.23
Muscatine North & South	8,697.21
Omaha & St. Louis†	39,632.10
Tabor & Northern	5,595.71
Union Pacific	
Wabash	3,091,722.37
Waterloo & Cedar Falls R. T. Co.**	4,004.40
Willmar & Sioux Falls	285,843.94
Winona & Western§	11,981.99
Wisconsin, Minnesota & Pacific	81,786.05
NARROW GAUGE ROADS.	
Burlington & Northwestern	21,518.26
Burlington & Western	44,761.84
Total	$ 42,555,090.30

*New line. †For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. ‡For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ¶Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

EXPENSES—ENTIRE LINE—CONTINUED.

RECAPITULATION OF EXPENSES.				
Maintenance of equipment.	Conducting transportation.	General expenses.	Grand total.	Percentage of expenses to earnings.
$ 511.82	$ 3,695.46	$ 73.15	$ 6,045.39	66.00
4,724,887.77	10,932,451.51	872,291.55	20,044,203.78	53.43
495,023.55	1,587,498.80	129,841.76	3,415,574.66	62.93
7,313,118.55	16,969,370.90	1,410,099.80	33,271,480.17	62.96
2,252.29	6,979.19		15,582.17	79.58
819,751.74	3,432,998.96	465,508.03	5,087,321.59	75.98
3,363,565.35	14,881,635.19	857,367.07	28,796,733.83	63.18
2,675,024.83	9,811,472.31	660,136.67	17,813,298.18	62.10
4,667,169.22	17,582,500.83	880,464.26	29,292,050.55	61.95
1,089,122.15	3,722,919.68	2 5,955.96	7,078,998.91	60.05
446,650.78	1,627,813.50	110,055.63	3,128,679.14	66.21
a 4,892.30	33,155.61	8,293.10	38,102.65	50.33
235.59	6,433.24	2,955.41	10,959.01	51.57
1,798.31	9,915.69	295.85	19,369.70	70.43
9,088.21	96,854.00	11,634.17	147,246.71	60.50
697,544.84	1,779,568.56	89,211.14	3,284,603.55	76.57
1,044.65	3,973.40	310.18	8,828.41	187.35
24,431.15	88,192.60	9,627.36	161,376.30	76.98
346,581.28	1,043,398.31	113,014.43	2,062,581.43	80.62
3,104.29	13,387.48	811.70	59,954.30	170.78
573.21	5,759.84	1,077.42	8,611.42	67.99
	12,356.33		12,356.33	38.23
21,782.48	73,254.20	7,888.83	146,931.42	57.45
278,727.99	992,191.67	121,971.46	2,048,951.85	59.80
6,374.64	25,887.35	4,686.46	45,635.66	93.88
32,911.97	117,958.30	9,059.37	199,561.74	91.65
1,055.25	4,783.10	2,524.86	11,958.92	64.23
2,913,129.01	7,733,059.17	277,517.28	14,017,424.83	73.57
6,493.33	22,594.38	3,589.53	96,685.64	57.02
88,267.77	456,440.85	26,483.31	858,035.87	55.85
3,044.47	15,176.69	1,124.42	31,327.57	71.05
30,032.14	140,130.61	2,521.99	254,420.79	53.50
4,790.49	31,038.21	4,836.87	62,183.83	57.86
16,583.89	80,465.87	6,634.36	128,445.96	93.99
$ 29,992,006.21	$ 93,330,251.82	$ 6,818,808.48	$ 172,196,151.76	70.10

a Credit

TABLE Nos. 37 AND 38—

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	$ 110,124.64	283.42	$ 388.56							$ 68,457.43	270.68	$ 252.96
Burlington, Cedar Rapids & Northern	474,254.17	1,405.17	337.50				$ 8,738.11	171.96	$ 50.80			
Chicago, Burlington & Quincy				$ 61,212.83	222.57	$275.03	8,665.31	23.61	367.02	162,265.51	1,022.81	158.65
Chicago, Iowa & Dakota	83,042.44	153.87	539.69				21,381.84	145.62	146.83	15,759.11	84.46	186.59
Chicago Great Western	148,854.56	347.27	428.64				240,117.48	1,120.08	214.38	25,163.80	140.27	179.40
Chicago, Milwaukee & St. Paul	159,044.40	236.51	672.46							50,358.12	287.21	175.34
Chicago, Rock Island & Pacific	271,214.90	676.95	400.64									
Chicago & North-Western							81,241.19	650.30	124.93			
Chicago, St. Paul, Minneapolis & Omaha							150,907.18	473.37	318.98			
Fremont, Elkhorn & Missouri Valley												
Sioux City & Pacific¶												
Colfax Northern												
Crooked Creek	5,415.75	12.25	442.10									
Davenport, Rock Island & Northwestern												
Des Moines, Iowa Falls & Northern*												
Dubuque & Sioux City†												
Stacyville Railroad†												
Des Moines Union	16,091.90	89.20	180.40				702.38	12.00	58.53			
Iowa Central												
Albia & Centerville												
Manchester & Oneida*												
Marshalltown & Dakota												
Mason City & Ft. Dodge							86,868.68	390.61	222.39			
Minneapolis & St. Louis												
Muscatine North & South												
Omaha & St. Louis†												
Tabor & Northern												
Union Pacific	293,555.18	744.90	321.59							119,882.12	572.10	209.50
Wabash							23,644.90	133.91	176.57			
Willmar & Sioux Falls												
Winona & Western§							1,388.13	97.25	14.27			
Wisconsin, Minn. & Pacific												
NARROW GAUGE ROADS.												
Burlington & Northwestern												
Burlington & Western												
Total	$1,507,597.94	3,949.54	$ 381.71	$1,352,086.49	4,333.44	$312.01	$ 623,743.25	3,218.71	$193.78	$441,856.09	2,377.48	$ 185.85

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TAXES.

TABLE No. 39—

TAXES—CONTINUED.

RAILROADS.	NEBRASKA.			IOWA.		
	Amount.	Miles of road.	Per Mile.	Amount.	Miles of road.	Per mile.
Ames & College				$ 302.67	1.98	$ 15.29
Atchison, Topeka & Santa Fe.				9,582.52	19.86	482.50
Burlington, Cedar Rapids & Northern.				154,419.04	997.61	154.78
Chicago, Burlington & Quincy	$ 458,547.54	2,418.02	189.64	225,900.55	1,248.59	180.93
Chicago, Iowa & Dakota.				1,173.94	26.40	44.47
Chicago Great Western				79,416.09	462.23	171.79
Chicago, Milwaukee & St. Paul.	1,466.97			267,023.03	1,794.91	148.77
Chicago, Rock Island & Pacific.	52,738.74	250.44	210.58	240,312.97	1,178.33	203.94
Chicago & North-Western	3,461.52	26.95	128.47	278,992.90	1,551.77	179.79
Chicago, St. Paul, Minn. & Omaha	49,595.37	274.57	180.63	28,767.88	102.05	281.91
Fremont, Elkhorn & Missouri Valley.	165,612.56	1,012.14	163.63	501.39	4.82	104.02
Sioux City & Pacific¶				5,711.74	80.47	70.98
Colfax Northern				52.26	6.00	8.71
Crooked Creek				1,662.92	17.61	94.99
Davenport, Rock Island & Northwestern				3,994.00	34.43	116.00
Des Moines, Iowa Falls & Northern*.						
Dubuque & Sioux City†				a 124,365.59	704.65	176.49
Stacyville Railroad‡				a 563.66	7.93	71.08
Des Moines Union				13,639.15	4.00	3,409.79
Iowa Central				68,158.16	413.43	152.77
Albia & Centerville				1,891.95	24.44	77.41
Manchester & Oneida*.						
Marshalltown & Dakota.						
Mason City & Ft. Dodge				10,865.71	99.80	107.19
Minneapolis & St. Louis.				28,778.58	211.15	136.27
Muscatine North & South.				2,648.31	28.67	92.37
Omaha & St. Louis..†						
Tabor & Northern				396.95	8.79	45.15
Union Pacific				20,522.43	2.46	8,342.45
Wabash				25,550.00	218.80	116.77
Waterloo & Cedar Falls R. T. Co.**				214.11	40.00	5.35
Willmar & Sioux Falls.	15,863.44	129.16	122.82	11,156.11	76.70	145.45
Winona & Western§						
Wisconsin, Minn. & Pacific.				1,191.04	23.50	26.40
NARROW GAUGE ROADS.						
Burlington & Northwestern.				2,948.08	38.73	76.12
Burlington & Western.				4,053.17	70.70	57.33
Total	$ 747,286.14	4,111.28	181.07	$ 1,609,751.90	9,500.78	169.43

a Federal tax included. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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.
						$ 302.67	1.98	15.29
$ 1,212,264.91	4,227.22	286.77				1,400,429.50	4,801.13	291.69
7,495.41	82.74	90.58				170,650.56	1,252.31	136.26
168,826.72	1,458.29	116.17	$ 54,889.58	7,794.68	7.04	1,614,572.16	7,794.68	207.15
			25.00	26.40	.95	1,198.94	26.40	45.42
11,796.20						211,335.68	846.18	249.68
139,085.26	1,501.20	92.64	48,583.45	6,613.85	7.86	1,400,161.21	6,609.85	212.02
288,505.39	2,021.33	192.20	40,271.26	3,974.32	10.13	931,320.88	3,974.32	234.33
168,762.56	1,286.40	131.19	50,954.20	5,951.28	8.56	1,419,895.51	5,951.28	238.58
10,771.69	88.20	122.13				435,900.88	1,590.06	274.15
35,325.75	318.26	110.99	3,754.41	1,336.22	2.81	205,194.11	1,335.22	153.68
			2,087.71	107.42	19.43	7,799.45	107.42	72.61
						52.26	6.00	8.71
						1,662.92	17.61	94.99
						9,409.75	46.68	201.71
a 2,614.92	26.35	99.24				126,980.51	731.00	173.71
						563.66	7.93	71.08
						13,639.15	4.00	3,409.79
						79,952.44	514.63	155.36
						1,891.95	24.44	77.41
						10,865.71	99.80	107.19
3,000.00	40.08	74.85	3,703.43	641.84	5.77	122,345.69	641.84	190.62
						2,648.31	28.67	92.37
						396.95	8.79	45.15
						c 20,522.43	c 2.46	c8342.45
261,168.82	597.80	379.10				646,126.12	2,133.60	286.64
						214.11	40.00	5.35
10,052.76	93.64	107.34	1,156.88	433.41	2.66	61,874.09	436.73	141.68
						2,579.22	130.75	26.21
						2,948.08	38.73	76.12
						4,053.17	70.70	57.33
$ 2,419,710.39	11,737.01	206.50	$ 205,425.87	26,867.77	7.64	$ 8,907,458.07	39,255.19	228.19

c Iowa only.

TABLE No. 40—CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

RAILROADS.	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	$ 19,995,366.02	$ 560,938.25	$ 293,017.06		$ 5,359,363.69			$ 26,208,685.02
Burlington, Cedar Rapids & Northern	388,783.38		134,162.98		36,443.92			559,390.28
Chicago, Burlington & Quincy	8,111,097.48	316,962.00	3,319.01	$ 136,32[illegible].50	4,095,743.11	$ 45,953.29		12,709,404.39
Chicago, Iowa & Dakota								
Chicago Great Western	576,201.45		204,238.83		560,755.64		$ 654,399.82	1,995,595.74
Chicago, Milwaukee & St. Paul	15,550,561.26		633,136.06		281,118.68	362,191.55		16,827,007.55
Chicago, Rock Island & Pacific	14,087,518.88	168,722.29	1,024,285.05		1,373,209.51	235,211.10		16,888,946.83
Chicago & North-Western	4,970,281.20	180,562.44	2,440,358.66		117,261.46	420,978.65		8,129,442.41
Chicago, St. Paul, Minn. & Omaha.	785,901.42	1,048.27	369,095.12	631,074.31			813,998.89	2,601,118.01
Fremont, Elkhorn & Missouri Valley							4,320.00	4,320.00
Sioux City & Pacific¶	1,913.71		1,117.22	138.00	2.64		14,303.28	17,474.85
Colfax Northern			774.20	86.07	3,488.01			4,348.28
Crooked Creek	4,892.86		344.20	24.39	68,723.07			78,984.52
Davenport, Rock Island & Northwestern					180,073.70	243.82		181,127.52
Des Moines, Iowa Falls & Northern*		810.00					16,930.67	16,930.67
Dubuque & Sioux City†							43,472.30	76,166.49
Stacyville Railroad‡	4,040.38	28,653.72	71,448.70		123,707.70		25,199.87	1,004,196.78
Des Moines Union	178,840.96	600,000.00	1,071.32		319.01		24,137.36	82,369.86
Iowa Central	6,842.17							4,231.53
Albia & Centerville	4,231.53							
Manchester & Oneida*					2,010.46	130,865.64	400,568.41	533,439.51
Marshalltown & Dakota			115,678.05	102,812.51		11,888.22	11,422.47	699,767.43
Mason City & Ft. Dodge	807,966.18	150,000.00	603.63		9,461.11		76,741.25	102,190.82
Minneapolis & St. Louis	15,384.83							
Muscatine North & South			823.61				85,624.03	38,209.43
Omaha & St. Louis†	1,851.79							
Tabor & Northern			234,437.67	991,232.64		76,744.96	1,633,655.33	4,064,811.47
Union Pacific	1,128,740.87		239.07		4,762.73		68,594.01	74,776.80
Wabash	1,180.49			22,848.82			447,790.06	519,194.63
Waterloo & Cedar Falls R. T. Co.**	48,555.75		2.31	259.50	7,121.23		192,514.59	296,602.20
Willmar & Sioux Falls	23,597.88	73,166.69				76,698.82	85,855.29	162,554.11
Winona & Western§								
Wisconsin, Minn. & Pacific			772.27		155,543.43		108,424.04	266,852.34
NARROW GAUGE ROADS.			3,085.65		3,437.72		882,772.30	905,396.48
Burlington & Northwestern	2,112.60							
Burlington & Western	16,050.81	50.00						
Total	$ 66,211,853.90	$ 2,080,913.66	$ 5,532,010.67	$ 1,884,805.74	$ 12,887,546.82	$ 1,360,776.05	$ 5,540,718.56	$ 94,998,625.40

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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

INCLUDING JUNE 30, 1902.

RAILROADS.	CURRENT LIABILITIES TO AND INCLUDING JUNE 30, 1902.													
	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, 1902.	Miscellaneous	Balance—Cash assets.	Totals.	Materials and supplies on hand.
Ames & College											
Atchison, Topeka & Santa Fe		$ 2,803,450.69	$1,162,808.27	$ 43,138.38		$ 197,110.00			$22,002,177.68	$26,208,685.02	$ 1,617,605.88
Burlington, Cedar Rapids & Northern		125,124.10	220,714.35	4,053.00	$ 403.50	6,447.17		$ 68,746.01	133,902.15	559,390.28	502,067.09
Chicago, Burlington & Quincy		4,380,850.33	1,788,989.72		3,629.65	2,184,767.00		89,703.47	4,261,464.22	12,709,404.39	3,546,037.03
Chicago, Iowa & Dakota											
Chicago Great Western		1,531,189.38	370,248.19	37,565.24				56,592.93		1,995,595.74	1,142,147.26
Chicago, Milwaukee & St. Paul		1,485,464.16	1,908,492.10	80,120.93	33,142.50	2,874,745.00			10,495,042.86	16,827,007.55	8,996,818.06
Chicago, Rock Island & Pacific		1,636,863.55	916,320.70	202,035.35				337,718.14	13,796,009.09	16,888,946.83	2,754,479.22
Chicago & North-Western		1,549,413.31	1,881,182.43	447,957.31	6,995.00	352,688.52	$ 6,000.00	2,210,388.50	1,674,867.34	8,129,442.41	2,891,161.18
Chicago, St. Paul, Minn. & Omaha		612,969.38	405,257.89	72,235.69	952,587.00	82,625.75	16,964.43	458,477.87		2,601,118.01	945,028.28
Fremont, Elkhorn & Mo. Valley						4,320.00				4,320.00	
Sioux City & Pacific¶											
Colfax Northern	$ 16,239.00			1,226.08							
Crooked Creek		1,767.13						9.77		17,474.85	2,000.00
Davenport, Rock Island & N. W		29,708.14	9,025.67						2,581.15	4,348.28	1,265.40
Des Moines, Iowa Falls & Nor.*									35,250.71	73,984.52	12,144.43
Dubuque & Sioux City†		916.68			2,342.05	3,255.00			174,613.79	181,127.52	
Stacyville Railroad†		16,930.67								16,930.67	
Des Moines Union	39,289.85	24,968.37	11,566.14					342.13		76,166.49	23,472.39
Iowa Central		174,901.97	98,843.98			18,970.00		13,666.90	697,813.88	1,004,196.73	251,729.07
Albia & Centerville		28,546.35	946.03	1,015.09				1,862.39		32,369.86	
Manchester & Oneida*				1,200.00					8,031.53	4,231.53	250.00
Marshalltown & Dakota											
Mason City & Ft. Dodge		420,705.30				82,200.00		30,534.21		533,439.51	
Minneapolis & St. Louis		185,757.06	99,321.84			27,282.50		387,426.03		699,767.43	224,302.84
Muscatine North & South	4,000.00	2,701.06	1,512.90	15,226.86		78,750.00				102,190.82	1,782.11
Omaha & St. Louis†											
Tabor & Northern	36,057.21		612.90	1,068.77		555.55	5.00			88,209.43	868.96
Union Pacific											
Wabash	367,290.40	1,981,166.16	622,369.49	114,201.62	105,000.00	190,169.00		684,614.80		4,064,811.47	1,259,880.13
Waterloo & Cedar Falls R. T. Co.**	50,979.90	18,503.27	4,566.09	727.04		1,600.00				74,776.80	
Willmar & Sioux Falls		482,588.49	35,006.14							519,194.63	45,198.45
Winona & Western§	290,630.75	2,802.87	2,923.98					244.60		296,602.20	9,209.99
Wisconsin, Minn. & Pacific				92,954.11		69,600.00				162,554.11	
NARROW GAUGE ROADS.											
Burlington & Northwestern		22,377.64	5,951.53	1,075.17		237,428.00				266,852.34	13,305.27
Burlington & Western	30,000.00	161,713.38	10,902.87	3,074.23		699,706.00				905,396.48	
Total	$894,487.11	$ 17,681,379.44	$9,557,563.21	$ 1,068,894.87	$1,104,099.70	$7,112,149.49	$22,969.43	$4,340,827.75	$58,276,754.40	$94,998,625.40	$18,740,763.04

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 42—MILEAGE—

ENTIRE LINE.

RAILROADS.	Total mileage operated, including yards, tracks and sidings.	New line constructed during year.	MILES OPERATED— LINE REPRESENTED BY CAPIT'L ST'K. Main line.	Branches and spurs.	Lines of proprietary companies.	SINGLE TRACK. Lines operated under lease.	Lines operated under contracts.	New lines constructed during yea.	Total mileage excluding trackage rights.	Line operated under trackage rights.	MILES OWNED. LINES REPRESENTED BY CAPT'L ST'K. 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	....	2.05
Atchison, Topeka & Santa Fe	6,107.43	29.54	2,667.70	2,133 43		.....	.....	29.54	4,801.13	42.48	2,667.70	2,133.43	29.54	4,801.13	60.07	4,741.06
Burlington, Cedar Rapids & Northern	1,516.78	18.35	299.55	310.69	688.98	.....	....	18.35	1,299.22	11.33	299.55	310.69	18 35	610.24		610.24
Chicago, Burlington & Quincy	10,295.11	244.57	828.10	6,965.93		.....	..	129.08	7,794.03	177.10	828.10	6,965.93	129.08	7,794.03	158 60	7,635.43
Chicago, Iowa & Dakota	29.57	.....	26.40	.....	.....	.....	.....	...	26.40	.....	26.40	.....	....	26 40	.....	26.40
Chicago Great Western	1,206.76	1.33	761.37	84.81	....	.....	.....	1.33	846.18	85.83	761.37	84.81	....	846.18	....	850.58
Chicago, Milwaukee & St. Paul	8,881.42	125.36	a6,591.03	.....		.....	.....	11.90	6,591.03	163.07	a 6,591.03	....	11.90	6,591.03	200.63	6,390.40
Chicago, Rock Island & Pacific	5,091.19	250 72	500.21	2,718.68	64.74	352.64	.....	155.84	3,636.27	338.05	500.21	2,718.68	91.10	3,218.89	11.47	3,207.42
Chicago & North-Western	8,869.52	567.99	2,413.40	3,384.21	61.88	.....	60.02	344.73	5,919.51	10.75	2,413.40	3,415.98	344.73	5,829.38	181 33	5,648.05
Chicago, St. Paul, Minneapolis & Omaha	2,120.69	38.15	1,524.24	....	12.50		....	28.22	1,536.74	69.59	1,524.24	.....	28.22	1,524.24	58.83	1, 65.41
Fremont, Elkhorn & Missouri Valley	1,529.30	4.94	627.68	675.77	.....	31.77	.....	2.92	1,335.22	30.54	627.68	675.77	2.92	1,303.45	.....	1,303.45
Sioux City & Pacific¶	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colfax Northern	7.00	1.00	6.00	.. ..	.....	.....	.....	.....	6.00	.....	6.00	.....	.....	6.00	.....	6.00
Crooked Creek	17.61	.....	17.61	.....	.....	.....	.....	.....	17.61	.. ..	17.61	.....	.. .	17.61	.....	17.61
Davenport, Rock Island & Northwestern	67.11	9.40	46.68	.....	.....	.....	.....	.....	46.68	2.28	46.68	...	....	46.68	.....	46.68
Des Moines, Iowa Falls & Northern*	.....	....	35.00	.....	.....	.....	.....	.....	35.00	.....	35.00	.....	....	35.00	.....	35.00
Dubuque & Sioux City‡	912.98	.....	326.58	404.42	.....	.....	.....	.....	731.00	....	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	677.02	.....	375 42	127.21	.....	.....	37.00	.....	539.63	18.80	375.42	127.21	.....	502.63	9.76	492.87
Albia & Centerville	27.56	.....	24.44	.....	.....	.....	.....	.....	24.44	.....	24.44	....	.....	24.44	.....	24.44
Manchester & Oneida*	8.00	.....	8.00	.....	.....	.....	.....	.....	8.00	.....	8.00	.....	.....	8.00	.....	8.00
Marshalltown & Dakota	21.00	.. ....	21.00	.....	.....	.....	.....	.....	21.00	.....	21.00	.....	.....	21.00	.....	21.00
Mason City & Ft. Dodge	111.27	9.90	106.50	4.77	.....	.....	.....	.....	111 27	.....	111.27	.. ..	.. ..	111.27	1.19	110.08
Minneapolis & St. Louis	788.38	2.39	259 90	371.88	.....	.....	.....	.....	631.73	10.11	259.90	371.83	.....	631.73	1.46	640.38
Muscatine North & South	31.62	.. ...	28.67	.....	.....	.....	.....	.....	28.67	.....	28.67	.. ..	.....	28.67	.....	.....
Omaha & St. Louis‡	....	.....	... .	....	.....	.....	...	.....	.. ....	.....	.....	.....	.....	....	....	.....
Tabor & Northern	9.79	.. ..	8.79	.....	.....	.....	.....	.....	8.79	.....	8.79	....	...	8.79	.....	.....
Union Pacific	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	3,115.40	.....	1,883.50	53.10	.....	110.40	.....	.....	2,047.00	436 20	1,883.50	59.90	.....	1,948.40	.....	1,948.40
Waterloo & Cedar Falls R. T. Co**	40.00	15.00	40.00	....	.....	.....	.....	.....	40.00	.. ..	40.00	.....	15.00	40.00	.....	40.00
Willmar & Sioux Falls	485.67	1.08	304.25	.... ..	129.16	.....	.....	.....	433 41	3.82	304.25	.....	.....	304.25	.. ..	303.25
Winona & Western§	134 78	.....	120.75	.. ..	.....	.....	.....	.....	120.75	.....	120.75	... .	.....	120.75	..	120.75
Wisconsin, Minn. & Pacific	274.04	.. ....	241.45	3.00	.....	.....	....	.... ..	244.45	....	244.45	.....	.. ..	244.45	.....	244.45
NARROW GAUGE ROADS.																
Burlington & Northwestern	52.50	.....	38.73	.. ..	.....	.....	.....	.....	38 73	13.77	38.73	.....	.....	38.73	7.59	31.14
Burlington & Western	109.69		70.70	.....		...	.....	.....	70.70	33.50	70.70	.....	.....	70.70	.....	70.70
Total	52,568.54	1,319.12	20,217.56	17,297.85	957.26	494.81	97.02	721.91	39,004.50	1,446.72	30,225 33	17,268.65	670.84	37,498.98	690.96	36,779.17

*New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. ‡ For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. † Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity. a Including branches and spurs.

TABLE No. 43—MILEAGE—IOWA.

RAILROADS.	MILEAGE OWNED IN IOWA.					RAILS.		MILEAGE OPERATED BY ROADS MAKING REPORT.							
	Single track.	Second track.	Third track.	Yard tracks and sidings.	Mileage owned—all tracks.	Miles of iron.	Miles of steel.	LINE REPRES'TED BY CAPITAL STOCK: Main line.	LINE REPRES'TED BY CAPITAL STOCK: 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	20.00	2.00		49.00	71.00	4.00	67.00	19.86						19.86	
Burlington, Cedar Rapids & Northern	508.08			101.41	609.49		609.49	228.68	279.40	489.53				907.61	11.83
Chicago, Burlington & Quincy	1,248.56	206.73		285.36	1,740.65	124.79	1,615.86	278.82	970.24				a 1.21	1,248.56	54.41
Chicago, Iowa & Dakota	26.40			3 17	29.57		29 57	26.40						26.40	
Chicago Great Western	462.23			93.76	558.99		558.99	390.80	71.43					462.23	3.12
Chicago, Milwaukee & St. Paul	1,793.90	28.29	.55	375 20	2,197.94	88.10	2,109.84	1.793.90					11.90	1,793.90	42.89
Chicago, Rock Island & Pacific	870.52	99.60		223.53	1,193.65	11.47	1,182 18	318.12	552.40		305.65			1,176 17	2.16
Chicago & North-Western	1,546.95	341.08		438.02	2,326.05	60 15	2,265.90	353.12	1,193.83				95.65	1,546.95	3.07
Chicago, St. Paul, Minn. & Omaha	74.55			24.57	99.12	24.52	74.60	74.55						74.55	27.50
Fremont, Elkhorn & Missouri Valley											4.82			4.82	5.84
Sioux City & Pacific¶															
Colfax Northern	6.00			1.00	7.00		7.00	6.00						6.00	
Crooked Creek	17.61			3.28	20 89	19	20.70	17.61						17.61	
Davenport, Rock Island & Northwestern	34.43	1.05		8.80	44.28		44.28	34.43					.84	34.43	.83
Des Moines, Iowa Falls & Northern*	35.00				35.00		35.00	35.00						35.00	
Dubuque & Sioux City†	704.65	2.35	4.07	171.19	882.26	5 26	877.00	326.58	378 07					704.65	
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		18.00	4.00						4.00	
Iowa Central	413.43			92.54	505.97	42.57	463.40	286.22	127.21			37.00		450 43	4.00
Albia & Centerville	24.44			3.12	27.56	3.08	24.48	24.44						24.44	
Manchester & Oneida*	8.00				8.00		8.00	8.00						8.00	
Marshalltown & Dakota	21.00				21.00			21.00						21.00	
Mason City & Ft. Dodge	99.80			11.47	111.27	1.19	110.08	97.40	2.40				9.30	99.80	
Minneapolis & St. Louis	211.15			30.46	2 1.61	8.98	232.63	138.05	73.10					211.15	
Muscatine North & South	28.67			2.95	31.62		31.62	28.67						28.67	
Omaha & St. Louis†															
Tabor & Northern	8.79			1.00	9.79	4.00	5.79	8.79						8.79	
Union Pacific	2.46	1.68		28.63	32.77			2.46						2.46	
Waterloo & Cedar Falls R. T. Co.**	40 00				40.00		40.00	40.00					15.00	40.00	
Wabash	218.20			31.80	250.00		250.00	218.20						218.20	.60
Willmar & Sioux Falls	76.70			10.88	87.58		87.58	76.70						76.70	2.56
Winona & Western§															
Wisconsin, Minn. & Pacific	23.50			2.09	25.59		25.59	23.50						23.50	
NARROW GAUGE ROADS.															
Burlington & Northwestern	38.73			8.63	47.36	13.06	34.30	38.73						38.73	13.77
Burlington & Western	70.70			5.49	76.19	4.77	71.42	70.70						70.70	33.50
Total	9,110.59	684.73	4.62	2.120 60	10.802.56	396.13	10,911.65	5.000.14	3,648.08	489.53	310.47	37.00	131.48	9,485.22	205.58

a Deduction. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 44—

EMPLOYES AND SALARIES—IOWA.

RAILROADS.	GENERAL OFFICERS.			OTHER OFFICERS.			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.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College	4	$ 300.00	$ .82	...	...	...	...	...	...	...	...	...	...	...	...	1	$ 661.20	$ 1.81
Atchison, Topeka & Santa Fe	2	5,700.00	7.92	2	$ 3,420.00	$ 4.75	10	$ 8,526.00	$2.37	3	$ 2,502.00	$2.32	12	$ 6,788.00	$1.57	47	64,760.40	3.77
Burlington, Cedar Rapids & Northern	11	41,445.85	10.32	84	84,317.20	2.96	83	53,077.00	2.04	175	97,452.35	1.76	238	95,537.15	1.32	109	142,952.00	3.80
Chicago, Burlington & Quincy	18	41,082.00	6.31	.....	.....	.....	80	59,130.00	2.20	195	112,092.00	1.58	458	204,621.00	1.38	215	269,539.00	3.48
Chicago, Iowa & Dakota	.....	.....	.....	1	750.00	4.84	.....	.....	.....	4	1,140.00	1.84	2	229.84	74	1	496.48	2.92
Chicago Great Western	.....	.....	.....	6	10,554.00	5.78	.....	.....	.....	87	66,240.00	2.07	123	63,159.60	1.40	108	144,083.00	3.66
Chicago, Milwaukee & St. Paul	8	69,780.19	23.10	15	56,103.39	10.16	99	72,808.05	2.35	284	146,575.07	1.65	975	448,528.83	1.47	425	459,015.08	3.45
Chicago, Rock Island & Pacific	.....	.....	.....	5	15,924.28	10.18	.....	.....	.....	182	100,924.22	2.11	314	109,020.10	1.41	142	209,940.19	4.56
Chicago & North-Western	.....	.....	.....	4	13,289.95	10.61	29	25,221.51	2.98	246	137,884.94	1.84	542	233,065.38	1.62	435	492,228.66	3.79
Chicago, St. Paul, Minn. & Omaha	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	8,909.63	2.37	58	33,569.80	1.85	17	22,411.58	4.21
Fremont, Elkhorn & Mo. Valley	.....	.....	.....	2	4,410.00	7.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sioux City & Pacific ¶	1	.....	.....	2	90.00	.85	.....	.....	.....	13	1,630.00	2.37	56	5,221.44	1.76	17	4,129.98	4.58
Colfax Northern	1	2,400.00	6.85	1	900.00	2.47	1	141.95	.83	1	660.00	1.81	.....	.....	.....	1	840.00	2.30
Crooked Creek	3	2,580.00	2.75	.....	.....	.....	.....	.....	.....	2	1,007.73	1.61	.....	.....	.....	1	960.00	3.07
Davenport, Rock Island & Northwestern	2	4,800.00	6.41	.....	.....	.....	7	2,946.68	1.81	6	4,073.40	1.86	21	9,241.20	1.51	9	4,608.36	3.06
Des Moines, Iowa Falls & Northern *	6	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	2	.....	.....
Dubuque & Sioux City ‡	12	31,551.33	7.77	.....	.....	.....	41	26,565.83	2.06	121	75,976.46	1.70	204	71,355.91	1.30	186	160,675.60	3.71
Stacyville Railroad ‡	.....	...	.....	...	.....	.....	.....	.....	.....	2	960.00	1.32	.....	.....	.....	..	.....	.....
Des Moines Union	2	3,200.00	4.38	.....	.....	.....	4	1,798.00	1.23	.....	.....	.....	42	23,125.82	1.75	6	4,741.20	2.70
Iowa Central	10	35,872.20	9.83	15	20,553.16	3.91	119	31,946.40	1.31	74	37,474.15	1.39	56	23,148.80	1.16	70	81,283.28	3.69
Albia & Centerville	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1,320.00	1.81	2	210.00	.30	.....	.....	.....
Manchester & Oneida *	2	1,300.00	3.33	.....	.....	.....	.....	.....	.....	4	1,560.00	1.20	1	960.00	3.00	1	515.00	1.50
Marshalltown & Dakota	1	1,306.67	4.31	...	.....	.....	.....	.....	.....	3	1,160.00	1.66	.....	.....	.....	2	1,181.00	2.50
Mason City & Ft. Dodge	3	6,200.00	5.66	1	720.00	2.00	7	1,703.39	1.44	12	6,610.00	1.49	3	425.67	1.06	4	4,815.25	3.82
Minneapolis & St. Louis	9	5,160.99	1.57	14	2,850.00	.56	109	8,136.46	.21	20	8,737.67	1.20	39	3,466.92	.81	22	25,154.35	3.59
Muscatine North & South	5	3,995.00	5.47	.....	.....	.....	1	435.00	1.19	4	2,907.00	1.99	3	1,320.00	1.40	2	1,981.50	3.16
Omaha & St. Louis †	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	2	2,500.00	3.90	....	.....	.....	.....	.....	...	1	600.00	1.91	.....	.....	.....	1	800.00	2.55
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	1	4,858.47	16.69	1	1,635.15	7.57	10	8,163.24	2.63	11	7,561.78	2.07	32	16,401.08	1.66	16	20,369.72	4.10
Waterloo & Cedar Falls R. T. Co. **	2	1,223.00	.....	1	883.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1,620.00	.....
Willmar & Sioux Falls	.....	.....	.....	2	4,699.80	6.44	9	6,015.88	1.91	11	6,360.00	1.58	2	355.45	.62	4	5,928.98	4.00
Winona & Western §	4	201.08	3.47	3	132.53	3.01	2	71.49	2.46	3	390.50	1.78	1	94.66	1.30	5	282.64	3.67
Wisconsin, Minn. & Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1,241.00	1.70	....	.....	.....	3	3,381.84	3.66
NARROW GAUGE ROADS.																		
Burlington & Northwestern	2	1,584.00	5.06	3	1,531.20	3.26	10	2,045.12	1.31	8	3,770.25	1.51	4	1,430.00	1.14	2	2,158.70	3.45
Burlington & Western	2	2,016.00	6.44	3	1,948.80	4.15	10	2,602.88	1.66	14	5,901.35	1.35	3	1,819.35	1.94	5	6,204.25	3.96
Total	113	$ 269,056.78	$ 7.63	165	$ 224,712.46	$ 4.36	631	$ 311,334.88	$1.58	1,507	$ 843,621.50	$1.79	3,191	$1,853,091.00	$1.36	1,862	$2,188,159.19	$3.60

* New line ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. ** Operated principally by electricity.

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 compen-sation.	Average daily compensation.
Ames & College				1	$ 633.40	$1.78	27	$ 20,118.24	$2.03	41	$ 32,221.40	$2.85	39	$ 23,416.80	$2.24	362	$ 175,450.20	$1.71
Atchison, Topeka & Santa Fe	54	$ 43,784.40	$2.23	21	25,385.40	2.83	206	118,231.53	1 94	83	65,902.00	2 63	196	110,191.05	2.08	412	228,939.00	1.78
Burlington, Cedar Rapids & Northern	113	86,008.00	2.30	79	87,845.46	3.38	322	206,377.00	1.77	171	145,838.00	2.70	303	204,892.00	2.16	1,089	562,565 00	1.71
Chicago, Burlington & Quincy	220	180,272.00	2.25	169	183,386.00	3.01	3	607.86	1 65	1	444.42	2 63				2	488.83	2.03
Chicago, Iowa & Dakota	2	268.47	1.50	1	446.79	2.47	149	81,769.12	1.50	62	55,831 62	2.47	103	71,430.50	1.90	198	180,675.00	2.50
Chicago Great Western	108	86,844.50	2.20	61	65,415.30	2.91	545	323,631.83	1.90	105	78,758.97	2.40	259	152,404.43	1.88	614	345,929.43	1.80
Chicago, Milwaukee & St. Paul	428	305,555.26	2.28	270	280,424.88	3.31	298	197,832.12	2.40	26	27,096.15	2.71	198	104,016.25	2 32	402	218,156.31	1.61
Chicago, Rock Island & Pacific	142	111,084.30	2.88	108	119,280.23	3.70	725	423,956.84	2.02	241	167,299.52	2.22	309	190,914.82	2.19	987	511,311.58	1.65
Chicago & North-Western	506	350,460.06	2.24	320	318,006.90	3.40	24	17,845.97	2.38	76	49,035.33	2.00	63	36,708.13	1.86	7	7,980.00	3 64
Chicago, St. Paul, Minneapolis & Omaha	17	13,684.46	2.57	12	12,885.27	3.43				91	46,849.40	1.74	84	39,651.38	1.62	162	79,382.26	1.75
Fremont, Elkhorn & Missouri Valley							17	1,863.17	2.07	99	10,140.74	1.93	112	10,173.51	1.71	205	10,296.07	1.78
Sioux City & Pacific¶	17	2,455.61	2.73	7	1,402.47	3.78	1	540.00	1.48									
Colfax Northern	1	540.00	1.48	1	600.00	1.64				1	508.00	2.00				1	480.00	1 54
Crooked Creek	1	600.00	1.92	1	590.33	1.92							5	3,330.00	2.25	14	4,083.84	1.44
Davenport, Rock Island & Northwestern	9	2,966.82	1.97				154	116,968.02	2.03	176	106,623.63	1.92	100	71,136.38	2.21	118	71,700.23	2.05
Des Moines, Iowa Falls & Northern*	2			2														
Dubuque & Sioux City†	185	93,701.56	2.16	71	83,247.70	3.35				30	15,317.50	2.75	15	6,327 00	2 22	40	14,040.00	1.35
Stacyville Railroad†							116	62,330 59	1.83	170	100,097.40	2.14	89	52,234.56	2 09	109	70,422.00	1.49
Des Moines Union	6	2,985.20	1.70							1	88 08	2.45	12	1,329.68	2 18			
Iowa Central	76	53,654.88	2.24	55	50,097.60	2.86										1	475.00	1.50
Albia & Centerville							2	1,158.74	1.75									
Manchester & Oneida*	1	750.00	2.66	1	515.00	1.50	7	3,825.75	1.97	4	2,573 67	2.56	6	2,256.57	1.69	15	5,971.89	1.49
Marshalltown & Dakota	1	555.12	1.75	1	733 18	2.31	29	18,024.02	1.92	5	3,672.64	2.57	10	6,221.64	2.36	4	2,200.18	1.63
Mason City & Ft. Dodge	4	2,950.87	2.34	4	3,559.73	2.76	3	1,878.00	2.00	1	900.00	2,47				1	540 00	1.48
Minneapolis & St. Louis	22	15,440.34	2.18	15	14,483.76	3 86												
Muscatine North & South	2	1,252.00	2.52	1	900.00	2.87												
Omaha & St. Louis†																		
Tabor & Northern	1	500.00	1.60	1	500.00	1.60												
Union Pacific							24	15,919.23	2.18	27	17,021.38	1.97	12	8,736.64	2 84	83	17,802.63	1.78
Wabash	16	11,949.72	2.37	12	13,722.29	3.69	10	4,425.00										
Waterloo & Cedar Falls R. T. Co.**	2	480.00		10	4,637.00		6	4,426.83	2.07	4	4,649.75	3.01	7	5,972.08	2.38	26	16,768.57	1.80
Willmar & Sioux Falls	4	3,495.77	2.32	3	3,803.95	3.32	7	177.21	1.63	2	65.29	2 61	7	175.86	2.16	10	217.70	1.60
Winona & Western§	5	154 11	2.00	4	185.80	3.00	2	1,151.30	1.64	1	910.80	2.53	1	712 80	1.98			
Wisconsin, Minn. & Pacific	3	1,986.60	2.15	3	2,587.20	2.98												
NARROW GAUGE ROADS.							1	762.05	2.43	5	3,974.40	2.54	5	3,051.11	1.95	15	8,408.69	1.79
Burlington & Northwestern	2	1,594.00	2.55	1	955.15	3.05	10	5,216.75	1.67				5	3,477.40	2.22			
Burlington & Western	5	3,794.60	2.42	5	4,287.40	2.74												
Total	1,955	$1,379,788.15	$ 2.26	1,240	$1,280,518.19	$ 3.03	2,688	$1,629,037.17	$1.94	1,423	$ 936,418.09	$2.10	1,940	$1,108,760.59	$1.85	4,887	$2,598,374.41	$1.66

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

7 r a

TABLE No. 46—EMPLOYES AND SALARIES—IOWA—CONTINUED.

RAILROADS.	SECTION FOREMEN.			OTHER TRACKMEN.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College	1	$ 480.00	$ 1.31	.....	.....	.....
Atchison, Topeka & Santa Fe	6	3,300.00	1.52	36	$ 13,478.88	$ 1.40
Burlington, Cedar Rapids & Northern	170	97,022 20	1.49	631	281,271.21	1.43
Chicago, Burlington & Quincy	243	125,165.00	1.41	1,248	504,786.00	1.26
Chicago, Iowa & Dakota	3	730.00	1.57	23	2,768 55	1.47
Chicago Great Western	85	48,074.60	1.55	815	426,220 57	1.43
Chicago, Milwaukee & St. Paul	278	154,566.85	1.77	1,011	398,388.31	1.26
Chicago, Rock Island & Pacific	212	123,640.27	1.90	1,183	375,156.90	1.27
Chicago & North-Western	298	164 003.72	1.77	2,082	667,329.26	1.38
Chicago, St. Paul, Minn. & Omaha	12	6,624.00	1.76	50	25,012.73	1.60
Fremont, Elkhorn & Mo. Valley	1	400.00	1.28	2	631.84	1.01
Sioux City & Pacific¶	14	1,200.00	1.62	51	3,459.08	1.28
Colfax Northern	1	540 00	1.48	5	2,665 00	1.50
Crooked Creek	3	1,440.00	1.52	5	1,586.73	1.01
Davenport, Rock Island & Northwestern	6	2,167.06	1.61	39	4,104.48	1.36
Des Moines, Iowa Falls & Northern*	3	.....	.....	.....	.....	.....
Dubuque & Sioux City†	119	63,305.64	1.61	915	276,168.94	1.33
Stacyville Railroad†	1	480.00	1.63	10	2,175 15	1.37
Des Moines Union	2	1,642.50	2.25	35	14,602.00	1.4
Iowa Central	73	41,670 00	1.59	658	202,352.40	1.6
Albia & Centerville	4	2,040.00	1.40	12	3,249.80	1.2
Manchester & Oneida*	1	475.00	1.50	4	1,280.00	1.25
Marshallton & Dakota	1	600.00	1.91	6	2,187.71	1.45
Mason City & Fort Dodge	14	7,189.90	1.42	50	13,227.50	1.45
Minneapolis & St. Louis	39	21,180.00	1.51	106	45,901.92	1 47
Muscatine North & South	3	1,6.9.00	1.71	12	4,695 00	1.25
Omaha & St. Louis†	.....	.....	.....	.....	.....	.....
Tabor & Northern	1	480.00	1.53	3	1,174.00	1.25
Union Pacific	11	6,039.60	1.78	52	21,349.50	1.30
Wabash	.....	.....	.....	.....	2,086.00	.....
Waterloo & Cedar Falls R. T. Co.**	11	5,763.95	1.42	46	24,967.90	1.50
Willmar & Sioux Falls	3	819.50	1.46	9	576 95	1.25
Winona & Western§	2	1,095.00	1.50	6	2,587.20	1.40
Wisconsin, Minn. & Pacific						
NARROW GAUGE ROADS.						
Burlington & Northwestern	8	4,641.00	1.85	21	9,685.70	1.47
Burlington & Western	13	6,995.70	1.72	41	18,482.05	1.44
Total	1,642	$ 894,880.49	$ 1.74	9,167	$3,853,559.26	$ 1.17

RAILROADS.	SWITCHMEN, FLAGMEN AND WATCHMEN.			TELEGRAPH OPERATORS AND DISPATCHERS.			EMPLOYES—ACCOUNT OF FLOATING EQUIPMENT.			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.
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe	10	$ 10,407.96	$2.84	3	$ 1,800.00	$1.67	.....	.....	.....	42	$ 24,988.40	$ 1.92
Burlington, Cedar Rapids & Northern	75	52,842.32	2.25	105	55,801.88	1.76	.....	.....	.....	271	155,928.81	1.83
Chicago, Burlington & Quincy	192	141,285.00	2.02	119	81,052.00	1.85	.....	.....	.....	640	342,693.00	1.69
Chicago, Iowa & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	280.00	1.81
Chicago Great Western	45	40,884.55	2.50	52	35,450.62	1.85	.....	.....	.....	388	283,005.00	2.00
Chicago, Milwaukee & St. Paul	477	313,417.14	2.10	300	200,479.71	2.14	.....	.....	.....	1,808	1,121,821.21	1.98
Chicago, Rock Island & Pacific	47	17,352.74	1.16	79	50,256.32	2.32	.....	.....	.....	405	259,848.25	2.07
Chicago & North-Western	334	236,231.13	2.25	279	162,671.96	1.98	.....	.....	.....	989	412,264.75	1.88
Chicago, St. Paul, Minn. & Omaha	21	16,699.68	2.54	11	6,899.12	2.00	.....	.....	.....	64	34,388.64	1.72
Fremont, Elkhorn & Mo. Valley	3	1,592.50	1.70	1	500.00	1.60	.....	.....	.....	1	2,389.80	1.53
Sioux City & Pacific¶	35	3,817.20	2.06	8	656.00	1.55	.....	.....	.....	7	419.50	1.18
Colfax Northern	1	210.34	1.03	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crooked Creek	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	518.19	1.07
Davenport, Rock Island & Northwestern	15	5,495.04	2.12	5	4,485.39	2.73	6	$ 3,348.88	$1.64	.....	.....	.....
Des Moines, Iowa Falls & Northern*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City†	85	65,578.72	2.17	77	45,578 02	1.85	.....	.....	.....	510	302,365.02	1.67
Stacyville Railroad†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Union	42	21,135.56	1.81	2	1,200.00	1.64	.....	.....	.....	33	12,369.40	1.44
Iowa Central	53	17,495.40	1.82	53	25,968.00	1.58	.....	.....	.....	266	125,280.24	1.85
Albia & Centerville	.....	.....	.....	1	420.00	1.15	.....	.....	.....	7	780.20	2.09
Manchester & Oneida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshallton & Dakota	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Fort Dodge	3	416.25	2.18	2	1,144.62	1.59	.....	.....	.....	4	2,014.69	1.78
Minneapolis & St. Louis	12	8,418.07	1.87	8	3,456.00	1.18	.....	.....	.....	85	53,123.28	1.98
Muscatine North & South	3	1,642.50	1.50	1	900.00	2.47	.....	.....	.....	1	900.00	2.47
Omaha & St. Louis†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	19	12,322.07	2.11	9	6,208.93	2.10	.....	.....	.....	32	21,185.62	2.13
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,852.00	.....
Waterloo & Cedar Falls R. T. Co.**	.....	.....	.....	1	307.00	1.46	.....	.....	.....	25	18,611.72	2.02
Willmar & Sioux Falls	2	37.86	1.30	1	42.60	2.92	8	139.13	1.44	2	46.97	1.61
Winona & Western§	.....	.....	.....	2	1,519.00	2.08	2	1,145.00	1.57	.....	.....	.....
Wisconsin, Minn. & Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NARROW GAUGE ROADS.												
Burlington & Northwestern	2	1,532.60	2.45	1	818.40	2.61	.....	.....	.....	12	6,712.40	1.79
Burlington & Western	1	547.35	1.75	1	1,041.60	3.33	....	.....	.....	16	6,763.45	1.85
Total	1,477	$ 969,361.98	$2.10	1,121	$ 688,657.17	$1.98	16	$ 4,633.01	$1.55	5,611	$3,191,151.10	$ 1.82

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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

RAILROADS.	TOTAL INCLUDING GENERAL OFFICERS.			TOTAL EXCLUDING GENERAL OFFICERS.			DISTRIBUTION.				ENTIRE LINE.					
											TOTAL INCLUDING GENERAL OFFICERS.			TOTAL EXCLUDING GENERAL OFFICERS.		
	No.	Total yearly compensation.	Average daily compensation.	No.	Total yearly compensation.	Average daily compensation.	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
Ames & College	7	$ 2,074.60	1.42	3	$ 1,774.60	1.60	$ 300.00	$ 480.00	.....	$ 1,294.60	7	$ 2,074.60	1.42	3	$ 1,774.60	1.60
Atchison, Topeka & Santa Fe	717	466,043.08	2.12	715	460,343.08	2.10	25,502.64	30,250.64	$ 231,088.40	179,201.40	21,097	12,101,511.82	2.07	21,032	11,655,992,36	1.99
Burlington, Cedar Rapids & Northern	3,041	1,854,765.01	1.95	3,030	1,813,319.16	1.91	94,522.85	533,044.96	576,621.00	590,576.20	3,528	2,115,429.97	1.91	3,517	2,073,984.12	1.88
Chicago, Burlington & Quincy	5,682	3,364,763.00	1.80	5,664	3,323,681.00	1.78	100,212.00	949,074.00	822,692.00	1,492,845.00	34,421	21,125,096.48	1.86	34,244	20,408,853.60	1.81
Chicago, Iowa & Dakota	44	8,651.24	1.77	44	8,651.24	1.77	.....	3,498.55	933.25	4,219.44	48	8,651.24	1.57	44	8,651.24	1.77
Chicago Great Western	2,390	1,660,237.98	1.90	2,390	1,660,237.98	1.90	10,554.00	785,156.53	307,937.12	556,590.33	4,954	3,543,681.37	1.96	4,941	3,456,800.42	1.92
Chicago, Milwaukee & St. Paul	7,901	4,928,188.63	1.99	7,893	4,858,408.44	1.97	198,691.63	1,289,607.50	782,613.51	2,666,275.99	27,682	17,267,654.62	1.99	27,653	17,023,155.00	1.97
Chicago, Rock Island & Pacific	3,743	2,035,128.63	1.96	3,743	2,035,128.63	1.96	19,924.28	618,797.17	344,868.71	1,051,538.47	16,549	9,463,177.72	2.06	16,522	9,299,980.47	2.02
Chicago & North-Western	8,326	4,506,140.98	1.98	8,326	4,506,140.98	1.98	17,671.51	1,390,881.75	380,525.24	2,737,062.48	33,265	18,906,317.49	2.04	33,244	18,711,501.07	2.02
Chicago, St. Paul, Minneapolis & Omaha	444	292,654.34	2.11	444	292,654.34	2.11	.....	.....	.....	.....	6,184	4,178,996.45	2.14	6,157	4,037,641.49	2.08
Fremont, Elkhorn & Missouri Valley	347	175,897.24	1.74	347	175,897.24	1.74	.....	2,421.74	150,112.66	23,272.84	3,127	1,637,548.55	2.12	3,111	1,599,823.39	2.09
Sioux City & Pacific¶	661	65,954.72	1.88	660	65,954.72	1.89	.....	5,733.10	32,582.22	27,639.40	735	71,307.18	1.83	719	70,530.52	1.85
Colfax Northern	15	10,037.29	1.98	14	7,637.29	1.62	2,400.00	3,195.00	220.34	4,221.95	15	10,037.29	1.98	14	7,637.29	1.62
Crooked Creek	20	10,270.98	1.75	17	7,690.98	1.56	.....	3,544.92	998.00	5,738.06	20	10,270.98	1.75	17	7,690.98	1.56
Davenport, Rock Island & Northwestern	144	55,651.15	1.94	142	50,851.15	1.82	4,526.40	10,945.50	3,348.88	36,830.37	.....	.....	.....	.....	.....	.....
Des Moines, Iowa Falls & Northern*	20	.....	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City†	3,074	1,662,499.59	1.87	3,062	1,630,948.26	1.84	11,000.08	488,013.79	205,726.03	957,759.69	3,074	1,662,499.59	1.87	3,062	1,630,948.26	1.84
Stacyville Railroad‡	13	3,615.15	1.37	13	3,615.15	1.37	.....	2,655.15	.....	960.00	13	3,615.15	1.37	13	3,615.15	1.37
Des Moines Union	259	122,484.18	1.75	257	119,284.18	1.78	4,998.00	22,362.90	16,787.28	78,336.00	259	122,484.18	1.75	257	119,284.18	1.78
Iowa Central	2,122	1,031,831.06	1.91	2,112	995,958.86	1.85	67,818.60	365,262.86	235,165.60	363,584.00	2,450	1,225,365.61	1.94	2,440	1,174,125.84	1.87
Albia & Centerville	41	9,437.76	1.37	41	9,437.76	1.37	.....	7,427.76	.....	2,010.00	41	9,437.76	1.37	41	9,437.76	1.37
Manchester & Oneida*	16	7,830.00	1.41	14	6,530.00	1.32	1,300.00	1,755.00	475.00	4,300.00	16	7,830.00	1.41	14	6,530.00	1.32
Marshalltown & Dakota	17	8,882.42	1.93	16	7,575.75	1.76	.....	.....	.....	.....	17	8,882.42	1.93	16	7,575.75	1.76
Mason City & Ft. Dodge	143	65,605.25	1.83	140	59,405.25	1.71	8,623.39	22,432.09	8,228.46	26,321.31	143	65,605.25	1.83	140	59,405.25	1.71
Minneapolis & St. Louis	548	245,718.24	1.43	539	240,557.25	1.42	13,297.45	114,871.43	7,518.23	110,031.13	1,853	1,145,808.48	1.88	1,844	1,094,198.62	1.81
Muscatine North & South	43	25,855.00	1.95	38	21,860.00	1.74	4,430.00	7,204.00	1,440.00	12,781.00	43	25,855.00	1.95	38	21,860.00	1.74
Omaha & St. Louis†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	10	6,554.00	2.09	8	4,054.00	1.61	2,500.00	1,654.00	.....	2,400.00	10	2,500.00	2.09	8	4,054.00	1.61
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	318	211,747.05	2.13	317	206,889.58	2.08	13,345.34	37,934.49	48,081.47	112,385.75	10,600	7,058,235.16	2.13	10,369	6,896,285.90	2.08
Waterloo & Cedar Falls R. T. Co**	28	17,206.00	.....	26	15,983.00	.....	.....	.....	.....	.....	.....	17,206.00	.....	.....	15,983.00	.....
Willmar & Sioux Falls	161	112,127.63	1.92	161	112,127.63	1.92	10,715.68	36,703.93	21,418.32	43,289.70	560	367,328.93	1.84	543	363,548.31	1.86
Winona & Western§	78	3,311.78	1.80	74	3,119.60	1.80	272.67	1,204.30	469.43	1,365.38	168	18,609.63	1.68	164	17,604.21	1.63
Wisconsin, Minn. & Pacific	27	18,317.74	2.04	27	18,317.74	2.04	.....	4,827.20	1,623.60	11,866.94	27	18,317.74	2.04	27	18,317.74	2.04
NARROW GAUGE ROADS.																
Burlington & Northwestern	102	54,654.77	1.85	100	53,070.77	1.81	5,160.32	21,039.10	15,434.20	13,021.15	102	54,654.77	1.85	100	53,070.77	1.81
Burlington & Western	134	71,048.93	1.79	132	69,032.93	1.76	6,567.68	35,668.60	.....	28,812.65	134	71,048.93	1.79	132	69,032.93	1.76
Total	40,636	$ 23,115,095.42	1.82	40,523	$ 22,846,098.54	1.80	$ 624,334.52	$ 6,848,647.96	$ 4,176,838.95	$11,146,581.23	171,142	$ 102,321,985.86	1.91	170,626	$99,928,908.22	1.87

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

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.	OVERHEAD. Conduits.	OVERHEAD. Trestles.	At grade.	Below grade	FARM CROSSINGS. At grade.	FARM CROSSINGS. Overhead.	FARM CROSSINGS. Below grade.	Number of cattleguards.	OVERHEAD RAILROAD CROSSINGS. Bridges.	OVERHEAD RAILROAD CROSSINGS. Conduits.	OVERHEAD RAILROAD CROSSINGS. Trestles.
Ames & College	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Atchison, Topeka & Santa Fe	....	....	8	1,407	....	....	....	....	8	1,407	11	1 358	1	....	....	13	2	12	....	6	17	1	....	....
Burlington, Cedar Rapids & Nor.	....	....	231	19,189	40	2,693	92	43,857	363	65,739	491	43,857	2	....	6	1,263	15	1,329	2	64	1,904	2	....	4
Chicago, Burlington & Quincy	...	....	163	16,679	24	3,665	1	378	188	20,722	1,240	102,554	27	...	18	1,483	75	1.880	17	125	2,415	4	....	2
Chicago, Iowa & Dakota	...	....	5	340	14	597	1	156	20	1,093	..	..	....	....	....	....	....	..	..	..	..	....	....	....
Chicago Great Western	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Chicago, Milwaukee & St. Paul	....	....	255	22,177	44	4,798	....	....	299	26,975	2,052	154,558	1	....	43	2,110	57	2,182	8	212	3,285	3	....	10
Chicago, Rock Island & Pacific	....	....	250	24,957	16	1,098	6	1,230	272	27,285	658	47,618	11	....	22	1,457	53	1,684	4	145	1,783	5	....	6
Chicago & North-Western	...	....	396	25,178	109	5,304	12	1,506	517	31,988	2,364	155,040	16	...	13	1,794	57	2,005	5	157	2,300	10	....	4
Chicago, St. Paul, Minn. & Omaha	....	....	1	180	1	60	....	....	2	240	94	7,576	1	....	....	100	1	63	....	12	134	...	....	....
Fremont, Elkhorn & Mo. Valley	....	....	.	....	.	...	....	....	.	.....	5	852	....	..	....	2	....	3	...	...	2	....	....	....
Sioux City & Pacific ¶	....	....	....	....	10	340	....	....	10	....	....	...	....	....	....	....	....	....	....	....	....	....	....	....
Colfax Northern	....	....	....	....	4	850	....	...	4	340	1	300	....	....	....	....	....	....	....	....	....	....	....	....
Crooked Creek	....	....	....	....	....	....	....	....	....	850	18	630	....	....	....	18	....	25	....	....	26	....	....	....
Davenport, Rock Island & N.-W.	...	....	6	4,752	....	....	....	....	6	4,75.	33	2,482	....	....	....	52	....	120	....	....	35	....	....	....
Des Moines, Iowa Falls & Nor.*	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	1	....
Dubuque & Sioux City†	....	..	73	13,859	1	330	....	....	74	14,189	974	72,656	3	....	14	1,329	14	795	..	181	1,281	9	..	2
Stacyville Railroad‖	....	..	....	....	....	....	....	....	....	....	7	335	....	....	....	10	....	....	..	..	11	....	....	....
Des Moines Union	....	....	1	407	....	....	....	....	1	407	....	....	1	....	....	20	....	....	....	..	..	....	....	....
Iowa Central	....	....	27	6,556	....	....	....	....	27	6,556	430	35,511	....	....	5	544	17	528	....	..	800	....	....	1
Albia & Centerville	...	....	....	....	....	....	....	....	....	....	....	....	....	....	....	30	1	....	....	..	....	....	....	....
Manchester & Oneida*	....	....	....	....	1	60	....	....	1	60	....	....	....	....	....	5	....	11	..	4	15	....	....	....
Marshalltown & Dakota	....	....	....	....	....	....	....	....	....	....	19	1,070	....	....	....	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	19,709	1	..	.	. .	....	...	....	....	.....	3	....	....
Muscatine North & South	....	....	1	900	..	....	....	....	1	900	28	5,167	....	....	....	.	....	....	....	....	.	....	....	....
Omaha & St Louis†	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tabor & Northern	....	...	1	128	12	1,056	.	....	13	1,184	....	....	1	....	....	5	...	5	....	....	10	....	....	....
Union Pacific	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Wabash	....	....	3	715	21	1,807	....	....	24	2,522	369	31,539	1	....	....	280	9	222	....	16	416	....	....	....
Willmar & Sioux Falls	....	....	1	36	1	100	..	....	2	136	111	16,581	...	2	....	....	....	....	....	....	....	....	....	....
Winona & Western§	....	....	....	....	1	76	..	..	1	76	....	....	....	....	....	24	....	....	....	..	48	....	....	....
Wisconsin, Minn. & Pacific	....	.	....	.	....	....	....	....	....	....	.	....	....	....	....	..	..	....	....	....	....	....	....	....
NARROW GAUGE ROADS.																								
Burlington & Northwestern	....	....	1	124	....	....	..	..	1	124	16	1,804	....	...	....	. .	.	....	....	....	....	....	....	....
Burlington & Western	....	....	4	614	....	....	..	....	4	614	4.	6,414	....	....	....	80	1	155	...	....	140	....	.	....
Total			1,438	140,003	300	23,195	112	47,127	1,850	210,325	9,177	711,902	66	2	125	10,726	802	11,098	36	939	14,849	88	1	27

*New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‖Operated under lease by the Illinois Central Railroad Company.

TABLE No. 49—STATIONS—

RAILROADS.	STATIONS.			
	ON ROAD OWNED.		ON ROAD OPERATED.	
	Entire line.	Iowa.	Entire line.	Iowa.
Ames & College	2	2	2	2
Atchison, Topeka & Santa Fe	682	7	682	7
Burlington, Cedar Rapids & Northern	96	85	204	167
Chicago, Burlington & Quincy	1,168	226	1,168	226
Chicago Iowa & Dakota	6	6	6	6
Chicago Great Western				
Chicago, Milwaukee & St. Paul	1,013	288	1,013	288
Chicago, Rock Island & Pacific	467	135	527	182
Chicago & North-Western	922	254	931	254
Chicago, St. Paul, Minneapolis & Omaha	322	16	332	22
Fremont, Elkhorn & Missouri Valley	134		138	2
Sioux City & Pacific ¶				
Colfax Northern	3	3	3	3
Crooked Creek	5	5	5	5
Davenport, Rock Island & Northwestern	13	9	13	9
Des Moines, Iowa Falls & Northern*	6	6	6	6
Dubuque & Sioux City ‡	119	111	119	111
Stacyville Railroad ‡	2	2	2	2
Des Moines Union	2	2	2	2
Iowa Central	101	77	105	81
Albia & Centerville	4	4	4	4
Manchester & Oneida*	2	2	2	2
Marshalltown & Dakota				
Mason City & Ft. Dodge	20	20	20	20
Minneapolis & St. Louis	110	36	114	36
Muscatine, North & South	5	5	5	5
Omaha & St. Louis †				
Tabor & Northern	2	2	2	2
Union Pacific				
Wabash	672	53	511	35
Waterloo & Cedar Falls R. T. Co**	4	4	4	4
Willmar & Sioux Falls	52	16	72	16
Winona & Western §	20	4	20	4
Wisconsin, Minn. & Pacific	51	3	51	3
NARROW GAUGE ROADS.				
Burlington & Northwestern	8	8	10	10
Burlington & Western	14	14	21	21
Total	6,027	1,405	6,094	1,537

*New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

RENEWALS OF RAILS AND TIES.

Number of telegraph stations in Iowa.	NEW RAILS LAID DURING YEAR IN IOWA.						NEW TIES LAID DURING YEAR IN IOWA.	
	IRON.			STEEL.				
	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Number.	Average price per tie at distributing point.
5				252	75	$ 33.00	10,575	$ .48
159				2,268	80	29.00	219,446	.57
200				7,572	75	28.00	508,296	.50
5							5,000	.35
				8,841	75	26.00	2,935	.47
241								
162				6,096	80	27.93	456,178	.45
250				7,690	85	26.14	343,244	.46
18							20,718	.50
2								
							698	.66
2				98	56	22.50	80	.32
						25.72	2,446	.60
7							174	.52
6								
111				5,112	80	28.00	189,456	.33
2								
2				842	70	28.14	9,039	.65
63				52	70	26.88	176,322	.47
3							8,615	.51
2								
18								
33				60	80	26.64	41,458	.47
							2,326	.50
2							1,400	.58
33				6,808	80	28.80	61,859	.45
				1,500	60	33.00	45,000	.60
13				2	75	31.18	9,377	.64
3							1,594	.30
2								
9							18,484	.21
13							36,820	.20
1,361				46,693			2,171,490	

TABLE No. 50—DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

RAILROADS.	LOCOMOTIVES.					CARS IN PASSENGER SERVICE.					CARS IN FREIGHT SERVICE.											
	Passenger.	Freight.	Switching.	Leased.	Total.	First class passenger cars.	Second class.	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.	Baggage, express, postal.	Other cars.	Total.	EQUIPPED WITH: Train brake.	EQUIPPED WITH: Automatic couplers.	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other.	Total.	EQUIPPED WITH: Train brake.	EQUIPPED WITH: Automatic couplers.
Ames & College	2	....	....	....	2	3	..	....	..		..	..	....	...	3	3	3	.....	1	.....	...	..	..	1	1	1	1
Atchison, Topeka & Santa Fe	220	695	125	....	1,040	334	34	118	..	22	5	..	106	..	619	619	619	13,393	2,135	3,809	7,411	940	2,843	62	30,593	30,593	30,593
Burlington, Cedar Rapids & Northern	39	87	14		140	40	15	16	....		..	..	30	3	104	104	104	4,344	367	343	126	.	76	491	5,747	3,047	5,747
Chicago, Burlington & Quincy	245	713	217	...	1,175	a594	...	132	....	19	2	..	251	2	1,000	989	989	26,223	2,834	5,800	8,239	. .	640	45	43,781	28,800	43,549
Chicago, Iowa & Dakota	1	1	....	....	2	.	1	2	....	.	...	..	.....	...	3	3	3	2	9				....	...	11	.....	1
Chicago Great Western	38	154	26		218	39	17	12	....	3	...	..	28	-7	106	106	106	5,067	379	362	270	. .	9	426	6,513	4,822	6,513
Chicago, Milwaukee & St. Paul	217	588	148	....	953	225	224	....	....	10	19	62	340	2	882	877	882	27,324	6,288	3,191	185	811	1,237	. .	39,036	31,252	38,820
Chicago, Rock Island & Pacific	178	362	121	....	661	183	51	63	...	15	2	..	117	44	475	463	475	12,777	1,340	2,967	1,574	.....	170	.....	18,828	12,307	18,816
Chicago & North-Western	251	586	233	....	1,070	541	39	136	...	12	28	..	219	..	975	975	975	23,299	4,153	3,385	6,494		895	4,398	42,624	35,246	42,624
Chicago, St. Paul, Minneapolis & Omaha	50	189	43	..	282	75	26	49	..	1	15	..	51	9	226	226	226	7,508	1,160	393	990	.....	160	129	10,280	8,675	10,280
Fremont, Elkhorn & Missouri Valley	21	86	9	..	116	32	9	15		...	...	..	9	..	65	65	65	2,411	385	690	250	.	293	104	4,133	2,985	4,133
Sioux City and Pacific¶	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	...	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colfax Northern	.....	2	.....	.....	2	.....	.....	1	.....	...	...	..	.	..	1	1	1	1	.....	.....	.....	.....	.....	.....	1	1	1
Crooked Creek	.....	2	.....	.....	2	.....	.....	.....	.....	...	...	..	.....	...	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Davenport, Rock Island & Northwestern	.....	3	3	.....	6	.....	.....	.....	.....	...	...	..	.....	...	.....	.....	.....	.....	20	35	.....	29	...	...	1	31	9	31
Des Moines, Iowa Falls & Northern*	.	3	..	.....	3	.....	.....	.....	.....	...	...	..	.....	...	.....	.....	.....	.....	.....	.....	.....	70	..	.	.....	125	125	125
Dubuque & Sioux City†	17	30	8	....	55	28	....	....	....	..	...	..	.....	...	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stacyville Railroad†	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	...	..	17	...	45	45	45	137	24	24	14	.....	.....	...	199	199	199
Des Moines Union	.....	.....	3	....	3	.....	.....	.....	.....	...	...	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	19	50	7	....	76	8	14	6		...	...	..	11	...	39	39	39	1,621	.....	111	794	.....	..	.....	2,526	2,526	2,526
Albia & Centerville	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	...	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manchester & Oneida*	1	...	.....	.....	1	.....	.....	.....	.....	...	...	..	.....	...	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	24	17	9	....	..	...	..	14	1	65	65	65	2,371	326	111	32	.....	4	26	2,870	1,416	2,870
Muscatine North & South	.....	3	...	.....	3	.....	1	1	.....	...	...	..	.....	...	2	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha & St. Louis†	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	...	..	1	...	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	1	.....	1	.....	...	...	..	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.	.	.	....	.	.	.	.	.	.	...	..	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	132	267	91	....	490	103	44	51	....	14	...	..	114	61	387	387	387	10,542	610	463	4,696	..	100	...	16,851	12,708	16,851
Waterloo & Cedar Falls R. T. Co.**	.....	.....	.....	.....	4	25	.....	1	.....	...	...	..	.....	.....	26	.....	26	3	15	.....	.....	.....	.....	.....	18	.	18
Willmar & Sioux Falls	7	7	2	..	16	8	....	4	....	...	...	..	3	...	15	15	15	766	155	100	.....	..	50	.....	1,071	1,051	1,051
Winona & Western§	2	4	1		7	4	....	2	....	...	...	..	.....	1	7	7	7	195	48	.....	9	....	1	.....	253	104	253
Wisconsin, Minn. & Pacific	2	7	.....	..	9	5	..	3	.	...	...	..	.....	1	9	9	9	208	98	.....	10	..	..	.....	316	114	296
NARROW GAUGE ROADS.																											
Burlington & Northwestern	1	2	1		4	4	....	1	....	...	...	..	.....	...	5	4	4	77	.	4	6	.....	1	10	98	.....	.....
Burlington & Western	2	3	.	...	5	3	....	1	....	...	. .	..	2	..	6	6	5	105	18	22	81	.	2	1	229	...	.....
Total	1,472	3,890	1,065		6,432	2,279	495	625		96	71	62	1,315	131	5,077	5,016	5,060	188,431	20,392	21,780	31,880	1,751	6,481	5,693	225,858	176,229	225,006

a Including second class. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 51—DESCRIPTION OF EQUIPMENT—CONTINUED.

RAILROADS.	CARS IN COMPANY'S SERVICE.							CARS CONTRIBUTED TO FAST FREIGHT SERVICE			CARS LEASED.			GRAND TOTAL.	
	Gravel.	Derrick.	Caboose.	Other road cars	Total.	Equipped with		Number.	Equipped with		Number.	Equipped with		No. of cars owned and leased.	No. of cars and locomotives owned.
						Train brake.	Automatic couplers.		Train brake.	Automatic couplers.		Train brake.	Automatic couplers.		
Ames & College															
Atchison, Topeka & Santa Fe	38	11	355	30	429	429	429								
Burlington, Cedar Rapids & Northern	92	3	79	60	234	77	234								
Chicago, Burlington & Quincy	100	19	561	793	1,473	613	1,432								
Chicago, Iowa & Dakota															
Chicago Great Western	104	5	82	41	232	141	232								
Chicago, Milwaukee & St. Paul		12	490	100	602	42	583								
Chicago, Rock Island & Pacific	386	16	386	22	810	108	753								
Chicago & North-Western	254	22	602	62	940	366	940								
Chicago, St. Paul, Minn. & Omaha	154	8	133	21	316	158	316								
Fremont, Elkhorn & Missouri Valley		2	65	12	79	7	79								
Sioux City & Pacific¶															
Colfax & Northern															
Crooked Creek				2	2		2								
Davenport, Rock Island & Northwestern				2	2	2	2								
Des Moines, Iowa Falls & Northern*															
Dubuque & Sioux City‡			7		7	7	7								
Stacyville Railroad‡															
Des Moines Union															
Iowa Central	51	3	39	119	212	107	212								
Albia & Centerville															
Manchester & Oneida*															
Marshalltown & Dakota			1		1										
Mason City & Ft. Dodge				1	1		1								
Minneapolis & St. Louis		2	35	80	117	10	117								
Muscatine North & South			1		1	1	1								
Omaha & St. Louis†															
Tabor & Northern															
Union Pacific															
Wabash	300	11	254	288	853	385	853								
Waterloo & Cedar Falls R. T. Co.**															
Willmar & Sioux Falls		1	7	4	12	12	12								
Winona & Western§	13	6	3	2	24		3								
Wisconsin, Minn. & Pacific			4		4										
NARROW GAUGE ROADS.															
Burlington & Northwestern			1	3	4										
Burlington & Western			2	1	3										
Total	1,487	121	3,107	1,643	6,358	2,465	6,208	2	2	2	237,289			237,295	248,727

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

TABLE No. 52—MILEAGE

RAILROADS.	PASSENGER TRAFFIC. Number of passengers carried-carning revenue	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.
Ames & College	116,483		1.98	$ 5,824.15
Atchison, Topeka & Santa Fe				44,610.21
Burlington, Cedar Rapids & Northern	1,056,531	49,462,767	46.816	1,170,363.75
Chicago, Burlington & Quincy				
Chicago, Iowa & Dakota	10,133	110,688	10.92	4,230.31
Chicago Great Western				769,247.03
Chicago, Milwaukee & St. Paul				2,028,885.26
Chicago, Rock Island & Pacific	2,383,169	95,667,506	40.14	2,196,980.29
Chicago & North-Western	2,512,924	128,139,782	50.992	2,928,747.42
Chicago, St. Paul, Minneapolis & Omaha	197,379	10,434,807	52.87	244,487.53
Fremont, Elkhorn & Missouri Valley	33,213	258,641	7.88	5,502 52
Sioux City & Pacific¶	33,624	1,340,564	39.869	31,466.99
Colfax Northern	6,153	34,218	5.55	1,782.56
Crooked Creek				1,054.63
Davenport, Rock Island & Northwestern				
Des Moines, Iowa Falls & Northern*				
Dubuque & Sioux City	985,004	45,418,814	46.11	1,061,104.22
Stacyville Railroad‡	3,393	22,446	6.62	611.40
Des Moines Union				
Iowa Central	600,664	17,264,727	28.74	388,299 78
Albia & Centerville	21,554	434,198	20.14	8,005 31
Manchester & Oneida*	2,060	16,480	8.	4,120.50
Marshalltown & Dakota				
Mason City & Ft. Dodge	66,489	1,502,971	28.60	48,181 47
Minneapolis & St. Louis	238,272	8,976,909	33.89	197,102.15
Muscatine North & South	14,041	210,137	14.96	6,466.13
Omaha & St. Louis†				
Tabor & Northern	12,621	110,938	8.79	4,113.63
Union Pacific				
Wabash	153,279	9,681,254	63.16	152,125.89
Willmar & Sioux Falls	33,558	1,298.250	38.7	34,596.18
Winona & Western§				
Wisconsin, Minn. & Pacific	21.155	411,506	19.43	7,367.58
NARROW GAUGE ROADS.				
Burlington & Northwestern	58,875	1,060,614	19.68	24,718.18
Burlington & Western	53,680	1,330,648	24.79	29,365.60
Total	8,614,254	373,188,865	43.32	$11,399,445.67

*New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 1', 1901, from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company.

TRAFFIC—IOWA.

PASSENGER TRAFFIC.

Average 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 cts.
		$ 5,824.15							
		59,475.13	$2,994.72	$ .83112	3.0	.50			
$1.1077	02.3306	1,417,446.27	1,404 88	1.05418	3.5	2.00			
.4174	03.822	5,105.63	193.40	.29536	4	2			
		888,639.20	1,922.50	.83	3.4	3.4			
		2,600,078.25	1,448.38	.97718	3	1			
.9218	02 296	2,581,016.04	2,190.40	.97918					
1.1654	02.286	3,596,789.64	2,345.62	.89985	4	1			
1.2886	02.343	288,969.92	2,831.65	1.37254					
.1685	02.164	7,377.45	692 07	.54218	4	2.5			
.0358	02 347	36,462.00	453.11	1.47202	3	2			
.2897	05.209	1,817.18	302.86	.13952	3	2			
		1,983.85	112.65		4				
		3,372.68	97.95						
1.0772	02.336	1,284,735.84	1,823.22	.92263	3				
.1801	02.724	1,216.50	153.40	.2484	3				
.6464	02.249	469,209.26	1,032.52	.69196	3				
.3714	01.844	9,755.81	399.18	.41345	3				
.25	03.	4,120.59	515.07	.16	3	3			
.7246	03.206	54,035.81	558.79	.97507					
.8272	02.440	246,396.78	1,16 .93	.92728					
.4605	03.80	7,285.75	254.12	.1789					
.326	03.708	5,277.68	600.40		4	8			
.9224	01.571	189,008.22	868.82	.81915	3	1.500	2.182	$ 206,865.35	.1944
1.0304	02.605	44,700.23	582.79	.91260					
.318	01.79	9,160.56	389.81		3	2			
.4587	02 33	29,825.42	568.10	.83989					
.5479	02.207	36,377.76	349.11	.25407					
		$13,885,458.69							

NOTE—Where averages are not shown in recapitulation, the incomplete information given by some of the companies reporting makes the reason therefor obvious.

TABLE No. 53—MILEAGE

TRAFFIC—IOWA—CONTINUED.

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.	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 OF TONS OF FREIGHT. In train.	In each loaded car.	In each car—L. C. L.
Ames & College							$ 215,622.01	$10,857.10	$ 2.10131							
Atchison, Topeka & Santa Fe				$ 214,224.05			3,542,562.26	3,511.17	2.24464					184.17	12.23	
Burlington, Cedar Rap. & Nor.	2,027,001	314,185,842	155.00	3,542,562.26	$ 1.74769	$ 1.127										
Chicago, Burlington & Quincy				14,110.06	.69576	5.186	14,205.21	538.08	.82178	5.47				15.74	9.79	
Chicago, Iowa & Dakota	20,282	272,094	13.42	2,723,670.58			2,723,670.50	5,892.45	1.50							
Chicago Great Western				8,834,317.92			8,834,317.92	4,921.87	1.76466							
Chicag , Milwaukee & St. Paul				5,176,812.65	1.25188	.967	5,176,812.65	4,393.35	1.76669					179.02	12.00	
Chicago, Rock Island & Pacific	4,135,215	524,577,917	126.86	8,257,740.97	1.50174	.713	8,267,042.71	5 38 .91	1.63326	22.47				228.72	14.62	
Chicago & North-Western	5,498,752	1,157,706,717	211.00	591,149.78	1.55662	.967	591,165.78	5,792.90	1.38889							
Chicago, St Paul, Minn. & O.	379,765	61,132,345	160.97	67,487.50	.14837	1.406	67,487.50	6,330.91	3.10157					213.37	16.84	
Fremont, Elkhorn & Mo. V	454,833	4,797,571	10.50	28,233.30	.46602	1.225	28,970.85	36 .02	1.45501	5.55				115.68	10.58	
Sioux City & Pacific ¶	60,583	2,3 3,310	38.00	19,940.74	.20722	3.638	19,940.74	3,323.46	1.53108	100.			.02	42.12	20.78	2.00
Colfax Northern	91,398	548,388	6.00	24,531.04	.61856		24,53 .04	1,393.01		100.						
Crooked Creek	39,658						2,092.90	60.78								
Davenport, Rock Island & N.-W.	11,584	108,390	14.53	2,092.90	.18067	1.248										
Des Moines, Iowa Falls & Nor. *							2,701,653.32	3,834.04	1.44265					160.72	10.78	
Dubuque & Sioux City ‡	1,710,385	300,972,397	175.97	2,699,5 6.32	1.57831	.897	3,448.64	434.89	.63116	100.				11.87	7.51	
Stacyville Railroad ‡	10,387	64,875	6.25	3,448.64	.33105	5.316										
Des Moines Union							1,443,088.33	3,175.60	1.354					209.64	16.17	
Iowa Central	1,630,799	223,433,508	137.00	1,443,088.83	.8849	.646	25,288.00	1,034.70	1.10563	100.				97.19	18.86	
Albia & Centerville	117,656	2,222,923	18.89	25,288.00	.21493	1.138	7,892.88	986.61		100.				40.00	20.00	10.00
Manchester & Oneida*	15,736	125,888	8.00	7,892.88	.50	6.25										
Marshalltown & Dakota							200,965.86	2,078.24	2.99109	100.						
Mason City & Ft. Dodge	242,118	8,026,494	33.15	200,965.80	.83	2.503	414,726.21	1,960.82	1.86617					135.40	10.46	
Minneapolis & St. Louis	585,728	30,039,682	51.29	414,026.21	.70686	1.378	41,236.53	1,438.31	1.0129	100.				60.00	15.76	8.00
Muscatine North & South	86,419	2,479,633	28.08	41,236.53	.477	1.66										
Omaha & St. Louis †							12,746.26	1,450.00	1.0269	100.						
Tabor & Northern	13,252	115,485	8.79	12,746.26	.96184	10.942										
Union Pacific							417,329.35	1 907.38	2 03343	25.	412,780.70	2.011	.706	284.66	15.01	10.46
Wabash	257,358	58,422,124	227.01	414,276.19	1.60973	.709	216,639.36	2,824.50	2.70921					199.43	10.42	
Willmar & Sioux Falls	275,548	15,947,025	57.99	212,109.98	.76978	1.33										
Winona & Western §							24,894.85	1,059.35						204.00	25.54	
Wisconsin, Minn. & Pacific	14,870	854,911	17.15	24,894.85	1.68	2.91										
NARROW GAUGE ROAD.																
Burlington & Northwestern	54,608	2,005,824	36.73	77,634.89	1.42165	3.87	77,634.89	1,478.76	6 46742							
Burlington & Western	61,071	4,562,882	74.71	100,154.01	1.63996	2.195	100,154.01	961.17	1.16713							
Total	17,795,006	2,714,965,785	152.56	$ 35,174,153.20			$ 95,195,420.56									

See note to table No. 52.

* New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

Src

TABLE No. 54—MILEAGE

TRAFFIC—IOWA—CONTINUED.

RAILROADS.	PASSENGER AND FREIGHT TRAFFIC.			PASSENGER AND FREIGHT TRAFFIC.							EXPENSE OF RUNNING AND MANAGEMENT OF ALL TRAINS.	
	Passenger and freight revenue.	PASSENGER AND FREIGHT REVENUE PER MILE OF ROAD.		PASSENGER AND FREIGHT EARNINGS.		GROSS EARNINGS FROM OPERATION.		EXPENSE.		Net earnings per mile.		
		Miles.	Amount per mile.	Amount.	Per mile of road.	Amount.	Per mile of road.	Amount.	Per mile of road.		Total.	Per train mile—in cents.
Ames & College	$ 9,124.25	1.93		$ 9,124.25		$ 9,124.25		$ 6,045.39		$1,655.99		
Atchison, Topeka & Santa Fe	258,834.26	19.88	$ 13,022.94	275,067 14	$13,851.82	279,184.55	$14,055.11	174,171.98	$8,769.99	5,285.12		
Burlington, Cedar Rapids & Northern	4,712,926.01	1,008.94	4,671.16	4,960,008.58	4,916.05	4,999,272.90	4,925.24	3,092,724.52	3,065.52	1,859.92		
Chicago, Burlington & Quincy										a2,303 95		
Chicago, Iowa & Dakota	18,340.37	26.40	694.71	19,310.84	731.47	19,581.15	741.71	15,582.17	590.23	151.48	$ 15,582.17	.80148
Chicago Great Western	3,492,917.61	462.23	7,556.66	3,612,309.78	7,814.96	3,619,911.39	7,831.41	2,688,458.66	5,816.28	2,015.13		
Chicago, Milwaukee & St. Paul	10,883,203.18	1,794.91	6,052.23	11,434,396.17	6,370.46	11,457,355.44	6,383.25	8,218,587.83	4,578.83	1,804.42		
Chicago, Rock Island & Pacific	7,573,792.94	1,178.33	6,257.83	7,757,828.69	6,583.74	7,778,143.99	6,600.99	4,658,761.39	3,951.69	2,647.29		
Chicago & North-Western	11,186,488.39	1,533.80	7,293.32	11,963,832.35	7,734.93	11,894,795.53	7,755.12	7,755,403.24	5,056.33	2,698.79	7,755,403 24	.89528
Chicago, St. Paul, Minneapolis & Omaha	835,637.31	102.05	8,188.51	890,135.70	8,624.55	884,997.64	8,571.61	488,817.45	4,789.98	3,881.63		
Fremont, Elkhorn & Missouri Valley	73,084.02	10.66	6,855.91	74,864.05	7,022.96	74,894.92	7,025.79	24,469.53	2,295.45	4,730 34	24,469.53	.67820
Sioux City & Pacific†	59,700.29	80.47	741.89	65,432.85	813.13	66,227.78	823.01	8,543 29	354.71	468.30	28,543.29	.64662
Golfax Northern	21,723.30	6.00	3,620.55	21,837.31	3,639.55	21,837.31	3,639 55	10,959.01	1,826.50	1,813.10		
Crooked Creek	25,585.67	17 61	1,452.91	26,514.89	1,505.67	27,503.64	1,571.81	19,896.70	1,099.92	967.46		
Davenport, Rock Island & Northwestern	2,0 2.90	34.43	60.78	5,465.58	158.74	175,238.26	5,089.69	106,081.78	3,081.08	2,008.61		
Des Moines, Iowa Falls & Northern*												
Dubuque & Sioux City†	3,760,620.54	704.65	5,336.86	3,986,389.16	5,657.26	4,200,807.23	6,046.79	3,233,939.45	4,589 43	1,457.36		
Stacyville Railroad†	4,080.04	7.96	511.98	4,665.14	588 29	4,712.16	594.22	8,828.41	1,113.29	b 519.07		
Des Moines Union												
Iowa Central	1,831,388.61	454.43	4,030.08	1,912,298.09	4,208.12	1,917,741.98	4,220.10	1,583,750.94	3,483.14	734.97		
Albia & Centerville	33,298.31	24.44	1,362 25	35,048.81	1,433.87	35,116.61	1,436.65	50,964.30	2,453.12	b1,016.27		
Manchester & Oneida*	12,013.47	8.00	1,501.68	12,013.47	1,501.68	12,013.47	1,501.68	8,611.42	1,076.43	425 26	1,281.87	.4786
Marshalltown & Dakota										a 950.53		
Mason City & Ft. Dodge	249,147.33	96 70	2 576.39	255,001.67	2,637.03	255,739.82	2,644.67	146,931.42	1,519 45	1,125.22		
Minneapolis & St. Louis	611,128.36	211.15	2,894.29	660,422.99	3,127.73	670,354.80	3,174.78	454,591.54	2,152.93	1,021.85		
Muscatine North & South	48,610.28	28.67	1,695.47	48,610.28	1,695.47	48,610.28	1,695.47	45,695.66	1,591.75	103.72		
Omaha & St. Louis†												
Tabor & Northern	16,559.89	9.79	1,918.07	18,028.94	1,918.07	18,417.52	2,095.28	11,901.58	1,365.58	741.29		
Union Pacific												
Wabash	506,402.08	218.20	2,588.67	606,332.57	2,771.18	606,332.57	2,771.18	619,096.05	2,829.51	b 58.33		
Willmar & Sioux Falls	246,706.16	76.70	3,216.50	261,339.59	3,407.29	262,888.31	3,427.48	225,937.33	2,945 72	481.76		
Winona & Western§												
Wisconsin, Minn. & Pacific	32,263.45	23.50	1,372.87	34,055.41	1,449.17	34,201.09	1,455.36	22,858.07	972.47	472.89		
NARROW GAUGE ROADS.												
Burlington & Northwestern	102,348.07	52.50	1,949 49	107,460.31	2,046.86	107,460.31	2,046.86	62,188.88	1,845.45	482.47		
Burlington & Western	129,519.61	70.70	1,242.99	136,661.11	1,311.52	134,661.11	1,311.52	128,445.96	1,232.69	366.50		
Total	$46,577,811.68	8,264 06	$ 5,636.24	$49,084,476.57	$ 5,941.86	$49,649,075 98	$ 6,007.52	$38 900,668.90	$4,102.22	$1,907.70		

aEstimated. bDeficit. *New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 55—MILEAGE

TRAFFIC—IOWA—CONTINUED.

RAILROADS.	MILES RUN. BY TRAINS EARNING REVENUE. Passenger trains.	Freight trains.	Mixed trains.	Total.	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.
Ames & College		95,273	7,340	166,833	28,629	2,838	198,300	30	21	9	971,272	1,187,685	557,748	407,449
Atchison, Topeka & Santa Fe	64,220	1,578,186		2,922,775	537,269	180,299	3,590,343	19	15	4				
Burlington, Cedar Rapids & Northern	1,344,589													
Chicago, Burlington & Quincy			17,286	17,286		1,053	18,339	2	1	1	12,974	14,827	5,335	8,896
Chicago, Iowa & Dakota	992,743	1,749,059	64,596	2,806,398	251,922	117,750	3,176,070				12,632,528	13,430,451	4,353,979	4,809,555
Chicago Great Western	2,396,286	4,741,745	264,515	7,402,546			7,402,546							
Chicago, Milwaukee & St. Paul	2,390,670	2,684,993	245,233	5,320,896			5,320,896	21	15	6	19,136,663	24,260,040	11,214,591	6,545,207
Chicago, Rock Island & Pacific	3,101,327	4,665,909	395,748	8,662,984	2,380,914	1,259,368	12,303,206	23	16	7	39,024,366	40,187,921	15,933,548	18,447,022
Chicago & North-Western	199,895	220,355	10,642	430,892	100,591	2,668	534,151							
Chicago, St. Paul, Minn & Omaha	13,596	22,473	11	36,080		2,306	38,386	21	13	8	144,145	140,702	89,233	92,687
Fremont, Elkhorn & Mo. Valley	24,231	19,372	539	44,142	13,580	1,477	58,999	16	11	5	108,481	109,240	52,945	49,786
Sioux City & Pacific¶			13,024	13,024			13,024	4	2	2		26,454		21,126
Colfax Northern														
Crooked Creek					87,360		87,360							
Davenport, Rock Island & Northwestern														
Des Moines, Iowa Falls & Northern*	1,392,476	1,872,704		3,265,180	454,169	76,622	3,795,971	21	15	6	12,722,479	15,209,947	6,834,543	4,081,246
Dubuque & Sioux City†	4,998	5,464		10,462			10,462	2	1	1	4,486	4,154	1,750	1,528
Stacyville Railroad†														
Des Moines Union	533,675	971,385	94,410	1,649,470		157,160	1,806,630	17	13	4	8,133,310	5,686,039	1,071,696	3,174,664
Iowa Central	8,518	7,794	15,078	31,390		3,860	35,250	7	5	2	92,371	23,681	5,929	41,590
Albia & Centerville			26,000	26,000			26,000	4	2	2				
Manchester & Oneida *														
Marshalltown & Dakota	55,416	67,188		122,604	9,565	17,214	149,383				336,875	441,044	185,377	91,052
Mason City & Ft. Dodge	265,719	221,859		487,578		44,322	531,900	17	13	4	1,132,611	1,739,022	628,565	159,204
Minneapolis & St. Louis			40,710	40,710			40,710				72,693	84,559	33,846	22,259
Muscatine North & South														
Omaha & St. Louis†			12,411	12,411			12,411							
Tabor & Northern														
Union Pacific	280,731	205,234		485,965	84,708	46,044	566,712	26	19	7	2,023,550	1,867,892	791,258	780,392
Wabash	48,981	79,964		128,945		9,233	138,178	25	19	6	690,264	889,965	310,316	144,133
Willmar & Sioux Falls														
Winona & Western§	11,321	9,585	149	21,055			21,055				35,834	39,327	15,274	18,087
Wisconsin, Minn. & Pacific														
NARROW GAUGE ROADS.														
Burlington & Northwestern	35,533	12,004		47,537	18,780		66,317							
Burlington & Western	143,177	85,812		228,989	9,390		238,379							
Total	13,878,102	19,316,358	1,207,692	34,332,152	3,976,672	1,872,214	40,181,088				97,274,902	105,297,950	42,130,873	38,890,483

*New line. ¶For period July 1st to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For Period July 1st to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 56—MILEAGE

RAILROADS.	PASSENGER	
	Number of passengers carried earning revenue.	Number of passengers carried one mile.
Ames & College	116,483	.....
Atchison, Topeka & Santa Fe	3,910,941	378,319,100
Burlington, Cedar Rapids & Northern	1,281,075	53,980,127
Chicago, Burlington & Quincy	12,342,431	595,269,993
Chicago, Iowa & Dakota	10,133	110,688
Chicago Great Western	1,716,083	75,768,267
Chicago, Milwaukee & St. Paul	9,158,957	384,944,875
Chicago, Rock Island & Pacific	8,315,825	382,175,630
Chicago & North-Western	18,851,714	553,032,537
Chicago, St. Paul, Minneapolis & Omaha	2,365,641	125,066,717
Fremont, Elkhorn & Missouri Valley	660,524	35,436,446
Sioux City & Pacific ¶	36,917	1,440,593
Colfax Northern	6,153	34,218
Crooked Creek	.....	.....
Davenport, Rock Island & Northwestern	.....	.....
Des Moines, Iowa Falls & Northern*	.....	.....
Dubuque & Sioux City†	996,158	45,873,565
Stacyville Railroad†	3,393	22,446
Des Moines Union	.....	.....
Iowa Central	706,310	20,759,690
Albia & Centerville	21,554	434,198
Manchester & Oneida*	2,060	16,480
Marshalltown & Dakota	.....	.....
Mason City & Ft. Dodge	66,489	1,502,971
Minneapolis & St. Louis	999,038	41,434,831
Muscatine North & South	14,041	210,187
Omaha & St. Louis†	.....	.....
Tabor & Northern	12,621	110,998
Union Pacific	.....	.....
Wabash	5,109,302	322,708,490
Willmar & Sioux Falls	220,097	9,529,807
Winona & Western §	.....	.....
Wisconsin, Minn. & Pacific	212,092	4,115,775
NARROW GAUGE ROADS.		
Burlington & Northwestern	58,875	1,060,614
Burlington & Western	53,680	1,330,648
Total	67,188,082	3,034,685,874

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company.

TRAFFIC—ENTIRE LINE.

TRAFFIC.						
Average distance carried—miles.	Total passenger revenue.	Average amo'nt received from each passenger	Average receipts per passenger per mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.
1.98	$ 5,824.15	.....	.....	$ 5,824.15	.....	.....
97.00	8,352,102.18	$ 2.18557	02.208	10,715,195.23	$ 2,223.22	$ 1.20158
42.13	1,292,513.09	1.00893	02.394	1,567,118.81	1,211.22	1.08117
48.23	12,660,405.92	1.025.6	02.126	15,978,709.55	2,011.45	1.06758
10.92	4,230.31	.41748	03.822	5,105.63	103.40	.29530
44.15	1,551,898.23	.9043	02.05	1,881,601.39	2,024.26	.795
42.08	8,918,966.30	.973·0	02.317	11,871,707.62	1,757.52	1.07307
45.96	8,158,189.42	.9811	02.185	9,448,775.94	2,400.65	1.15585
29.36	11,055,183.60	.58643	01.999	13,137,735.17	2,267.76	.88170
52.87	2,930,242.96	1.23867	02.343	3,398,403.99	2,137.32	1.05009
38.64	911,582.90	1.38009	02.572	1,224,909.53	898.69	1.14884
39.02	33,960.38	.91091	02.357	40,118.49	373.47	1.5205
5.55	1,782.56	.28971	05.209	1,817.18	302.86	.13952
.....	1,054.63	.....	...	1,983.85	112 65	.....
.....	.....	.....	.....	4,682.31	95.63	.....
46.05	1,072,206.32	1.07635	02.337	1,299,779.80	1,778.08	.88455
6.62	611.40	.18019	02.724	1,216.50	153.40	.2434
29.39	464,690.29	.65791	02.238	561,786.10	1,006.01	.69088
20.14	8,005.31	.37141	01.844	9,755.81	399.18	.41345
8.00	4,120.59	.25	03.	4,120.59	515.07	.16
28 60	48,181.47	.72464	03.206	54,035.81	558.79	.97507
44.12	857,251.32	.9129	02.069	1,011,332.48	1,575.68	1.18186
14.96	6,466.13	.4605	03.08	7,285.75	254.12	.1789
8.79	4,113.63	.320	03.708	5,277.68	600.40	.....
63.16	5,780,240.62	1.18182	01.791	7,029,644 06	2,883.37	.914
42.91	265,516.78	1.1955	02.786	318,9 5.66	730.42	.94579
18.34	109,046.52	.51414	02.65	130.646.69	584.02	.6104
19 68	24,713.18	.45871	02.330	29,825.42	568.10	.83939
24.79	29,365.60	.54705	02.207	36 377.76	349.11	.25407
48.02	$ 64,552,465.74	$ .96077	02.125	$ 79,777,011.72	$ 2,013.91	$ 1.11894

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 amo't 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.	Average cost per ton per mile to move freight—cts.	Average number of tons of in train.	Average number of tons of freight in each loaded car.	Average No. of tons of freight in each car—L. C. L.
Ames & College				$ 3,300 10			$ 3,300 10						
Atchison, Topeka & Santa Fe	9,128,574	2,822,905,393	309.00	26,125,797 93	$2.86 197	.926	26,290,617 49	$ 5,454.85	$ 2.26 738		$243.00	$ 14.00	
Burlington, Cedar Rapids & North	2,122,295	328,282,571	154.66	3,845,553.66	1.81 198	1.171	3,845,553.66	2,972.22	2 15.736		184.17	12.23	
Chicago, Burlington & Quincy	16,998,271	3,970,277,901	233 57	35,455,954 99	2.08 586	.893	35,508,770.81	4,471.36	1.97.233		220.52	13.02	
Chicago, Iowa & Dakota	20,282	272,094	13.42	14,110.06	.69.576	5.186	14,205.21	538.08	.82.178		15.74	9.79	
Chicago Great Western	2,753,675	804,613,173	292.19	5,549,808.18	2.01.000	.689	5,549,808.18	5,970.68	1.95.100				
Chicago, Milwaukee & St. Paul	19,885,573	3,990,048,676	200.65	33,516,812.26	1.68.549	.840	33,596,508.70	4,973.70	2.10.427		249.91	13 34	
Chicago, Rock Island & Pacific	8,361,238	1,845,056,970	220.67	19,079,053.20	2.28.185	1.034	19,079,053.20	4,847.41	1.90.331		184.66	11.93	
Chicago & North Western	29,409,718	4,114,553,062	140 00	33,895,071.40	1.15.253	.824	33,970,487.00	5,867.24	2.20.544		207.12	15.55	
Chicago, St. Paul, Minn. & Omaha	5,295,824	852,171,706	160.91	8,243,594.99	1.55.692	.967	8,245,116.46	5,185.51	2.33.700		241.20	14.34	
Fremont, Elkhorn & Mo. Valley	1,515,273	220,695,149	145.64	3,487,050.49	2.30.127	1.590	3,490,039.26	2,500.58	1.76.350		111.52	10.27	
Sioux City & Pacific¶	62,463	2,960,983	43.00	32,965.60	.52.776	1.230	33,724.15	313.95	1.47.867		116.67	10.40	
Colfax Northern	91,398	548,388	6.00	19,940.74	.20.722	3.638	19,940.74	3,323.46	1.53.108		42.12	20.73	2.00
Crooked Creek	39,658			24,531.04	.61.856		24,531.04	1,363.01					
Davenport, Rock Island & N.-W.	16,112	233,875	14.51	2,905.59	.18.034	1.242	2,905.59	59.34					
Des Moines, Iowa Fall & Northern*													
Dubuque & Sioux City†	1,712,607	302,159,630	176.43	2,712,663.73	1.58.394	.898	2,714,851.73	3,718.89	1.97.943		158.53	10.72	
Stacyville Railroad‡	10,887	64,875	6.26	3,448.64	.33.105	5.316	3,448.64	434.89	.63.116		11.87	7.51	
Des Moines Union													
Iowa Central	1,806,971	296,184,406	158 64	1,978,158 43	1.05.955	.668	1,978,158.43	3,542.86	1.45.647		218.07	16.31	
Albia & Centerville	117,656	2,222,923	18.89	25,288.00	.21.468	1.138	25,288.00	1,094.70	1.10.563		97.19	18.96	
Manchester & Oneida*	15,738	125,888	8.00	7,892.88	.50.000	6.250	7,892.88	986.61			20.00	10.00	10.00
Marshalltown & Dakota													
Mason City & Ft. Dodge	242,118	8,026,494	33.15	200,965.86	.83.000	2.506	200,965.86	2,078.24	2.92.109				
Minneapolis & St. Louis	1,940,268	204,515,108	105 41	2,526,762.54	1.30.227	1.235	2,526,762.54	3,993.75	2.16.000		255.77	13.61	
Muscatine North. & South.	86,419	2,479,653	28.68	41,236.53	.47.700	1.660	41,236.53	1,488.81	1.01.290		60.00	15.76	3 00
Omaha & St. Louis†													
Tabor & Northern	13,252	115,485	8.79	12,746.26	.98.184	10.942	12,746.26	1,450.00	1.02.690				
Union Pacific													
Wabash	8,573,608	1,947,404,142	227.01	11,788,541.41	1.37.127	.604	12,028,349.11	4,981.85	1.75.766	.463	284.66	15.01	10.46
Willmar & Sioux Falls	644,693	79,515,216	123.34	1,197,951.83	1.85.682	1.507	1,199,381.71	2,746.23	3.28.641		217.88	14.71	
Winona & Western§													
Wisconsin, Minn. & Pacific	165,220	28,276,790	171.14	341,705.44	2.09.000	1.200	341,705.44	1,527.51	2.46.700		204.00	25.84	
NARROW GAUGE ROADS.													
Burlington & Northwestern	54,608	2,005,824	36.73	77,684.89	1.42.165	3.870	77,684.89	1,478.76	6.46.742				
Burlington & Western	61,071	4,562,382	74.71	100,154.01	1.68.998	2.195	100,154.01	961.17	1.16.713				
Total	111,209,963	21,829,878,787	188.82	$190,287,130.68	$2.20.716	.872	$ 190,928,617.62	$ 5,198.31	$ 1.89.810				

*New line. †For period July 1 to August 9, 1901, from which latter date the Chicago North-Western Railway Company reports operation of this line. ‡For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1, to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ¶Operated under lease by the Illinois Central Railroad Company.

TABLE No. 58.—MILEAGE TRAFFIC—ENTIRE LINE—CONTINUED.

RAILROADS.	PASSENGER AND PASSENGER AND FREIGHT REVENUE			PASSENGER AND FREIGHT TRAFFIC.							
				PASSENGER AND FREIGHT EARNINGS.		GROSS EARNINGS FROM OPERATION.		EXPENSES.		NET EARNINGS FROM OPERATION.	
	Amount.	Miles.	Per mile.	Amount.	Per mile.	Amount.	Per mile.	Amount.	Per mile.	Amount.	Per mile.
Ames & College	$ 9,124.25			$ 9,124.25		$ 9,124.25		$ 6,045.36		$ 3,078.89	$ 1,655.99
Atchison, Topeka & Santa Fe	34,477,840.06	4,819.68	$ 7,153.55	37,005,812.72	$ 7,678.06	37,515,117.82	$ 7,783.74	20,044,203.78	$ 4,158.82	17,470,914.04	3,624.92
Burlington, Cedar Rapids & Northern	5,138,066.75	1,293.83	3,971.20	5,412,672.47	4,183.44	5,421,936.90	4,190.60	3,415,893.92	2,640.14	2,006,042.98	1,550.46
Chicago, Burlington & Quincy	48,116,360.91	7,941.37	6,058.95	51,482,480.36	6,482.98	52,910,918.45	6,662.69	33,271,480.17	4,189.65	19,639,438.28	2,473.16
Chicago, Iowa & Dakota	18,340.37	26.40	694.71	19,310.84	731.47	19,581.15	741.71	15,582.17	590.23	3,998.98	151.48
Chicago Great Western	7,101,706.41	932.01	7,619.77	7,431,409.57	7,973.54	7,544,788.60	8,118.02	5,687,321.59	6,118.60	1,857,467.01	1,999.42
Chicago, Milwaukee & St. Paul	42,435,778.56	6,754.83	6,282.29	45,468,276.32	6,731.22	45,613,124.84	6,752.67	28,796,788.83	4,263.18	16,816,391.01	2,489.54
Chicago, Rock Island & Pacific	27,237,242.02	3,935.93	6,920.15	28,527,829.14	7,248.05	28,683,824.00	7,287.69	17,813,238.18	4,525.80	10,870,586.42	2,761.89
Chicago & North-Western	44,950,855.00	5,733.26	7,750.16	47,108,222.17	8,135.00	47,288,119.62	8,162.61	29,292,050.53	5,056.33	17,995,469.07	3,106.28
Chicago, St. Paul, Minneapolis & Omaha	11,173,827.95	1,590.03	7,027.43	11,648,520.45	7,322.83	11,789,105.22	7,414.39	7,078,968.91	4,452.12	4,710,106.31	2,962.27
Fremont, Elkhorn & Missouri Valley	4,398,632.39	1,932.99	3,227.19	4,714,948.79	3,459.27	4,725,066.32	3,466.69	3,128,679.14	2,295.45	1,596,387.18	1,171.24
Sioux City & Pacific‖	66,925.98	107.42	623.06	73,842.64	687.42	75,700.18	704.71	38,102.63	354.75	37,597.55	350.00
Colfax Northern	21,723.30	6.00	3,620.55	21,837.31	3,639.55	10,959.01	1,826.50	10,878.30	1,813.10		
Crooked Creek	25,535.67	17.61	1,452.91	26,514.80	1,505.67	27,503.64	1,571.81	19,396.70	1,099.92	8,106.94	367.46
Davenport, Rock Island & Northwestern	2,905.59	48.96	59.34	7,587.90	154.98	243,383.48	4,971.12	147,246.71	3,007.48	96,139.77	1,963.63
Des Moines, Iowa Falls & Northern*											
Dubuque & Sioux City†	3,784,870.05	731.00	5,177.66	4,014,691.58	5,491.97	4,299,409.60	5,867.87	3,284,693.55	4,493.43	1,004,716.05	1,374.44
Stacyville Railroad‡	4,060.04	7.98	511.98	4,665.14	588.29	4,712.16	594.22	3,828.41	1,113.29	a 4,116.25	a 519.07
Des Moines Union											
Iowa Central	2,442,848.72	558.43	4,374.49	2,539,944.53	4,548.37	2,545,971.18	4,559.16	2,052,581.43	3,675.63	493,389.75	883.53
Albia & Centerville	33,293.31	24.44	1,362.25	35,048.31	1,433.87	35,116.61	1,436.65	59,954.80	2,453.12	a 24,837.19	a1,016.27
Manchester & Oneida*	12,013.47	8.00	1,501.68	12,013.47	1,501.68	12,013.47	1,501.68	8,614.42	1,076.42	3,399.05	425.26
Marshalltown & Dakota											
Mason City & Ft. Dodge	249,147.33	96.70	2,576.89	255,001.67	2,637.08	255,789.82	2,644.67	140,381.42	1,519.45	108,808.40	1,125.22
Minneapolis & St Louis	3,384,013.86	641.84	5,272.86	3,538,094.97	5,512.43	3,677,028.90	5,728.29	2,048,951.35	3,192.31	1,628,077.55	2,536.58
Muscatine North & South	48,610.28	28.67	1,695.47	48,610.28	1,695.47	48,610.28	1,695.47	45,635.66	1,591.75	2,974.62	103.72
Omaha & St. Louis†											
Tabor & Northern	16,859.89	8.79	1,918.07	18,023.94	2,050.38	18,417.52	2,095.28	11,901.58	1,325.36	6,515.94	741.29
Union Pacific											
Wabash	17,543,782.03	2,047.00	7,195.97	19,053,493.17	7,815.21	19,150,360.74	7,854.95	14,017,424.83	5,749.56	5,132,935.91	2,105.39
Willmar & Sioux Falls	1,463,468.61	453.73	3,350.97	1,518,357.39	4,476.65	1,522,798.80	3,486.82	858,635.87	1,964.67	664,762.98	1,522.15
Winona & Western§											
Wisconsin, Minn. & Pacific	450,751.95	244.45	1,843.90	472,352.13	1,982.30	473,411.25	2,116.28	254,420.79	1,137.33	218,990.46	978.95
NARROW GAUGE ROADS.											
Burlington & Northwestern	102,348.07	52.50	1,949.49	107,460.31	2,046.86	107,460.31	2,046.86	62,183.66	1,845.45	45,276.48	862.47
Burlington & Western	12,519.61	70.70	1,242.99	136,661.11	1,311.52	136,661.11	1,311.52	128,445.96	1,232.69	8,215.15	265.59
Total	$ 254,840,504.03	39,614.50	$ 6,434.02	$ 270,707,743.24	$ 6,883.55	$ 274,166,947.18	$ 6,970.49	$ 171,755,186.70	$ 4,365.39	$ 102,411,711.03	$ 2,585.21

a Deficit. *New line. ‖For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 59.—MILEAGE TRAFFIC—

ENTIRE LINE—CONTINUED.

RAILROADS.	MILES RUN BY TRAINS EARNING REVENUE. Passenger.	Freight.	Mixed.	Total.	MILES RUN BY OTHER TRAINS. Switching	Construction and other.	Grand total train mileage.	Average number of freight cars in trains.	Average number of loaded cars in trains.	Average number of empty cars in trains.	CAR MILEAGE. Loaded freight cars east or north.	Loaded freight cars south or west.	Empty cars north or east.	Empty cars south or west.
Ames & College														
Atchison, Topeka & Santa Fe	7,367,549	10,045,088	1,550,057	18,962,694	3,253,246	511,123	22,727,063	25	17	8	94,607,630	109,865,715	49,451,747	39,274,433
Burlington, Cedar Rapids & Northern	1,519,753	1,782,526		3,302,279	586,056	219,391	4,107,726	19	15	4	a 26,349,419		a 6,859,870	
Chicago, Burlington & Quincy	13,917,489	16,944,726	1,058,725	31,920,940			31,920,940	24	17	7				
Chicago, Iowa & Dakota			17,286	17,286		1,053	18,339	2	1	1	12,974		14,827	5,385
Chicago Great Western	2,289,614	2,766,115	77,867	5,133,696	858,773	242,987	6,235,456				29,188,068		29,114,801	8,910,919
Chicago, Milwaukee & St. Paul	9,974,283	14,876,792	1,089,099	25,940,174	4,953,836	1,882,297	82,776,307	26	19	7	152,143,889		146,967,333	57,194,619
Chicago, Rock Island & Pacific	7,717,779	9,567,181	456,977	17,741,937			17,741,937	22	15	7	66,280,190		88,937,417	42,098,821
Chicago & North-Western	13,595,446	14,038,047	1,304,950	28,998,443	9,743,646	3,558,389	42,300,478	24	17	7	127,845,962		136,708,927	56,958,721
Chicago, St. Paul, Minn. & Omaha	2,786,038	3,032,811	450,252	6,319,101	1,480,447	5 1,931	8,311,479	23	17	6	25,300,224		34,128,351	16,290,467
Fremont, Elkhorn & Mo. Valley	931,249	1,844,080	134,960	2,910,289	527,817	295,243	3,733,349	17	11	6	11,686,684		9,794,109	5,25 978
Sioux City & Pacific¶	24,572	20,994	1,813	47,379	20,662	1,721	69,762	17	11	6	128,880		126,934	63,539
Colfax Northern			13,024	13,024			13,024	4	2	2			26,454	
Crooked Creek														21,126
Davenport, Rock Island & Northwestern					124,800		124,800							
Des Moines, Iowa Falls & Northern*														
Dubuque & Sioux City†	1,469,490	1,968,097		3,437,587	465,052	85,790	3,988,369	20	14	6	12,856,560	15,338,877	6,923,862	4 125,958
Stacyville Railroad†	4,998	5,464		10,462			10,462	2	1	1	4,486	4,154	1,750	1,528
Des Moines Union														
Iowa Central	718,738	1,263,777	94,410	2,076,925		160,370	2,237,295	17	13	4	10,515,357	7,645,535	1,508,702	3,945,532
Albia & Centerville	8,518	7,794	15,078	31,390		3,880	35,250	7	5	2	92,371	28,681	5,929	41,590
Manchester & Oneida*			26,000	26,000			26,000	4	2	2				
Marshalltown & Dakota														
Mason City & Ft. Dodge	55,416	67,188		122,604	9,565	17,214	149,383				336,875	441,044	185,377	91,052
Minneapolis & St. Louis	896,510	799,593		1,696,103		99,952	1,793,055	23	19	4	6,851,945	8,178,983	2,189,884	874,072
Muscatine North & South			40,710	40,710			40,710				72,693	84,559	33,846	22,259
Omaha & St. Louis†														
Tabor & Northern			12,411	12,411			12,411							
Union Pacific														
Wabash	7,691,050	6,841,121		14,532,171	2,823,421	1,534,810	18,890.402	26	19	7	67,451,670	62,283,080	26,875,268	24,846,402
Willmar & Sioux Falls	275,570	303,235	61,711	640,516		31,152	671,668	19	15	4	2,477,909	2,925,957	1,108,755	590,112
Winona & Western§						673	336,211	11	9	2	515,824	590,917	215,453	169,914
Wisconsin, Minn. & Pacific	197,027	121,526	16,985	335,538										
NARROW GAUGE ROADS.														
Burlington & Northwestern	35,533	12,004		47,537	18,780		66,317							
Burlington & Western	143,177	85,812		228,989	9,390		238,379							
Total	71,616,739	86,503,971	6,422,315	164,543,125	24,875,491	9,157,956	198,576,572				634,720,560	652,616,655	281,584,792	233,405,712

a Including south or west.

* New Line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. † Operated under lease by the Illinois Central Railroad Company.

TABLE No. 60—TON-

RAILROADS.	PRODUCTS OF					
	Grain.	Flour.	Other mill products.	Hay.	Tobacco.	Fruit and vegetables.
Ames & College						
Atchison, Topeka & Santa Fe	521,373	109,164	15,382	41,753	...	28,175
Burlington, Cedar Rapids & Northern						
Chicago, Burlington & Quincy	4,530	65	40	49	1	68
Chicago, Iowa & Dakota						
Chicago Great Western	596,169	31,292	57,512	33,587	116	9,980
Chicago, Milwaukee & St. Paul *f*						
Chicago, Rock Island & Pacific	1,140,[illegible]83	35,567	63,730	34,360	18	*d* 55,622
Chicago & North-Western	65,285	5,425	17,780	6,693	....	4,852
Chicago, St. Paul, Minn. & Omaha						*d* 7,145
Fremont, Elkhorn & Missouri Valley						*d* 800
Sioux City & Pacific¶	10,206	369	378	720		18
Colfax Northern	552	39	331	55	5	30
Crooked Creek	7,567	13			..	18
Davenport, Rock Island & Northwestern	12	65	152	17	....	
Des Moines, Iowa Falls & Northern*						
Dubuque & Sioux City†	309,331	59,175	35,816	11,347	8	51,086
Stacyville Railroad†	5,118	48	150	.		136
Des Moines Union						
Iowa Central	245,155	60,211	21,876	6,219	..	19,878
Albia & Centerville	727	764	92	1,043		476
Manchester & Oneida*	740	900	1,130	155	....	322
Marshalltown & Dakota	8,143					
Mason City & Ft. Dodge	63,765	792	222	30	....	*d* 840
Minneapolis & St. Louis	164,525	19,428	9,892	7,860		13,061
Muscatine, North & South	3,215	759	15,082	175	....	2,470
Omaha & St. Louis†						
Tabor & Northern						
Union Pacific						
Wabash	32,300	4,323	6,712	4,286	102	5,213
Willmar & Sioux Falls						
Winona & Western§						
Wisconsin, Minn. & Pacific	3,140	1,705	190	.	....	420
NARROW GAUGE ROADS.						
Burlington & Northwestern						
Burlington & Western						
Total	3,182,376	330,104	246,457	148,299	250	200,600

a Includes eggs. *b* Other agricultural products. *c* Dairy products. *d* Includes grass seed and broom corn. *e* Cotton. *f* Waybilled from Iowa stations. *New Line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company.

NAGE—IOWA.

AGRICULTURE.					PRODUCTS OF ANIMALS.						
Grass seed.	Broom corn.	Butter.	Eggs.	Cheese.	Live stock.	Dressed Meats.	Other packing house products.	Poultry, game and fish.	Wool.	Hides and leather.	Milk
14,898		*a* 21,248			190,881		12,107				
		115	214		2,273	1	1	57			
	b 3,808		10,246		328,114	2,659	51,147	4,430	9,409	2,503	*c* 11,848
		7,215	8,378		368,317	59,050	33,033	6,248	6,059	5,178	
					57,825	8,028	2,412	280	143	483	
			24		832	37	315	7			
		15			5,167	2,902	1,099	9		152	
					2,536						
			5		497			10			
					1	17					
		6,467			167,629		71,949	5,781	3,251	1,687	
					1,141						
					81,424	890	19,785	3,031	574	725	
					770	10	78	153	17		
70		521	47		2,290			17	90	59	
					1,762						
		c 471			9,906		594	21			
					23,410	10,194	3,804		10	112	
					1,091	104	67	13		88	
	e 1,479				10,205	3,408	5,589			268	1,786
						332	430		10	60	
14,968	5,287	36,052	18,914		1,255,071	87,627	202,410	20,057	19,881	12,778	11,848

TABLE No. 61

RAILROADS.	PRODUCTS OF MINES.					
	Anthracite Coal.	Bituminous Coal.	Coke	Ores.	Stone, sand and other like articles.	Salt.
Ames & College						
Atchison, Topeka & Santa Fe.						
Burlington, Cedar Rapids & Nor.	53,370	237,778			86,347	
Chicago, Burlington & Quincy						
Chicago, Iowa & Dakota	435	3,355			307	124
Chicago Great Western						
Chicago, Milwaukee & St. Paul e	576	324,297	1,016	3,530	93,905	4,845
Chicago, Rock Island & Pacific						
Chicago & North-Western	7,955	796,750	4,372	440	109,514	18,224
Chicago, St. Paul, Minn. & O.	1,399	18,896	151	176	1,207	
Fremont, Elkhorn & Mo. Valley	1,335	3,440			50	300
Sioux City & Pacific ¶	291	9,193		305	152	113
Colfax Northern	36	84,88				
Crooked Creek	212	12,322			117	52
Davenport, Rock Island & N.-W.		8,434	8		176	
Des Moines, Iowa Falls & Nor. *						
Dubuque & Sioux City †	35,408	176,494	1,430	2,936	56,372	18,794
Stacyville Railroad †	340	1,155				
Des Moines Union						
Iowa Central	22,960	720,924	21,557	118	43,330	
Albia & Centerville	223	102,883	138		2,346	
Manchester & Oneida*	982	3,500		1,150	200	
Marshalltown & Dakota		90,064				
Mason City & Ft. Dodge	4,647	66,759			5,646	456
Minneapolis & St. Louis	5,364	63,864		53	9,128	
Muscatine North & South	2,594	9,879			386	
Omaha & St. Louis †						
Tabor & Northern						
Union Pacific						
Wabash	7,771	65,925	869	857	5,854	
Willmar & Sioux Falls						
Winona & Western §						
Wisconsin, Minn. & Pacific		d 2,359				
NARROW GAUGE ROADS.						
Burlington & Northwestern						
Burlington & Western						
Total	145,298	2,808,154	29,541	9,615	414,597	37,908

* New line. ¶ For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. † For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. § For period July 1 to September 11, 1901 from which latter date the Chicago Great Western reports operation of this line. ‡ Operated under lease by the Illinois Central Railroad Company. *a* Includes other iron and steel. *b* Includes telegraph poles etc. *c* Includes brick. *d* Includes anthracite. *e* Way-billed from Iowa stations.

TONNAGE—IOWA—CONTINUED.

PRODUCTS OF FORESTS.			MANUFACTURES.						
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 steel metal.	Cement and Lime.
235,693									49,989
1,835		434		46	16	128		8	2	178
84,708		44,729		5,687		a 9,796		5,354	2,588	22,185
203,737		b 22,611		12,145	6,911	14,524	11,897	8,446	3,766	23,630
4,961				4,114	1,792	15	407	619		11,509
354		b 6,626		292				22		30
5,278		b 435		282	452			90		312
719		739		44	78	106		15	3	c 306
965		174						91		33
336		32	30		134			37	17	20
175,035		11,212		16,497	32,097	847	15,329	21,151	25,821	72,389
721					5			95	89	98
121,289				16,042	7,244	6,234	3,137	5,154	3,524	c 33,799
2,760				66	63	390		86	29	c 1,450
1,370										302
15,021		759		381	195		498	366		c 55 533
188,154		566		2,788	2,105	22	2,166	1,255	1,664	c 58,956
28,460				854	2,252	698		241		c 3,092
16,299		5,529		2,506	1,355	1,354	3,140	3,595		c 6,688
1,055				218						c 1,278
1,341,810		93,846	30	61,457	54,729	84,114	86,574	46,620	86,998	342,259

9 r c

TABLE No. 62—TONNAGE—

IOWA—CONTINUED.

RAILROADS.	MANUFACTURES—			CONTINUED.			OTHER.					
	Brick.	Tile.	Agricultural implements.	Wagons, carriages, tools, etc.	Wines, liquors and beers.	Household goods and furniture.	Ice.	Merchandise.	Miscellaneous.	Grand total—Iowa.	Originating on own road.	From other roads.
Ames & College												
Atchison, Topeka & Santa Fe			42,120	40,122		33,338	5,942	110,428	176,983	2,027,001	982,322	1,044,679
Burlington, Cedar Rapids & Northern				186	4	487	195	1,119	45	20,282	12,356	7,926
Chicago, Iowa & Dakota	152	3,625	202	4,080	9,953	27,722	17,679	203,987		2,149,575		
Chicago Great Western				14,550	9,352	49,070	15,823	194,653	80,503	3,465,919	2,929,123	536,796
Chicago, Milwaukee & St. Paul	80,898		9,225	842	1,795	6,432		50,023	39,042	309,882	192,241	111,141
Chicago, Rock Island & Pacific				448	251	806		2,977	475	25,806	15,602	10,204
Chicago & North-Western	47,123	26,284	15,841	622	131	313	85	4,962	704	50,114	22,475	27,639
Chicago, St. Paul, Minn. & Omaha			1,796	42		127		513	251	91,398	87,657	3,741
Fremont, Elkhorn & Mo. Valley		15	525		14	90		582	10,445	39,688	37,292	2,396
Sioux City & Pacific‖	3,207	38	1,771	64	111	19		687	660	11,584	10,701	883
Colfax Northern			10									
Crooked Creek	2,097	4,385	67	8,841	8,832	6,795	3,709	148,776	130,242	1,710,385	823,644	886,741
Davenport, Rock Island & Northwestern	349		128	21		64		986	290	10,397	6,666	3,721
Des Moines, Iowa Falls & Northern*												
Dubuque & Sioux City†		8,319	9,512	3,445	6,262	5,213		49,896	86,745	1,630,799	816,238	814,561
Stacyville Railroad			10	48	2	302		993	1,714	117,656	54,407	63,249
Des Moines Union				29		300	480	4,800	1,171	20,786	5,688	15,098
Iowa Central			6,256					1,028		100,999	99,971	1,028
Albia & Centerville			35	813	2,643	698		6,997	3,975	242,118		
Manchester & Oneida*	38	31	92	484	1,415	693		30,901	17,165	585,728	279,328	206,400
Marshalltown & Dakota				41	18	112		9,646	5,466	86,419	58,069	30,350
Mason City & Ft. Dodge			1,005									
Minneapolis & St. Louis			1,599									
Muscatine North & South			91	428	2,356	882		16,921	38,480	297,858		
Omaha & St. Louis†												
Tabor & Northern												
Union Pacific				1,050	2,561					14,870		
Wabash			1,478									
Willmar & Sioux Falls												
Winona & Western§												
Wisconsin, Minn. & Pacific			72									
NARROW GAUGE ROADS.												
Burlington Northwestern												
Burlington & Western												
Total	113,864	42,647	91,885	75,696	45,720	134,368	43,364	899,585	533,726	12,962,174	6,431,750	3,896,508

*New line. ‖For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. a Waybilled from Iowa.

TABLE No. 63—TONNAGE—

ENTIRE LINE.

RAILROADS.	PRODUCTS OF AGRICULTURE.							
	Grain.	Flour.	Other mill stuff.	Hay.	Tobacco.	Fruit and vegetable.	Grass seed.	Cotton.
Ames & College								
Atchison, Topeka & Santa Fe	1,389,204	287,704	101,468	119,916	4,859	408,008		15,940
Burlington, Cedar Rapids & Northern	566,013	109,955	15,654	42,641		28,507	17,443	
Chicago, Burlington & Quincy								
Chicago, Iowa & Dakota	4,530	65	40	49	1	63		
Chicago Great Western	525,412	285,075	88,726	24,110		72,887		3,050
Chicago, Milwaukee & St. Paul	3,250,050	695,724	369,128	117,439	35,008	224,279	c 121,498	d 118,040
Chicago, Rock Island & Pacific	1,443,632	204,702	190,436	69,504		155,212	17,216	18,801
Chicago & North-Western	2,935,374	856,215	252,708	171,856	12,750	f 430,266		
Chicago, St. Paul, Minneapolis & Omaha	1,124,735	270,046	198,490	70,113	121	118,578		241
Fremont, Elkhorn & Missouri Valley	430,322	21,501	6,919	85,327	1	f 31,560		
Sioux City & Pacific ¶	12,720	437	396	733		f 800		
Colfax Northern	552	89	381	55	5	13		
Crooked Creek	7,567	13		24		80		
Davenport, Rock Island & Northwestern	17	91	212			28		
Des Moines, Iowa Falls & Northern*				11,347	8	51,086		
Dubuque & Sioux City‡	309,355	59,175	35,816			196		
Stacyville Railroad ‡	5,118	48	150					
Des Moines Union				8,996		14,392		
Iowa Central	276,327	82,124	21,638	1,043		476		
Albia & Centerville	727	764	92	155		322	70	
Manchester & Oneida*	740	900	1,130					
Marshalltown & Dakota	8,143			30		f 840		
Mason City & Ft Dodge	63,765	792	222	10,130		58,168		
Minneapolis & St. Louis	507,882	248,276	46,104	175		2,470		689
Muscatine North & South	3,215	759	15,082					
Omaha & St. Louis†								
Tabor & Northern								
Union Pacific								
Wabash	1,076,976	144,074	228,727	141,200	3,412	173,759		49,314
Willmar & Sioux Falls	242,138	14,021	5,556	7,035		8,064		10,510
Winona & Western §								
Wisconsin, Minn. & Pacific	31,464	17,002	1,911	1,435		4,146		180
NARROW GAUGE ROADS.								
Burlington & Northwestern								
Burlington & Western								
Total	14,215,678	2,749,582	1,510,924	893,844	55,755	1,774,173	156,227	216,765

RAILROADS.	PRODUCTS OF AGRICULTURE.			
	Butter.	Eggs.	Cheese.	
Ames & College				
Atchison, Topeka & Santa Fe				
Burlington, Cedar Rapids & Northern	h 21,631			
Chicago, Burlington & Quincy				
Chicago, Iowa & Dakota	115	214		
Chicago Great Western	b 24,958			
Chicago, Milwaukee & St. Paul		36,290	e 67,180	
Chicago, Rock Island & Pacific				
Chicago & North-Western	g 194,698	17,695		
Chicago, St. Paul, Minneapolis & Omaha	g 1,549	1,160		
Fremont, Elkhorn & Missouri Valley	g 111			
Sioux City & Pacific ¶				
Colfax Northern		5		
Crooked Creek				
Davenport, Rock Island & Northwestern				
Des Moines, Iowa Falls & Northern*				
Dubuque & Sioux City‡	6,497			
Stacyville Railroad ‡				
Des Moines Union				
Iowa Central				
Albia & Centerville	521	47		
Manchester & Oneida*				
Marshalltown & Dakota				
Mason City & Ft Dodge	b 471			
Minneapolis & St. Louis				
Muscatine North & South				
Omaha & St. Louis†				
Tabor & Northern				
Union Pacific				
Wabash				
Willmar & Sioux Falls	1,328			
Winona & Western §				
Wisconsin, Minn. & Pacific				
NARROW GAUGE ROADS.				
Burlington & Northwestern				
Burlington & Western				
Total	251,844	55,411	67,180	

b Includes eggs and cheese. *c* Flax. *d* Other agricultural products. *e* Dairy products. *f* Includes grass seeds and broom corn. *g* Includes cheese. *h* Includes eggs. ‡ Includes milk and cheese. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. Operated under lease by the Illinois Central Railroad Company.

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.	773,545	96,742	51,482	34,130	15,653	12,528	42,786	1,942,019	255,421	367,084	652,537	
Burlington, Cedar Rapids & Northern.	193,014		12,107				55,970	243,428			90,841	
Chicago, Burlington & Quincy												
Chicago, Iowa & Dakota.	2,273	1	1	57			485	3,355			307	124
Chicago Great Western	152,391	56,141	74,398	4,672	1,781	10,127		a 403,505		10,743	116,406	
Chicago, Milwaukee & St. Paul.	917,273	118,528	136,819	18,094	18,884	47,114	616,290	1,706,289	240,320	1,170,961	663,199	91,022
Chicago, Rock Island & Pacific	711,083	83,324	94,792	19,598	5,767	21,366	187,994	1,327,914	10,767	98,657	389,546	68,813
Chicago & North-Western	964,180	185,425	165,218	38,023	18,721	96,018	727,320	3,266,589	256,636	7,507,338	872,656	109,405
Chicago, St. Paul, Minneapolis & Omaha.	271,350	20,411	9,783	16,517	4,308	5,009	158,981	405,915	24,982	38,388	157,378	
Fremont, Elkhorn & Missouri Valley.	254,291	55	4,824	245	6,174	604	21,637	164,655	5,815	82,918	25,095	10,053
Sioux City & Pacific¶	8,452	2,902	1,175	9		152	2,680	10,271	5	305	358	169
Colfax Northern.	2,536						96	84,881				
Crooked Creek.	497			10			212	12,322			117	52
Davenport, Rock Island & Northwestern	2	24						11,714	12		245	
Des Moines, Iowa Falls & Northern*												
Dubuque & Sioux City†	167,629		71,949	5,781	3,251	1,637	35,408	176,704	1,430	2,986	57,744	18,794
Stacyville Railroad†	1,141						340	1,155				
Des Moines Union												
Iowa Central.	101,226	3,017	22,606	2,420	295	1,089	18,468	790,433	26,216	105	40,698	
Albia & Centerville	770	10	78	153	17		223	102,883	188		2,846	
Manchester & Oneida*	2,290			17	90	59	982	3,500		1,150	200	
Marshalltown & Dakota.	1,762							90,066				
Mason City & Ft. Dodge	9,906		594	21			4,647	66,759			5,646	456
Minneapolis & St. Louis.	46,310	15,072	6,638		234	765	25,229	132,088	788	190	20,562	
Muscatine North & South.	1,091	104	67	13		83	2,594	9,879			886	
Omaha & St. Louis†												
Tabor & Northern												
Union Pacific.	340,151	113,424	186,288		8,926	59,516	259,039	2,197,500	28,961	28,568	178,490	
Wabash.	49,783	643	593	99	103	b 4,115	21,027	45,316	229	4,724	26,550	2,80
Willmar & Sioux Falls												
Winona & Western§	9,132	3,327	4,347	287	101	595		c 21,708			7,630	
Wisconsin, Minn. & Pacific.												
NARROW GAUGE ROADS.												
Burlington & Northwestern.												
Burlington & Western.												
Total	4,982,078	708,150	843,759	140,146	84,305	260,727	2,182,298	13,220,798	851,720	9,314,117	8,258,982	301,191

a Includes anthracite coal. b This includes 3,482 tons marked "Other Products of Animals." c Including anthracite coal and coke. *New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 65—TONNAGE—

ENTIRE LINE—CONTINUED.

RAILROADS.	PRODUCTS OF FOREST		MANUFACTURES.							
	Lumber.	Ties, logs, cordwood 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.	Brick
Ames & College	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison, Topeka & Santa Fe.	565,479	.....	.....	105,067	69,370	23,575	85,816	189,058	87,271	a 387,977	.....
Burlington, Cedar Rapids & Northern	255,680	.....	.....	.....	.....	.....	.....	.....	.....	46,878	.....
Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Iowa & Dakota	1,835	434	.....	46	16	128	.....	3	2	178	152
Chicago Great Western	174,318	84,712	.....	55,987	24,896	25,126	5,760	27,421	6,112	a 75,900	.....
Chicago, Milwaukee & St. Paul.	1,918,549	1,769,604	.....	196,669	5,137	240,012	156,918	182,817	115,133	a 546,951	.....
Chicago, Rock Island & Pacific	584,481	178,154	.....	85,822	88,836	72,303	51,784	61,923	167,866	b 467,611	.....
Chicago & North-Western.	2,272,184	1,740,911	.....	213,920	159,544	420,515	199,886	343,728	499,241	232,293	824,541
Chicago, St. Paul, Minn. & Omaha	855,175	.....	.....	24,502	31,164	22,771	20,336	29,783	5,471	114,676	.....
Fremont, Elkhorn & Missouri Valley.	114,031	22,803	.....	4,771	5,357	1,978	5,986	4,289	1,108	9,734	19,552
Sioux City & Pacific¶	5,701	483	.....	319	532	9	.....	163	.....	342	3,244
Colfax Northern	719	739	.....	44	78	106	.....	15	3	a 303	.....
Crooked Creek	965	174	.....	.....	.....	.....	.....	91	.....	33	2,097
Davenport, Rock Island & Northwestern.	551	47	45	.....	191	.....	.....	53	22	28	484
Des Moines, Iowa Falls & Northern*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City†	175,073	11,212	.....	16,497	32,097	847	15,329	21,151	25,321	78,166	.....
Stacyville Railroad†	721	.....	.....	.....	5	.....	.....	95	89	98	.....
Des Moines Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central	128,555	.....	.....	17,629	6,998	12,412	1,457	9,388	5,277	a 40,263	.....
Albia & Centerville	2,760	.....	.....	66	63	390	.....	86	29	a 1,450	.....
Manchester & Oneida*	1,370	.....	.....	.....	.....	.....	.....	.....	.....	302	88
Marshalltown & Dakota.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge.	15,021	759	.....	381	195	.....	498	366	.....	a 55,538	.....
Minneapolis & St. Louis.	333,908	44,120	.....	11,860	5,811	2,487	3,106	7,237	8,117	a 114,209	.....
Muscatine North & South.	28,460	.....	.....	354	2,282	698	.....	241	.....	a 8,092	.....
Omaha & St. Louis†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	543,301	184,302	.....	83,580	45,160	45,150	104,681	119,846	.....	a 222,758	.....
Willmar & Sioux Falls.	84,334	29,776	.....	2,481	.....	2,503	76	3,298	358	6,258	8,892
Winona & Western§	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minn. & Pacific	10,470	5,100	.....	3,209	1,450	1,500	330	1,699	359	a 4,610	.....
NARROW GAUGE ROADS.			.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Northwestern.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Western.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	8,078,641	4,078,330	45	828,154	479,182	872,490	651,863	1,002,541	921,779	2,404,693	859,000

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1, to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. †Operated under lease by the Illinois Central Railroad Company.

a Including brick. b Including brick and tile.

TABLE No. 66—TONNAGE—

RAILROADS.	MANUFACTURES CONTINUED.				
	Tile.	Agricultural implements.	Wagons, carriages, tools, etc.	Wine, liquors and beers.	Household goods and furniture
Ames & College					
Atchison, Topeka & Santa Fe		39,616	48,102	56,048	90,180
Burlington, Cedar Rapids & Northern		42,616	40,333		85,498
Chicago, Burlington & Quincy					
Chicago, Iowa & Dakota	8,625	202	186	4	487
Chicago Great Western		9,437	11,783	8,799	17,129
Chicago, Milwaukee & St Paul		211,968	78,812	545,576	114,266
Chicago, Rock Island & Pacific		80,157	32,043	71,636	93,396
Chicago & North-Western	50,817	230,818	362,902	239,822	227,634
Chicago, St. Paul, Minn. & Omaha		46,006	18,201	25,775	56,917
Fremont, Elkhorn & Mo. Valley	435	9,491	6,248	9,560	14,474
Sioux City & Pacific¶	38	1,847	658	283	389
Colfax Northern		10	42		127
Crooked Creek	4,395	67		14	30
Davenport, Rock Island & N.-W		178	90	155	28
Des Moines, Iowa Falls & Northern*					
Dubuque & Sioux City†	8,319	9,512	8,841	8,832	6,795
Stacyville Railroad†		10	21		64
Des Moines Union					
Iowa Central		9,094	4,940	7,569	12,806
Albia & Centerville		33	48	2	302
Manchester & Oneida*	31	92	99		300
Marshalltown & Dakota					
Mason City & Ft. Dodge		1,008	818	2,643	693
Minneapolis & St. Louis		21,950	4,354	12,096	2,622
Muscatine North & South		91	41	18	112
Omaha & St. Louis†					
Tabor & Northern					
Union Pacific					
Wabash		49,288	14,592	78,532	28,379
Willmar & Sioux Falls		4,829	1,195	3,272	1,964
Winona Western§					
Wisconsin Minn. & Pacific		555	720	520	1,006
NARROW GAUGE ROADS.					
Burlington & Northwestern					
Burlington & Western					
Total	67,660	708,837	625,129	1,071,226	705,617

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

ENTIRE LINE—CONTINUED.

OTHER ITEMS.			Total tonnage.	Originating on own road.	Received from other lines.
Ice.	Merchandise.	Miscellaneous.			
	466,215	399,189	9,128,574	6,716,007	2,412,567
6,572	113,760	183,754	2,122,206	1,229,079	893,216
195	1,119	45	20,232	13,356	7,026
	173,985	247,878	2,758,675		
422,259	1,499,527	1,106,824	19,885,570	17,554,317	2,331,256
	604,415	571,747	8,361,228		
675,686	1,978,522	957,496	29,409,718	25,412,773	3,996,945
	421,274	784,477	5 296,824	4,014,745	1,281,079
4,496	115,418	10,910	1,515,253	1,191,879	323,394
86	5,512	1,157	62,463	26,109	36,354
	518	251	91,398	87,627	3 741
	582	10,445	39,658	37,262	2,396
	956	917	16,112	14,861	1,251
3,709	149,077	130,242	1,712,607	866,702	845,905
	966	230	10,387	9,666	3,731
	59,005	141,976	1,990,971	1,137,172	729,799
	993	1,714	117,656	54,407	62,249
430	4,900	1,171	20,736	5,638	15,098
	1,028		100,999	99,971	1,028
	6,627	3,275	242,118		
	159,578	89,728	1,940,289	1,890,200	580,089
	9,646	5,466	93,419	56,089	30,330
	564,048	1,282,016	8,979,008		
	20,184	81,196	644,6 8		
	10,528	19,762	185,020		
913,460	6,358,836	5,981,601	94,188,540	59,883,929	13 589,398

TABLE No. 67—CONSUMPTION OF

RAILROADS.	BITUMINOUS COAL.	
	Tons.	Average cost.
Ames & College		
Atchison, Topeka & Santa Fe	13,274.00	$ 1.43
Burlington, Cedar Rapids & Northern	185,175.00	1.90
Chicago, Burlington & Quincy		
Chicago, Iowa & Dakota	586.00	
Chicago Great Western		
Chicago, Milwaukee & St. Paul		
Chicago, Rock Island & Pacific	299,083.00	1.71
Chicago & North Western	614,112.00	1.71
Chicago, St. Paul, Minneapolis & Omaha	27,935.00	2.64
Fremont, Elkhorn & Missouri Valley	2,484.55	2.44
Sioux City & Pacific ¶	1,922.53	2.36
Colfax Northern	1,000.00	1.55
Crooked Creek	1,370.92	1.75
Davenport, Rock Island & Northwestern	4,360.00	1.52
Des Moines, Iowa Falls & Northern*		
Dubuque & Sioux City†	229,052.00	1.18
Stacyville Railroad†	5,040.00	1.18
Des Moines Union	3,920.00	1.68
Iowa Central	125,708.00	1.83
Albia & Centerville		
Manchester & Oneida*		
Marshalltown & Dakota		
Mason City & Ft. Dodge	10,095.00	2.15
Minneapolis & St. Louis	34,784.00	2.14
Muscatine North & South	2,982.00	1.60
Omaha & St. Louis†		
Tabor & Northern	580.00	2.65
Union Pacific		
Wabash		
Willmar & Sioux Falls		
Winona & Western §	353.78	
Wisconsin, Minn. & Pacific	1,511.00	1.85
NARROW GAUGE ROADS.		
Burlington & Northwestern	2,006.00	1.61
Burlington & Western	8,930.00	1.61
Total	1,576,264.78	...

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

FUEL BY LOCOMOTIVES—IOWA.

WOOD.				TOTAL FUEL CONSUMED.			
HARD.		SOFT.					
Cords.	Average cost.	Cords.	Average cost.	Tons.	Average price at distributing point.	Miles run.	Average pounds consumed per mile.
237.00	$ 1.86			13,431.28		223,594	120.14
				185,175.00	$ 1.90	3,602,043	100.81
				586.00		22,175	52.85
1,319.00	2.40			299,982.00		6,263,965	95.78
1,693.00	2 63	3,395.00	$ 2.63	616,938.00		12,335.477	100.03
		473.00	1.31	28,171.00	2 64	564,512	99.88
		51.69	3.32	2,510.40		49,548	101.33
		52.66	3.00	1,948.88		50,018	77.96
		25.00		1,025.00		18,024	157.41
				1,3 0.92		16,000	171.37
30.00		30.00		4,395,00		87,880	100.62
1,475.00	1.80			230,527.00		3,795,971	
21.00	1.80			5 061.00		10,462	
				3,920.00			
		620.00		126,018.00	2.04	2,482,123	101.54
51.00	2.12			10,129.00		244,850	85.00
		128 00	1.92	34,847.00		640,275	108.75
		53.00	1.40	3,003.00		72,010	83.00
				580.00	2.65	12,475	92.00
		1 08		354 86		5 922	
		15.00	2.09	1,518.50	1.87		79.51
				2,006.00	1.61		60.49
				8,930.00	1.61	238 379	74.99
4,856.00	....	4,842.48	..	1,846,845.82	.....	30,820,188	.. ..

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

RAILROADS.	MISSISSIPPI RIVER.		MISSOURI RIVER.			
	Location of bridge.	East bound.	Location of bridge.	East bound.	West bound.	Total.
Ames & College						
Atchison, Topeka & Santa Fe	Ft. Madison	655,924				
Burlington, Cedar Rapids & Northern						
Chicago, Burlington & Quincy	Burlington	1,150,999				
Chicago, Iowa & Dakota						
Chicago Great Western						
Chicago, Milwaukee & St. Paul	Sabula	1,499,123				
	North McGregor	220,190				
Chicago, Rock Island & Pacific	Davenport	1,707,646				
Chicago & North-Western	Clinton	2,040,508				
Chicago, St. Paul, Minneapolis & Omaha						
Fremont, Elkhorn & Missouri Valley						
Sioux City & Pacific¶						
Colfax Northern						
Crooked Creek						
Davenport, Rock Island & Northwestern						
Des Moines, Iowa Falls & Northern*						
Dubuque & Sioux City‡	Dubuque	582,579				
Stacyville Railroad‡						
Des Moines Union						
Iowa Central	Keithsburg	396,372				
Albia & Centerville						
Manchester & Oneida*						
Marshalltown & Dakota						
Mason City & Ft. Dodge						
Minneapolis & St. Louis						
Muscatine North & South						
Omaha & St. Louis†						
Tabor & Northern						
Union Pacific			Council Bluffs	558,556	539,916	1,098,472
Wabash						
Willmar & Sioux Falls						
Winona & Western§						
NARROW GAUGE ROADS.						
Burlington & Northwestern						
Burlington & Western						
Total		8,943,861		1,909,643	1,941,202	2,650,845

RIVER.		MISSOURI RIVER.			
West bound.	Total.	Location of bridge.	East bound.	West bound.	Total.
695,767	1,351,691				
1,189,234	2,540,233				
1,832,249	3,331,372	Council Bluffs	226,094	267,735	493,829
183,292	403,482				
1,107,864	2,905,530				
1,389,204	3,429,712				
		Sioux City	184,325	253,500	437,825
		Blair	277,443	177,385	454,828
		Blair	9,286	7,276	16,562
1,567,422	1,150,001	Council Bluffs	58,934	95,390	154,324
997,734	794,156				

*New line ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company.

TABLE No. 69—

ACCIDENTS.

RAILROADS.	KILLED.											INJURED.															
				CAUSE OF											DEATH.					CAUSE OF INJURY.								
	Passengers.	Employes.	Others.	Derailment.	Collision.	Caught in frog of switch.	Coupling cars.	Falling from train.	Getting on or off trains.	Highway crossings.	Miscellaneous.	Passengers.	Employes.	Others.	Over and obstructions.	Stealing ride.	While intoxicated.	Trespassers on track.	Derailment.	Collision.	Caught in frog of switch.	Coupling cars.	Falling from train.	Getting on or off trains.	Highway crossings.	Miscellaneous.	Overhead obstructions.	Stealing ride.	While intoxicated.	Trespassers on track.
Ames & College	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
Atchison, Topeka & Santa Fe	...	...	1	...	...	...	...	...	...	...	...	...	59	...	...	...	...	...	...	1	...	...	2	...	50	...	...	...	...
Burlington, Cedar Rapids & Nor	22	22	10	...	...	...	...	...	...	4	3	2	67	14	2	...	...	4	8	...	1	7	18	4	33	...	1	7	...
Chicago, Burlington & Quincy	2	9	9	1	1	...	1	1	2	...	7	8	10	2	1	1	...	6	1	...	...	1	1	1	9	...	...	...	...
Chicago, Iowa & Dakota	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chicago Great Western	2	6	3	1	1	...	1	2	...	1	4	9	68	7	3	22	...	2	5	7	3	1	88	...	...	...	...	...	3
Chicago, Milwaukee & St. Paul	...	9	23	...	1	...	1	2	...	7	5	23	152	38	1	15	...	...	8	25	17	15	110	2	...	...	...	...	20
Chicago, Rock Island & Pacific	...	8	18	...	...	1	1	1	2	1	8	17	6	5	6	13	...	1	...	...	6	...	2	...	...	...	...	...	...
Chicago & North-Western	1	7	35	1	1	...	...	...	5	2	9	30	296	40	12	19	...	14	38	54	8	154	1	...	1	10			
Chicago, St. Paul, Minn. & Omaha	1	...	3	2	...	...	...	...	...	...	1	...	2	8	5	...	...	...	...	...	...	...	2	...	...	1			
Fremont, Elkhorn & Mo. Valley	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	4	...	...	...			
Sioux City & Pacific¶	...	1	...	...	...	...	...	...	...	...	1	...	2	1	...	...	...	...	...	...	...	...	2	...	...	...			
Colfax Northern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...			
Crooked Creek	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Davenport, Rock Island & N-W	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Des Moines, Iowa Falls & Northern*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Dubuque & Sioux City†	...	9	11	...	8	...	...	...	...	3	5	...	7	1	...	...	...	1	...	1	...	...	...	...	6	...	...	...	1
Stacyville Railroad‡	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Des Moines Union	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Iowa Central	...	12	4	2	4	...	...	2	2	...	2	2	49	6	1	5	...	4	16	...	...	...	26	1	...	...			
Albia & Centerville	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Manchester & Oneida*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Marshalltown & Dakota	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Mason City & Ft. Dodge	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Minneapolis & St. Louis	...	...	...	...	...	...	...	...	...	...	...	2	174	5	6	4	1	8	6	15	2	146	...	1	...	...			
Muscatine North & South	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2	...	...	...	...			
Omaha & St. Louis†	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Tabor & Northern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Union Pacific	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Wabash	...	...	2	...	...	...	...	...	...	1	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...			
Waterloo & Cedar Falls R. T. Co**	...	...	2	...	...	...	...	...	...	1	...	3	11	23	...	11	...	...	...	...	...	...	...	...	3	...			
Willmar & Sioux Falls	...	...	...	...	...	...	...	...	...	...	...	1	2	2	...	...	...	2	...	...	...	1	22	...	...	...			
Winona & Western§	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Wisconsin, Minn. & Pacific	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...			
NARROW GAUGE ROADS.																													
Burlington & Northwestern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Burlington & Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Total	9	64	122	7	11	2	4	8	11	20	43	1	7	4	77	10	880	181	40	99	5	51	108	109	36	594	5	11	1	39

*New line. ¶For period July 1 to August 9, 1901, from which latter date the Chicago & North-Western Railway Company reports operation of this line. †For period July 1 to November 2, 1901, from which latter date the Wabash Railroad Company reports operation of this line. §For period July 1 to September 11, 1901, from which latter date the Chicago Great Western reports operation of this line. ‡Operated under lease by the Illinois Central Railroad Company. **Operated principally by electricity.

MILEAGE, OFFICERS and DIRECTORS

OF

RAILWAY COMPANIES.

MILEAGE, OFFICERS AND DIRECTORS OF RAILWAY COMPANIES.

AMES & COLLEGE RAILWAY COMPANY.

PROPERTY OPERATED.

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

NAME.	TERMINALS.		Miles of line for each road named.
	FROM—	TO—	
Ames & College	Ames.	College.	1. 8

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	H. Westerman.	Ames, Iowa.
General manager.	M. K. Smith.	Ames, Iowa.
Assistant general manager.	H. Westerman.	Ames, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. M. Greeley	Ames, Iowa	January 9, 1903.
E. W. Stanton	Ames, Iowa	January 9, 1903.
M. K. Smith	Ames, Iowa	January 9, 1903.
H. Westerman	Ames, Iowa	January 9, 1903.
C. F. Curtiss	Ames, Iowa	January 9, 1903.
Herman Knapp.	Ames, Iowa	January 9, 1903.
G. H. France.	Des Moines, Iowa	January 9, 1903.

1. Total number of stockholders at date of last election, 84.
2. Date of last meeting of stockholders for election of directors, January 9, 1902.
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.
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 road named.
1.	*a* The Atchison, T. & S. F. Ry. Co.	Chicago, Ill.	Denver, Col.	1,180.72	
		La Junta, Col.	State Line, N.M &T	580.91	
		North Ottawa, Kan	State Line, N.M.&T	398.29	
		Chanute, Kan.	Longton, Kan.	44.18	
		Hutchinson, Kan.	Kinsley, Kan.	83.63	
		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. Co				2,647.76
		Ancona, Ill	Pekin, Ill.	52.53	
		No. Lexington, Mo.	St. Joseph, Mo.	76.40	
		St. Joseph, Mo	Emporia Jct., Kan.	113.67	
		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.	Quenemo, Kan.	19.42	
		Burlington Jct., Ks	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.	83.28	
		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	
		Mulvane, Kan.	Englewood, Kan.	166.38	
		Mulvane, Kan.	Caldwell, Kan.	87.01	
		Hutchinson, Kan.	Cross, O. T.	142.29	
		Pueblo, Col.	Canyon City, Col.	39.51	
		Clelland, Col.	Rockvale, Col.	3.53	
		Wellington, Kan.	Tonkawa, O. T.	43.36	
		Attica, Kan.	Medicine Lodge, OT	21.08	
		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	
		Nutt, N. M	Lake Valley, N. M.	13.52	
		Deming, N. M.	Silver City, N. M.	46.50	
		Whitewater, N. M.	Santa Rita, N. M.	18.81	
		Hanover Jct., N. M.	Fierro, N. M.	6.66	
2.	R. G. & E. P. R. R. Co.	Texas State Line.	El Paso, Texas.	20.17	2,021.92
	Eastern Oklahoma Ry. Co	{ Guthrie, O. T.	Ralston, O. T.	89.75	
	Guthrie & Western Ry. Co	{ Ripley, O. T.	Cushing, O. T.	10.93	
		Seward, O. T.	Cashion, O. T.	10.60	
5.	C. & W. I. R. R. Co.	Dearborn Station.	Stew'rt av, Chicago	1.43	131.45
	T., P. & W. Ry. Co.	Streator Jct.	Pekin Jct.	5.91	
	K. C. Belt Ry. Co.	Big Blue Jct	Kansas City	6.44	
	O., R. I. & P. Ry. Co	St. Joseph, Mo.	Atchison, Kan.	19.56	
	Mo. Pac. Ry. Co.	Niotaze, Kan	State Line.	6.61	
	F., E. & M. V. R. R. Co.	State Line.	Superior, Neb.	2.53	
					42.48
	Total mileage operated				4,848.61

Miles operated June 30, 1901		4,817.54
Added during fiscal year:		
Ripley to Cushing	10.93	
Pawnee to Ralston	17.90	
Sundry adjustments	.71	
	29.54	
Deduct:		
Dillon to Blossburg	3.47	
		26.07
Mileage operated June 30, 1902		4,843.61

This report includes the property and operations of the following named companies of which the entire issue of capital stock and bonds is 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.
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.

TITLE.	NAME.	LOCATION OF OFFICE.
President	E. P. Ripley	Chicago.
Assistant to president	W. B. Jansen	Chicago.
Assistant to president	A. H. Payson	San Francisco.
First vice-president	E. D. Kenna	Chicago
Second vice-president	Paul Morton.	Chicago.
Third vice-president	J. W. Kendrick	Chicago.
Secretary and treasurer	E. Wilder	Topeka.
Assistant secretary	L. C. Deming	New York.
Assistant treasurer	H. W. Gardiner	New York.
General counsel	Victor Morawetz	New York.
Comptroller	D. L. Gallup.	New York.
Deputy comptroller	D. J. Sheehan	New York.
General auditor	H. C. Whitehead	Chicago.
Assistant general auditor	W. E. Bailey	Chicago.
Auditor of disbursements	I. S. Lauck	Topeka.
Freight auditor	W. J. Healy	Topeka.
Ticket auditor	J. F. Mitchell	Topeka.
General manager	H. U. Mudge	Topeka.
Chief engineer	James Dun	Chicago.
Chief engineer	W. B. Storey, Jr	Topeka.
General superintendent	J. E. Hurley	Topeka.
General superintendent	D. E. Cain	La Junta.
Superintendent of telegraph	C. H. Gaunt	Topeka.
Signal engineer	T. S. Stevens	Topeka.
Superintendent of transportation	C. W. Kouns	Topeka.
Superintendent of motive power	G. R. Henderson	Topeka.
Assistant superintendent of motive power	W. A. Nettleton	Topeka.
General purchasing agent	W. E. Hodges	Chicago.
Assistant general purchasing agent	M. J. Collins	Chicago.
General solicitor	E. D. Kenna	Chicago.
General attorney	Robert Dunlap	Chicago.
General attorney	F. T. A. Junkin	Chicago.
Claims attorney	J. D. M. Hamilton	Topeka.
Tax commissioner	E. T. Cartlidge	Topeka.
Chief surgeon	J. P. Kaster	Topeka.
Freight traffic manager	W. B. Biddle	Chicago.
Passenger traffic manager	G. T. Nicholson	Chicago.
Assistant traffic manager	W. A. Bissell	San Francisco.
General freight agent	J. E. Gorman	Chicago.
Assistant general freight agent	F. C. Maegly	Topeka.
Assistant general freight agent	J. W. Tedford	Chicago.
General passenger agent	W. J. Black	Topeka.
General baggage agent	P. Walsh	Topeka.

ORGANIZATION.

NAME.	ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward P. Ripley	Chicago	1902.
Charles Steele	New York	1902.
Byron L. Smith	Chicago	1902.
Howel Jones	Topeka	1902.
H. Rieman Duval	New York	1903.
Thomas P. Fowler	New York	1903.
Chas. S. Gleed	Topeka	1903.
Victor Morawetz	New York	1903.
Edward J. Berwind	New York	1904.
E. D. Kenna	Chicago	1904.
R. Sommers Hayes	New York	1904.
Andrew C. Jobes	Wichita	1904.
George G. Haven	New York	1905.
John G. McCullough	New York	1905.
Benjamin P. Cheney	Boston	1905.

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

1. Total number of stockholders at date of last election, 13,147.
2. Date of last meeting of stockholders for election of directors, December 12, 1901.
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.
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* Burlington, Cedar Rapids & Northern.	Burlington, Iowa	Erin, Minn.	295.97	
	b Milwaukee division	Linn Jct., Iowa	Postville, Iowa	94.12	
	Muscatine division	Muscatine, Iowa	Riverside	30.58	
	Pacific division	Vinton, Iowa	Holland	48.12	
	Davenport	Benton, Iowa	Davenport	31.68	
	Waverly	Waverly Jct., Iowa	Waverly	5.68	
	Titonka	Madison Jct., Iowa	Titonka	18.40	
	Albert Lea	Estherville, Iowa	Albert Lea	82.16	606.66
2.	I. C. & Western Railway	Iowa City, Iowa	What Cheer, Iowa.	56.74	
	b Montezuma branch	Thornsburg	Montezuma	16.25	72.99
2.	*a* C. R., I. F. & N. W.	Holland, Iowa	Watertown, S. D.	327.85	
	b Lake Park branch	Lake Park	Hardwick, Minn.	54.59	
	Germania branch	Dows	Germania, Iowa	70.84	
	Sioux Falls branch	Ellsworth, Minn.	Sioux Falls, S. D.	42.49	
	Jaspar branch	Trosky, Minn.	Jasper, Minn	8.71	
	Hayfield branch	Hayfield, Minn.	Madison Jct.	6.30	510.78
2.	*a* C. R. & Clinton Railway	Iowa City Iowa	Clinton, Iowa	78.97	
	Spur	Plato, Iowa	Cedar Valley, Iowa	2.96	81.93
2.	Chic. Div. & Minn.	Postville Jct., Iowa	Decorah, Iowa	23.28	23.28
2.	S. St. Paul Belt Line	S. St. Paul, Minn.	New Port, Minn.	3.58	3.58
5.	Iowa Central railway	Manly Jct., Iowa	Northwood, Iowa.	11.33	11.33
	Total				1,310.56

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE
Chairman of the Board	R. R. Cable	Chicago, Ill.
President	C. J. Ives	Cedar Rapids, Iowa.
Secretary	S. S. Dorwart	Cedar Rapids, Iowa.
Treasurer	H. H. Hollister.	New York, N. Y.

NOTE—The Chicago, Rock Island & Pacific Railway company having leased June 1, 1902, the Burlington, Cedar Rapids & Northern Railway and its proprietory lines, the function of the officers of the last named railway have terminated from that date, the leased railway being now in full charge of the officers of the first named railway company.

The four officers named above will continue their duties as long as the corporate railway shall exist.

ORGANIZATION.

NAMES OF DIRECTORS.	POST OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. W. Cable	Davenport, Iowa	May, 1903.
J. Carskadden	Muscatine, Iowa	May, 1903.
C. J. Ives	Cedar Rapids, Iowa.	May, 1903.
Wm. J. Nevins	New York, N. Y.	May, 1903.
Robt. Williams	Cedar Rapids, Iowa.	May, 1904.
Ernest L. Bell.	New York, N. Y.	May, 1904.
H. H. Hollister	New York, N. Y.	May, 1904.
Robt. Mather	Chicago, Ill	May, 1904.
R. R. Cable	Chicago, Ill	May, 1905.
O. P. Squire	Chicago, Ill	May, 1905.
W. G. Snow	New York, N. Y.	May, 1905.
F. H. Griggs	Davenport, Iowa	May, 1905.
S. H. Harriman	New York, N. Y.	May, 1905.

1. Total number of stockholders at date of last election, 310.
2. Date of last meeting of stockholders for election of directors, adjourned meeting June 5th.
3. Give postoffice address of general office Chicago, Ill.
4. Give postoffice address of operating office, Chicago, Ill.

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.
a Chicago, Burlington & Quincy railroad	Chicago, Ill	Pacific Junction, Iowa	478.21	
	Galesburg, Ill	Quincy, Ill	101.83	
	Galesburg, Ill	Peoria, Ill	52.77	
	Pacific Junction, Iowa	Kearney, Neb	195.29	
Burlington & Missouri River railroad in Nebraska				828.10
1. *b* Chicago, Burlington & Quincy railroad	Aurora, Ill	W. Chicago, Ill	12.35	
	Yates City, Ill	Lewistown, Ill	30.13	
Peoria & Hannibal railroad	Lewistown, Ill	Rushville, Ill	32.66	
Chicago & Iowa railroad	South Aurora, Ill	Forreston, Ill	78.45	
Chicago, Rockford & Northern railroad	Flag Center, Ill	Rockford, Ill	23.50	
Ottawa, Oswego & Fox River railroad	Geneva, Ill	Streator, Ill	67.25	
Illinois Valley & Northern railroad	Streator, Ill	Walnut, Ill	59.49	
Chicago & Rock River railroad	Shabbona, Ill	Sterling, Ill	47.98	
Joliet & Rockford & Northern railroad	Sheridan Junction, Ill	Paw Paw, Ill	19.54	
Illinois Grand Trunk railroad	Mendota, Ill	Fulton, Ill., Clinton, Iowa	65.44	
Dixon, Peoria & Hannibal railroad	Buda, Ill	Elmwood, Ill	44.82	
Galesburg & Rio railroad	Galesburg, Ill	Rio, Ill	12.22	
American Central railroad	Galva, Ill	New Boston, Ill	50.63	
Dixon & Quincy railroad	Keithsburg Junction, Ill	Keithsburg, Ill	6.25	
Carthage & Burlington railroad	Carthage Junction, Ill	Carthage, Ill	70.20	
Quincy & Warsaw railroad	Carthage, Ill	Quincy, Ill		
St. Louis, Rock Island & Chicago railroad	Sterling, Ill	Barstow, Ill	40.44	
	Rock Island, Ill	E. Alton, Ill	227.54	
	Gladstone, Ill	Keithsburg, Ill	17.13	
Quincy, Alton & St. Louis railway	Quincy, Ill	E. Louisiana, Ill / E. 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 & Southwest railroad	Leon, Iowa	Grant City, Mo	57.72	
	Bethany Junction, Iowa	Albany Mo	54.56	

St. Joseph & Des Moines railroad	Albany Jct. Mo	St. Joseph, Mo	46.18	
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	
Western Iowa railroad	Fontanelle Iowa	Cumberland	20.33	
Brownville & Nodaway Valley railroad	Villisca, Iowa	Burlington Junction, Mo	35.00	
Clarinda, Colorado Springs & Southwestern railroad	Clarinda, Iowa	Northboro, 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, Minn	319.04	
	Fulton, Ill	Savanna, Ill	16.72	
	Galena Junction, Ill	Galena, Ill	3.82	
	E. 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	11.69	
	Hastings, Neb	Colorado State Line	239.41	
	Aurora, Neb	Grand Island, Neb	18.51	
	Aurora, Neb	Hastings, Neb	27.75	
	Table Rock, Neb	Lester, Neb	143.30	
Omaha & Southwestern railroad	Omaha, Neb	Oreapolis, Neb	16.88	
	Crete, Neb	Beatrice, Neb	31.04	
	Pappio, Neb	Gilmore Junction, Neb	3.87	
Nebraska railway	Nemaha, Neb	York, Neb	135.78	
	Nebraska City Bridge Line		5.77	
Lincoln & Northwestern railroad	Lincoln, Neb	Columbus, Neb	73.49	
Atchison & Nebraska railroad	Atchison, Kan	Lincoln, Neb	144.95	
	Rulo Bridge Line		3.42	
St. Joe & Nebraska railroad	Napier, Mo	Baswell, Mo	5.86	
Nebraska & Colorado railroad	Chester, Neb	Fairmount, 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	Odell Junction, Neb	Concordia, Kan	71.04	
Republican Valley, Kansas & 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	
	Greely Center, Neb	Burwell, Neb	40.38	
	Palmer, Neb	Sargent, Neb	73.29	
Grand Island & Wyoming Central railroad	Grand Island, Neb	Wyoming State Line, S. D	401.32	
	Edgemont Junction, S. D	Deadwood, S. D	106.40	
1. *b* Grand Island & Wyoming Central railroad	Minnekahta, S. D	Hot Spings, S. D	13.34	
	Englewood, S. D	Spearfish, S. D	31.91	
Grand Island & Northern Wyoming railroad	Hill City, S. D	Keystone, S. D	9.50	
	Wyoming State line, S. D	Montana State line, Wyo	229.59	
Big Horn Southern railroad	New Castle, Wyo	Cambria, Wyo	7.00	
Denver, Utah & Pacific railroad	Montana State line, Wyo	Huntley, Mont	101.74	
	Denver, Colo	Utah Junction, Colo	3.00	
	Burns Junction Colo	Lyons, Colo	32.67	

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.
Republican Valley & Wyoming railroad	Culbertson, Neb.	Imperial, Neb.	49.17	
Omaha & North Platte railroad	Omaha, Neb.	Schuyler, Neb.	80.59	
	At South Omaha, Neb.		.60	
Nebraska, Wyoming & Western railroad	Alliance Junction, Neb.	Guernesey, Wyo	128.83	
	Northport, Neb.	Colorado state line	53.28	
Denver & Montana railroad	Colorado-Nebraska state line.	Sterling, Colo	27.85	
	Union, Colo	Brush, Colo	11.39	
Chicago, Burlington & Quincy railroad	Toluca, Mont	Cody, Colo.	130.15	
Black Hills & Ft. Pierre railroad	Lead, S. D.	Piedmont, S. D	36.57	
	Bucks, S. D	Este, S. D	13.88	
Keokuk & Western railroad	Alexandria, Mo	Van Wert, Iowa	142.71	
Humeston & Shenandoah railroad	Van Wert, Iowa.	Shenandoah, Iowa.	95.54	
Des Moines & Kansas City railroad	Des Moines, Iowa	Cainsville, Mo.	110.32	
Hannibal & St. Joseph railroad	Hannibal, Mo	St. Joseph, Mo.	206.52	
	At St. Joe, Mo.		2.57	
Quincy & Palmyra railroad	W. Quincy, Mo	Palmyra Junction, Mo	12.70	
Kansas City & Cameron railroad	Cameron Junction, Mo	Kansas City, Mo.	53.83	
Keokuk & St. Paul railroad	Burlington, Iowa	Keokuk, Iowa.	42.33	
St. Louis, Keokuk & Northwestern railroad	Keokuk, Iowa.	St. Louis, Mo	177.80	
Keokuk & Northwestern railroad	Mt. Pleasant Junction, Iowa	Keokuk, Iowa.	48.01	
Kansas City, St. Joseph & Council Bluffs railroad	Kansas City, Mo.	Council Bluffs, Iowa	190.94	
	E. Leavenworth, Mo	Stilli gs, Mo.	1 05	
	Armour, Mo.	Winthrop, Mo.	3.51	
	Amazonia, Mo.	Hopkins, Mo.	50.44	
Nodaway Valley railroad	Bigelow, Mo.	Burlington Junction, Mo.	31.54	
Tarkio Valley railroad	Corning, Mo.	Northboro, Iowa	27.61	
Chicago, Burlington & Kansas City railroad	Viele, Iowa	Bloomfield, Iowa	59.79	
	Moulton, Iowa.	Carrolton, Mo.	121.77	
5. Pennsylvania railroad	At Chicago, Ill.			6,965.93
Illinois Central	Portage Curve, Ill.	East Dubuque, Ill.	1.22	
Dunleith & Dubuque Bridge company	E. Dubuque, Ill.	Dubuque, Iowa	12.78	
Chicago & North-Western Railway company	At Clinton, Iowa		1.12	
Quincy Bridge railway	At Quincy, Ill.		.97	
St. Clair, Madison & St. Louis railway	West Alton, Mo.	Alton, Ill.	1.43	
C. C. C. & St. Louis railway	Alton, Ill.	East St. Louis, Ill.	2 93	
D. R. I. & Northwestern railway	Rock Island, Ill.	Clinton. Iowa	22.58	
Wabash railroad	East Hannibal, Ill.	Hannibal, Mo	38.02	
Wabash railroad	Bloomfield, Iowa	Moulton, Iowa.	1.60	
Union Pacific railroad	Union Pacific Transfer, Iowa.	Omaha, Neb.	14.11	
	Gilmore, Neb	South Omaha, Neb	2.79	
	Sterling, Colo	Union, Colo	4.54	
			28.67	

Great Northern railway line	St. Paul, Minn.	Minneapolis, Minn	11.65	
St. Paul Union Depot company	St. Paul, Minn.		.53	
Minneapolis Union railway	At Minneapolis, Minn.		2.21	
Winona Bridge railway	East Winona, Wis.	Winona, Minn.	.98	
Terminal Railway association	At St. Louis, Mo.		3.88	
Missouri, Kansas & Texas railway	At Hannibal, Mo.		.30	
Hannibal Union Depot company	At Hannibal, Mo		.15	
Keokuk & Hamilton Bridge company	At Keokuk, Iowa		.03	
Chicago & Alton railroad	At Louisiana, Mo		.34	
Chicago, Peoria & St. Louis railroad	At Alton, Ill.		.22	
Kansas City Union Depot company	At Kansas City, Mo.		.20	
Atchison & Eastern Bridge company	Winthrop, Mo.	State line	.39	
Atchison Union Depot & Railroad company	At Atchison, Kans.		.10	
Leavenworth Bridge & Terminal company	Stilling, Mo.	Leavenworth, Kans.	1.73	
South Omaha Stock Yards company	At South Omaha Neb.		.41	
Colorado & Southern Railway company	Utah Junction, Colo	Burns Junction, Colo.	11.30	
Northern Pacific railway	Huntley, Mont.	Billings, Mont.	12.62	
Chicago, Rock Island & Pacific railway	At Carson, Iowa.		.23	
Chicago & Alton railway	East Louisiana, Ill.	Louisiana, Mo.	2.07	177.10
Total.				7,971.13

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the board	Francis W. Hunnewell	Boston, Mass.
President	Geo. B Harris	Chicago Ill.
First vice-president	D. Miller	Chicago, Ill
Second vice-president	Howard Elliott	Chicago, Ill.
Secretary	T. N. Howland	Chicago, Ill.
Treasurer	T. S Howland	Chicago, Ill
General counsel	J. W. Blythe	Burlington, Iowa.
General solicitor	C. M Dawes	Chicago, Ill.
General solicitor	C. F. Manderson	Omaha, Neb.
General solicitor	G. M. Spencer	St. Joseph, Mo
General auditor	C. I Sturgis	Chicago, Ill.
Auditor	J. G. Taylor	Omaha, Neb.
Auditor	C. M. Carter	St. Joseph, Mo
Auditor	T. R. Beard	Keokuk, Iowa.
General manager	F. A. Delano	Chicago, Ill.
General manager	A. C. Goodrich	Keokuk, Iowa
General manager	G. W. Holdrege	Omaha, Neb.
General manager	C. M. Levy	St. Louis, Mo
Chief engineer	W. L. Breckinridge	Chicago, Ill.
Chief engineer	I. S. P. Weeks	Lincoln, Neb.
Chief engineer	L. F. Goodale	St. Louis, Mo
General superintendent	F. C. Ickes	Chicago, Ill.
General superintendent	T. E. Calvert	Lincoln, Neb.
Supervisor of telegraph	W. W. Ryder	Chicago, Ill.
Freight traffic Manager	Thos Miller	Chicago, Ill.
General freight agent	Geo. H. Crosby	Omaha, Neb.
General freight agent	D. O. Ives	St. Louis, Mo
General freight agent	A. McCrae	Keokuk, Iowa
Assis ant general freight agent	W. B. Hamblin	Chicago, Ill.
Assistant general freight agent	R. R. Puffer	Chicago, Ill.
Assistant general freight agent	Geo. Morton	Chicago, Ill.
Assistant general freight agent	A. B Smith	Omaha, Neb.
Assistant general freight agent	F. Montmorency	Omaha, Neb.
Assistant general freight agent	W. Gray	St. Louis, Mo
Passenger traffic manager	P. S. Eustis	Chicago, Ill.
General passenger agent	Jno. Francis	Omaha, Neb.
General passenger agent	L. W. Wakeley	St. Louis, Mo
Assistant general passenger agent	W. A. Lalor	Chicago, Ill.
Assistant general passenger agent	J. E. Buckingham	Omaha, Neb.
Assistant general passenger agent	C. L. Grice	St. Louis, Mo
General baggage agent	F. H Ellis	Chicago, Ill.
General baggage agent	T. Marsland	Lincoln, Neb.
Land commissioner	W. W. Baldwin	Burlington, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles E. Perkins	Burlington, Iowa.	November 5, 1902.
F. W. Hunnewell	Boston, Mass	November 5, 1902.
J. Malcolm Forbes	Boston, Mass	November 5, 1902.
James J. Hill	St Paul, Minn	November 5, 1902.
James N. Hill	St. Paul, Minn	November 5, 1902.
Norman B Ream	Chicago, Ill	November 5, 1902.
Robt. Bacon	New York, N. Y	November 5, 1902.
E. H. Harriman	New York, N. Y	November 5, 1902.
Jacob H. Schiff	New York, N. Y	November 5, 1902.
Geo. J. Gould	New York, N. Y	November 5, 1902.
H. McK Twombly	New York, N. Y	November 5, 1902.

1. Total number of stockholders at date of last election, 616.
2. Date of last meeting of stock holders for election of directors, November 6, 1901.
3. Give postoffice address of general office, 209 Adams Street, Chicago, Ill.
4. Give postoffice address of operating office, 209 Adams Street Chicago Ill.

CHICAGO, IOWA & DAKOTA 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.	Miles of line for each class of roads named.
Chicago, Iowa & Dakota Railway company	Eldora Junction	Alden	28.40	
Total main line represented by capital stock				28.40

NOTE.—The following report shows the condition of the affairs of the Chicago, Iowa & Dakota Railway company on the 30th day of June, 1902, and contains complete returns of the operations of the company from January 1 to June 30, 1902.

The books and accounts of the company prior to January 1, 1902, are not in possession of the present officers of the company and they are therefore unable to make complete returns for that period.

Appended to this report will be found a statement, showing the earnings and expenses of the company from July 1, 1901, to January 1, 1902, prepared by the former officers of the company, and is submitted as a correct statement of the matters therein shown.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE
President	Marvin Hughitt	Chicago, Ill.
Vice-president	M. M. Kirkman	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
Assistant treasurer	H. C. Stuart	Eldora, Ia.
General manager	H. C. Stuart	Eldora, Ia.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Marvin Hughitt	Chicago, Ill	July 1902.
M. M. Kirkman	Chicago, Ill	July 1902.
J. B. Redfield	Chicago, Ill	July 1902.
H. C. Stuart	Eldora, Ia	July 1902.
H. R. McCullough	Chicago, Ill	July 1902.
W. A. Gardner	Chicago, Ill	July 1902.
W. H. Stinnett	Chicago, Ill	July 1902.

1. Total number of stockholders at date of last election, 14.
2. Date of last meeting of stockholders for election ofdirectors, September 25, 1901.
3. Give postoffice address of general office, Chicago, Ill.
4. Give postoffice address of operating office, Eldora, Iowa.

CHICAGO GREAT WESTERN RAILWAY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock: { *a*. Main line. *d*. Branches and spurs.
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.
	Chicago Great Western Railway company...	St. Paul, Minn....	Dubuque, Iowa	253.53	
		Aiken, Ill....	Forest Home, Ill..	146.73	
	a	Galena, Ill	Aiken, Ill.....	1.33	
		Oelwein, Iowa. ...	Des Moines, Iowa.	130.33	
		Des Moines, Iowa.	St. Joseph, Mo....	159.25	
		Bee Creek, Mo	Beverly, Mo.	23	
		Hayfield, Minn...	Manley Jct., Iowa.	47.20	
					761.37
	b	Sumner, Iowa.	Hampton, Iowa. ..	63.95	
		Cedar Falls, Iowa.	Wilson Jct., Iowa.	7.48	
		Eden, Minn	Mantorville, Minn.	7.57	
		Sycamore, Ill.....	De Kalb, Ill	5.81	
					84.81
2.	De Kalb & G. W. (included under *b*).				
5.	As follows:				
	St. Paul & Nor. Pac.....	Minneapolis, 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 & Northern.....	Portage Curve, Ill.	Galena, Ill.....	.52	
	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.....	In City of St. Joseph, Mo.		.39	
	Kansas City & Northwestern.	Leavenworth, Kas	Kansas City, Kas	27.91	
	Leavenworth Northern & Southern...	In City of Leavenworth, Kas.		2.46	
	Leavenworth, Topeka & Southwestern.	In City of Leavenworth, Kas.		1.40	
	Chicago, Rock Island & Pacific	Beverly, Mo.	Stillings, Mo	3.59	
	Leavenworth Term'l Ry. & Bridge Co.	Stillings, Mo.	Leavenworth, Kas.	1.36	
	Atchison, Topeka & Santa Fe.....	St. Joseph, Mo.....	Bee Creek, Mo ...	7.63	
	Kansas City Sub. Belt.....	In City of Kansas City, Kas. and Mo..		2.50	
					85.83
	Total.....	.....	.....		932.01

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the board	A. B. Stickney.....	St. Paul, Minn.
President.....	A. B. Stickney	St. Paul, Minn.
First vice-president	Amel Oppenheim	St. Paul, Minn.
Secretary.....	R. C. Wight.....	St. Paul, Minn.
Treasurer.....	C. O. Kalman.....	St. Paul, Minn.
General counsel.....	F. B. Kellogg.....	St. Paul, Minn.
General attorney	A. G. Briggs.	St. Paul, Minn.
Vice-president and auditor	W. B. Bend.....	St. Paul, Minn.
General manager	Samuel C. Stickney.....	St. Paul, Minn.
Assistant general manager	Tracy Lyons.....	St. Paul, Minn.
Chief engineer.....	F. R. Coates	St. Paul, Minn.
General superintendent	G. A. Goodell	St. Paul Minn.
Division superintendent.....	J. A. Kelley	St. Paul, Minn.
Division superintendent.....	R. W. Edwards	Dubuque, Iowa.
Division superintendent.....	C. P. Stembel	Des Moines, Iowa.
Traffic manager	P. C. Stoer	St. Paul, Minn.
General freight agent	S. O. Brooks	St. Paul, Minn.
Assistant general freight agents.....	W. B Martin.....	St. Paul, Minn.
	F. H. Tibbets	St. Paul, Minn.
	S. E. Stohr.....	Chicago, Ill.
General passenger agent	J. P. Elmer.....	Chicago, Ill.
Assistant general passenger agent.....	R. F. Malone	Chicago, Ill.
General ticket agent	J. P. Elmer	Chicago, Ill.
Assistant general ticket agent.....	R. F. Malone	Chicago, Ill.
General baggage agent.....	G. T. Spelman	Chicago, Ill.

ORGANIZATION.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frederick Weyerhauser	St. Paul, Minn.....	September 1904.
A. B. Stickney	St. Paul, Minn.....	September 1904.
Ansel Oppenheim.....	St. Paul, Minn.....	September 1905.
J. W. Link	St. Paul, Minn	September 1903.
Sam. C. Stickney	St. Paul, Minn.....	September 1903.
R. C. Wight	St. Paul, Minn	September 1903.
Wm. A. Reed	New York City	September 1904.
T. H. Wheeler.....	New York City.....	September 1905.
W. E. Fletcher	Minneapolis, Minn.....	September 1905.

LONDON FINANCE COMMITTEE.

*The Right Honorable William Ledderdale.....	London, England.
Mr. Howard Gilliatt.....	London, England.
Mr. Alexander F. Wallace.....	London, England.
Mr. Edwin Waterhouse.....	London, England.
Sir Charles Tenant.....	London, England.

*Died June 26, 1902.

1. Total number of stockholders at date of last election, 3627.
2. Date of last meeting of stockholders for election of directors, September 4, 1902.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice adddress of operating office, St. Paul, Minn.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

PROPERTY OPERATED.

FROM—	TO—	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri	Michigan.	Total.
Chicago	Milwaukee	45.06	37.92							82.98
Roundout	Libertyville	3.00								3.00
Libertyville	Janesville	29.33	34.57							63.90
Chicago	Lilewellyn Park	13.75								13.75
North Chicago	Savanna	138.87								138.87
Galewood	Dunning	2.98								2.98
Savanna	Council Bluffs			349.14						349.14
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
Preston west of	Green Island			11.90						11.90
Marion	Ottumwa			97.00				140.27		97.00
Ottumwa Junction	Coburg			62.27						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						1.84	11.94
Ellis Junction	Menominee		21.09							22.43
Wausaukee	Girard Junction		17.65							17.65
Channing	Ontonagon								92.87	92.87
Kelso	Crystal Falls								6.94	6.94
Milwaukee (Reed street)	La Crosse		196.70							196.70
Watertown Junction	Madison		38.48							38.48
Portage City	East Madison		33.01							33.01
Viroqua Junction	Viroqua		32.17							32.17
North La Crosse	Onalaska		3.76							3.76
Chestnut St., 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							41.65
Pittsville Junction	Vesper		8.42							8.42
Dexterville	Romadka		27.65							27.65
North La Crosse	Minneapolis		1.39		136.71					138.10
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	Menominee		16.32							16.32
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	98.71			55.91
Ortonville	Fargo				76.29	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				293.22		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			30			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
Totals		347.27	1,700.13	1,794.91	1,120.08	118.21	1,224.05	140.27	158.94	6,603.85

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.
Assistant treasurer	John McNab.	Chicago.
General solicitor	Burton Hanson	Chicago.
General counsel	George R. Peck.	Chicago.
Assistant general solicitor	H. H. Field	Chicago.
Assistant general solicitor	C. B. Keeler.	Chicago.
Comptroller	H. G. Haugan	Chicago.
General auditor	W. N. B. 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	J. N. Barr	Chicago.
Assistant general superintendents	2 in number.	
Division superintendents	18 in number.	
Superintendent of telegraph	U. J. Fry	Milwaukee,
Traffic manager	J. H. Hiland	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	3 in number.	
General baggage agent	W. D. Carrick.	Milwaukee.
Land commissioner	H. G. Haugan.	Milwaukee.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Ogden Armour	Chicago	September 1902.
August Belmont	New York	September 1902.
Frank S. Bond	New York	September 1902.
A. J. Earling	Chicago	September 1902.
Peter Geddes	New York	September 1902.
Charles W. Harkness	New York	September 1902.
Frederick Layton	Milwaukee	September 1902.
Joseph Milbank	New York	September 1902.
Roswell Miller	New York	September 1902.
William Rockefeller	New York	September 1902.
H. H. Rogers	New York	September 1902.
James H. Smith	New York	September 1902.
Samuel Spencer	New York	September 1902.

1. Total number of stockholders at date of last election, 5,299.
2. Date of last meeting of stockholders for election of directors, September 28, 1901.
3. Give postoffice address of general office, Chicago, Ill.
4. Give postoffice address of operating office, Chicago, Ill.

CHICAGO, ROCK ISLAND & PACIFIC.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
Chicago, Rock Island & Pacific Railway Co	Chicago, Ill	Council Bluffs, Ia.	500.21	
	Davenport, Iowa	Atchison, Kan	341.44	
	Edgerton Jct., Mo.	Leavenworth, Kan	20.36	
	Washington, Iowa.	Knoxville, Iowa	79.31	
	S. Englewood, Ill.	South Chicago, Ill.	7.43	
	Wilton, Iowa	Muscatine, Iowa.	12.04	
	Wilton, Iowa	Lime Kiln, Iowa.	6.06	
	Newton, Iowa	Monroe, Iowa	17.02	
	Des Moines, Iowa.	Indianola and 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.	100.30	
	Mt. Zion, Iowa	Keosauqua, Iowa.	4.50	
	Altamont, Mo	St. Joseph, Mo.	49.30	
	St. Joseph, Mo.	Rushville, Mo	15.05	
	Elwood, Kan.	Texhoma, O. T.	494.47	
	Herington, Kan.	Ferral, I. T.	340.07	
	Herington, Kan.	Salina, Kan	49.30	
	Horton, Kan.	Roswell, Colo	568.65	
	Fairbury, Neb.	Nelson, Neb.	51.53	
	McFarland, Kan.	Belleville, Kan.	103.98	
	Dodge City, Kan.	Bucklin, Kan	28.64	
	South Omaha, Neb.	Jansen, Neb.	104.30	
	Kansas City, Mo.	Armourdale, Kan.	2.52	
	Chickasha, I. T.	Mangum, O. T.	97.78	
	North Enid, O. T.	Billings, O. T.	23.74	
	Anadarko, O. T.	Lawton, O. T.	36.10	
	Kingfisher, O. T.	Cashion, O. T.	16.01	3,218.89
Enid & Anadarko Railway company	Enid, O. T.	Watonga, O. T.	54.74	54.74
Peoria & Bureau Valley Railroad company	Bureau, Ill.	Peoria, Ill.	46.99	46.99
Keokuk & Des Moines Railway company	Keokuk, Iowa	Des Moines, Iowa.	162.31	
Des Moines & Ft. Dodge Railroad company.	Des Moines, Iowa.	Fort Dodge and Ruthven, Iowa.	143.34	305.65
Hannibal & St. Joseph Railroad company	Cameron, Mo	Kansas City, Mo.	54.30	54.30
Union Pacific Railroad company	Council Bluffs Ia.	South Omaha, Neb.	7.02	
	Kansas City, Mo.	N. Topeka, Kan.	67.35	
	Limon, Colo	Denver, Colo.	89.78	
Denver & Rio Grande Railroad company	Denver, Colo	Pueblo, Colo.	119.60	383.05
Total				3,974.82

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the board	R. R. Cable	Chicago, Ill.
President	W. B. Leeds	Chicago, Ill.
Assistant to the president	C. H. Warren	Chicago, Ill.
First vice-president	H. A. Parker	Chicago, Ill.
Second vice-president	Robert Mather	Chicago, Ill.
Third vice-president	J. M. Johnson	Chicago, Ill.
Secretary	Geo. H. Crosby	Chicago, Ill.
Treasurer	F. E. Hayne	Chicago, Ill.
General counsel	Robert Mather	Chicago, Ill.
Comptroller	W. W. Stevenson	Chicago, Ill.
Assistant comptroller	J. L. Cramer	Chicago, Ill.
Auditor, disbursements	S. C. Matthews	Chicago, Ill.
Auditor, freight traffic	W. H. Burns	Chicago, Ill.
Auditor, passenger traffic	R. H. Hudson	Chicago, Ill.
General manager	C. A. Goodnow	Chicago, Ill.
Chief engineer	W. E. Dauchy	Chicago, Ill.
General superintendent, east district	W. M Hobbs	Chicago, Ill.
General superintendent, west district	H. S. Cable	Topeka, Kas.
Division superintendent	C. H. Hubbell	Chicago, Ill.
Division superintendent	C. L. Nichols	Chicago, Ill.
Division superintendent	W. H. Stillwell	Des Moines, Iowa.
Division superintendent	C. N. Gilmore	Des Moines, Iowa.
Division superintendent	W. J. Lawrence	Trenton, Mo.
Division superintendent	C. W. Jones	Topeka, Kas.
Division superintendent	A. T. Abbott	Fairbury, Neb.
Division superintendent	F. C. Smith	Colo. Springs, Colo.
Division superintendent	W. S. Tinsman	Chickasha, I. T.
Division superintendent	J. H. Conlin	Dalhart, Tex.
Superintendent of telegraph	A. R. Swift	Chicago, Ill.
Freight traffic manager	J. M. Johnson	Chicago, Ill.
Assistant freight traffic manager	H. Gower	Chicago, Ill.
General freight agent	E. B. Boyd	Chicago, Ill
General freight agent	H. H. Embry	Kansas City, Mo.
Passenger traffic manager	John Sebastian	Chicago, Ill.
General passenger agent	L. M. Allen	Chicago, Ill.
General baggage agent	Geo. W. Duback	Chicago, Ill.
Land Commissioner	Wm. La Venture	Davenport, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander E. Orr	New York City	June 1903.
Ogden Mills	New York City	June 1903.
George S. Brewster	New York City	June 1904.
A. R. Flower	New York City	June 1904.
Wm. H. Moore	New York City	June 1904.
D. G. Reid	New York City	June 1905.
F. L. Hine	New York City	June 1905.
F. S. Wheeler	New York City	June 1905.
Geo. G. McMurtry	New York City	June 1904.
Marshall Field	Chicago, Ill	June 1905.
W. B. Leeds	Chicago, Ill	June 1905.
Jas. H. Moore	Chicago, Ill	June 1903.
R. R. Cable	Rock Island, Ill	June 1903.

1. Total number of stockholders at date of last election, 2,934.
2. Date of last meeting of stockholders for election of directors, June 4, 1902.
3. Give postoffice address of general office, Chicago, Ill.
4. Give postoffice address of operating office, Chicago Ill..

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

MILES OF COMPLETED ROAD, JUNE 30, 1902.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Nebraska.
LINES CHARTERED AS OR CONSOLIDATED WITH CHICAGO & NORTH-WESTERN RAILWAY COMPANY.									
Chicago to Council Bluffs	491.00	137.88	353.12						
Chicago to Freeport	121.00	121.00							
South Branch Jct. to River (Chicago)	4.50	4.50							
Elgin to Williams Bay	51.04	35.82		15.22					
St. Charles to Aurora	11.80	11.80							
Cortland to Sycamore	4.64	4.64							
Belvidere to Spring Valley	75.78	75.78							
Nelson to Con. P. & P. U. at Peoria	82.98	82.98							
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						
Boone to Coal Banks	3.25		3.25						
Carroll to Harlan (end of track)	41.11		41.11						
Manning to Audubon	17.00		17.00						
Belle Plaine to Muchakinock	64.00		64.00						
Stark to end of track (Buxton)	21.55		21.55						
Belle Plaine to Sanborn	241.20		140.83			100.37			
Tama to Elmore	164.56		164.22			.34			
Eagle Grove to Hawarden (state line)	145.20		145.2						
Burt to Fox Lake (Minn.)	45.66		33.40			12.26			
Jewell Junction to Onawa	141.53		141.53						
Maple River Junction to Carnarvon	13.00		13.00						
Wall Lake to Sargent's Bluff	99.87		99.87						
Wall Lake to Denison	24.80		24.80						
Boyer to Mondamin	61.30		61.30						
Missouri Valley to Sioux City[a]	75.65		75.65						
California Junction to Fremont[b]	31.77		4.82						26.95
Chicago to Ft. Howard	242.20	69.73		172.47					
Chicago (N. 40th av.) to North Evanston	12.89	12.89							
Appleton water power extension	3.63		3.63						
Chicago to Milwaukee	85.00	44.60		40.40					
Kenosha to Rockford	72.10	44.03		28.07					
Milwaukee to Fond du Lac	62.63			62.63					
Sheboygan to Marshfield	164.09			164.09					
Red Granite Junction to Red Granite	7.85			7.85					
Nakoosa Junction to Nakoosa	6.88			6.88					
Milwaukee to Montfort	140.88			140.88					
Galena to Woodman	76.84	10.30		66.54					
Ipswich to Platteville	4.00			4.00					
Lancaster Junction to Lancaster	12.04			12.04					
Belvidere to Winona	227.00	21.00		205.87		.13			
Janesville to Afton	6.10			6.10					
Evansville to Janesville	15.68			15.68					
Winona Junction to La Crosse	3.96			3.96					
Trempealeau to Galesville	6.71			6.71					
Green Bay to Republic	202.64			49.45	153.19				
Clownie to Michigamme	10.44				10.44				
Wabic to Champion	1.23				1.23				
Powers to Watersmeet	104.33			13.73	90.60				
Stager to Amasa	24.10				24.10				
Narenta to Metropolitan	34.86				34.86				
BRANCHES TO MINES—									
Off main line	42.27				42.27				
Off E. & L. S. line	8.44				8.44				
Off Menominee River line	36.13			4.71	31.42				
Off Ashland division	34.22			4.89	29.33				
Industries off Ashland division	21.44			20.92	.52				
Lake Shore Junction to Ashland, Wis	336.13			319.24	66.89				
Monico Junction to Hurley	88.11			88.11					
Two Rivers Jct. to Two Rivers, Wis	6.35			6.35					

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.—CONTINUED.

PROPERTY OPERATED.—CONTINUED.

	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Nebraska.
Hortonville to Oshkosh	23.10	..	..	23.10	..	..	..	..	..
Eland Junction to Marshfield	63.87	..	..	63.87	..	..	..	..	..
North of Antigo to E. Bryant switch	7.27	..	..	7.27	..	..	..	..	..
Pratt Junction to Harrison	17.85	..	..	17.85	..	..	..	..	..
Parrish Junction to Parrish	4.54	..	..	4.54	..	..	..	..	..
Pelican to Crandon	17.84	..	..	17.84	..	..	..	..	..
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 section 34	1.34	..	..	1.34	..	..	..	..	..
Northern Jct. to end of track (Laona)	61.03	..	..	61.03	..	..	..	..	..
Winona to Pierre	486.01	..	..	..	..	276.90	209.11	..	..
Eyota to Chatfield	11.46	..	..	..	..	11.46	..	..	..
Eyota to Plainview	15.01	..	..	..	..	15.01	..	..	..
Rochester to Zumbrota	24.48	..	..	..	..	24.48	..	..	..
Mankato Junction to Mankato	3.75	..	..	..	..	3.75	..	..	..
Mankato to New Ulm	25.58	..	..	..	..	25.58	..	..	..
Sleepy Eye to Redwood Falls	24.40	..	..	..	..	24.40	..	..	..
Sanborn to Vesta	26.40	..	..	..	..	26.40	..	..	..
Tracy to Gettysburg	238.73	..	..	..	..	58.00	180.73	..	..
Doian to Groton	38.84	..	..	..	..	..	38.84	..	..
Tyler to Astoria	32.20	..	..	..	..	25.40	6.80	..	..
Watertown Junction to Watertown	43.83	..	..	..	..	..	43.83	..	..
Iroquois to Hawarden (state line)	125.49	..	..	..	..	..	125.49	..	..
Centerville to Yankton	28.46	..	..	..	..	..	28.46	..	..
James Valley Junction to Oakes	131.95	..	..	..	..	..	117.67	14.28	..
Total C. & N. W. Ry. chartered or consolidated	5,629.38	676.95	1,551.77	1,682.83	521.19	604.48	750.93	14.28	26.95
PROPRIETARY LINES, VIZ:									
Princeton & Western Railway	16.06	..	..	..	..	..	..	..	..
Valley Junction to Necedah, Wis.	..	..	..	16.06	..	..	..	..	..
Minnesota Western Railway c	45.82	..	..	..	..	45.82	..	..	..
Evan to Marshall, Minn.	..	..	..	..	..	..	..	..	..
Total	61.88	..	..	16.06	..	45.82	..	..	..
LEASED LINES, VIZ:									
St. Paul East Grand Trunk	60.02	..	..	..	..	..	..	..	..
Clintonville to Oconto	..	..	..	56.00	..	..	..	..	..
Spurs	..	..	..	4.02	..	..	..	..	..
Total	60.02	..	..	60.02	..	..	..	..	..

RECAPITULATION.

C. & N. W. Ry. (Chartered or Con.)	5,629.38	676.95	1,551.77	1,682.83	521.19	604.48	750.93	14.28	26.95
Proprietary Lines	61.88	..	..	16.06	..	45.82	..	..	..
Leased Lines	60.02	..	..	60.02	..	..	..	..	..
Total	5,951.28	676.95	1,551.77	1,758.91	521.19	650.30	750.93	14.28	26.95
ADD TRACKAGE RIGHTS.									
Council Bluffs (Broadway) to S. Omaha	8.73	..	3.07	..	..	..	..	..	5.66
Peoria Jct. to Un. Pass. Depot, Peoria	2.02	2.02	..	..	..	..	..	..	..
Grand total	5,962.03	678.97	1,554.84	1,758.91	521.19	650.30	750.93	14.28	32.61

a Operated as leased line August 10th to August 31st. b Operated under lease as follows: By C. & N.-W. Ry. Co. August 10th to August 31st; by F. E. & M. V. R. R. Co. since August 31st.

c Not open for business.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
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 counsel	Lloyd W. Bowers	Chicago, Ill.
Auditor	J. S. Redfield	Chicago, Ill.
General manager	W. A. Gardner	Chicago, Ill.
Chief engineer	Edward C. Carter	Chicago, Ill.
General superintendent	R. H. Aishton	Chicago, Ill.
Assistant general superintendent	Wm. D. Cantillon	Chicago, Ill.
Division superintendent	H. J. Slifer	Boone, Iowa.
Division superintendent	E. G. Schevenell	Mason City, Iowa.
Division superintendent	Frank R. Pechin	Eagle Grove, Iowa.
Division superintendent	Wm. D. Hodge	Sioux City, Iowa.
Superintendent of telegraph	G. H. Thayer	Chicago, Ill.
Traffic manager	M. Hughitt, Jr	Chicago, Ill.
General freight agent	E. D. Brigham	Chicago, Ill.
General passenger agent	Warren B. Kniskern	Chicago, Ill.
General ticket agent	Warren B. Kniskern	Chicago, Ill.
General baggage agent	Frank D. Taylor	Chicago, Ill.
Land commissioner	Josiah F. Cleveland	Chicago, Ill.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Albert Keep	Chicago, Ill	June, 1903.
Chauncey M. Depew	New York, N. Y.	June, 1903.
Samuel F. Barger	New York, N. Y.	June, 1903.
James C. Fargo	New York, N. Y.	June, 1903.
M. L. Sykes	New York, N. Y.	June, 1903.
David P. Kimball	Boston, Mass	June, 1903.
Marvin Hughitt	Chicago, Ill	June, 1904.
N. K. Fairbank	Chicago, Ill	June, 1904.
James Stillman	New York, N. Y.	June, 1904.
Oliver Ames	Boston, Mass	June, 1904.
Zenas Crane	Dalton, Mass	June, 1904.
W. K. Vanderbilt	New York, N. Y.	June, 1905.
F. W. Vanderbilt	New York, N. Y.	June, 1905.
H. McK Twombly	New York, N. Y.	June, 1905.
Byron L. Smith	Chicago, Ill	June, 1905.
Cyrus H. McCormick	Chicago, Ill	June, 1905.
Marshall Field	Chicago, Ill	June, 1905.

1. Total number of stockholders at date of last election, 3,920.
2. Date of last meeting of stockholders for election of directors, June 5 1902.
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.

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 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, St. Paul, Minn. & Omaha Ry.	Elroy	St. Paul	193.10	
		N. Wisconsin Jct.	Bayfield	177.57	
		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 Sw	4.55	
		Stillwater Jct.	St Ilwater.	3.30	
		River Falls Jct.	Ellsworth	24.82	
		Merrillan	Marshfield	38.67	
		Ashland Jct.	Ashland	4.38	
		Ashland Shore Line		1.31	
		West Eau Claire	Shaws 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	29.38	
		Bingham Lake	Currie	38.63	
		Sioux Falls Jct.	Mitchell	130.73	
		Luverne	Doon.	28.00	
		Coburn Jct	Newcastle.	26.95	
		Emerson	Norfolk	46.50	
		Wakefield	Hartington	33.76	
		Wayne	Bloomfield	43.14	
		Emerald	Weston	36.72	
					1,524.24
2.	Chipp. Valley & N. West. Ry	Chipp. Valley Jct.	Birchwood	12.50	
					12.50
3.	St. Louis River Bridge Co. (N. P. Ry.)	West Superior.	Rice's Point	1.52	
	Great Northern Railway	St. Paul	Minneapolis	11.40	
	Minneapolis & St. Louis Railroad	Minneapolis	Merriam Jct.	27.00	
	Illinois Central Railroad	Le Mars	Sioux City.	25.20	
	Sioux City Bridge Co	Bridge across Missouri river and tracks at Sioux City		3.90	
	Chicago & North-Western Railway	Sioux City	Sioux City Bridge Co.'s track	.50	
					69.52
	Total				1,606.83

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 general traffic manager	James 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 assistant 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	C. 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. Slaker	St. James, Minn.
Division superintendent	S. G. Strickland	Omaha, Neb.
Superintendent of telegraph	H. C. Hope	St. Paul, Minn.
Purchasing agent	Isaac Seddon	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.
Assistant general passenger agent	G. H. MacRae	St. Paul, Minn.
General baggage agent	E. F. Woode	St. Paul, Minn.
General claim agent	E. L. Poole	St. Paul, Minn.
Car accountant	A. Drezmal	St. Paul, Minn.
Land commissioner	G. W. Bell	Hudson, Wis.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Martin L. Sykes	New York, N. Y	June, 1903.
Thomas Wilson	St. Paul, Minn	June, 1903.
John M. Whitman	Chicago, Ill	June, 1903.
John A. Humbird	St. Paul, Minn	June, 1903.
F. W. Vanderbilt	New York, N. Y.	June, 1904.
Wm. K. Vanderbilt	New York, N. Y.	June, 1904.
Albert Keep	Lake Geneva, Wis	June, 1904.
H. McK Twombly	New York, N. Y.	June, 1904.
Marvin Hughitt	Chicago, Ill.	June, 1905.
Byron L. Smith	Chicago, Ill	June, 1905.
Chauncey M. Depew	New York, N. Y.	June, 1905.
David P. Kimball	Boston, Mass	June, 1905.
Horace G Burt	Omaha, Neb.	June, 1905.

1. Total number of stockholders at date of last election, 1,065.
2. Date of last meeting of stockholder for election of directors, June 7, 1902.
3. Give postoffice address of general office, St Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

FREMONT, ELKHORN & MISSOURI VALLEY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
Fremont Elkhorn & Mo. Valley Railroad	Omaha, Neb.	Casper, Wyoming.	627.68	
Total main line represented by capital stock				627.68
Fremont Elkhorn & Mo. Valley Railroad	Fremont	Hastings	127.26	
	Linwood	Kansas St. line (beyond Superior	124.14	
	Jct. near Scribner.	Oakdale (v. Albion)	113.91	
	Platte River.	Lincoln	45.11	
	Norfolk Junction	Verdigre	54.04	
	Dakota Junction	Pine St. Deadwood	144.88	
	Whitewood	Belle Fourche	21.19	
	Buffalo Gap	Hot Springs	14 12	
	Irvington	South Omaha	10 36	
	Pine St. Deadwood	Ruby Basin	11.27	
	Portland Junction	Portland, mine	2.40	
	Branches to mines off Ruby	Basin line	2.55	
	Branches to mines off Portland	Mine line	1.62	
	Gayville	Lead	2.92	
Total branch lines represented by capital stock				675.77
Chicago & North Western Railroad Co	California Jct., Ia.	Fremont, Neb.	31.77	
Total lines operated under lease				31.77
Chicago & North-Western Railroad	Mo. Valley, Iowa	California Jct. Ia.	5.84	
Chicago & St. Paul Minn. & Omaha Railway	Omaha, Neb.	Blair, Neb	24.70	
Total lines operated under trackage rights				30.54
Total mileage operated				1,365.76

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Marvin Hughitt	Chicago, Ill.
First vice-president	E. E. Osborn	New York, N. Y.
Second vice-president	Hiram R. McCullough	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
General counsel	Lloyd W. Bowers.	Chicago, Ill.
General attorney	B. T. White	Omaha, Neb.
Comptroller	M. M. Kirkman	Chicago, Ill.
Auditor	J. 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.
Division superintendent	Charles H. Reynolds	Norfolk, Neb.
Division superintendent	Frank A. Harmon.	Chadron, Neb.
Superintendent of telegraph	William P. McFarlane	Missouri Valley, Ia.
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.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Marvin Hughitt.	Chicago, Ill.	May, 1903.
Albert Keep.	Chicago, Ill.	May, 1903.
E. E. Osborn	New York, N. Y.	May, 1903.
David P. Kimball.	Boston, Mass.	May, 1903.
M. M. Kirkman.	Chicago, Ill.	May, 1903.
H. R. McCullough	Chicago, Ill.	May, 1903.
J. B. Redfield.	Chicago, Ill.	May, 1903.

1. Total number of stockholders at date of last election, 10.
2. Date of last meeting of stockholders for election of directors, May 23, 1902.
3. Give postoffice address of general office, Chicago, Ill., and Omaha, Neb.
4. Give postoffice address of operating office, Omaha, Neb.

SIOUX CITY & PACIFIC RAILROAD COMPANY.

PROPERTY OPERATED.

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 ..	Fremont, Neb.	101.58	
	Missouri Valley, Ia.	California Jct., Ia.	5.84	
Total main line represented by Capital stock.				107.42

The railroad property and franchises of this company were leased to the Chicago & North-Western Railway Company August 9, 1901, for the term of twenty-five years. On August 28, 1901, this company sold and conveyed its remaining interest in the railroad property to the Chicago & North-Western Railway Company, which purchasing company assumed the debts, liabilities and obligations of the Sioux City & Pacific Railroad Company.

The following report shows the operations of the Sioux City & Pacific Railroad Company from July 1, 1901 to August 9, 1901, inclusive:

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	J. B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Marvin Hughitt	Chicago, Ill	May, 1903
Albert Keep	Chicago, Ill	May, 1903.
E. E. Osborn	New York, N. Y.	May, 1903.
W. H. Stennett	Chicago, Ill	May, 1903.
David P. Kimball	Boston, Mass.	May, 1903.
M. M. Kirkman	Chicago, Ill	May, 1903.
H. R. McCullough	Chicago, Ill	May, 1903.
J. M. Whitman	Chicago, Ill	May, 1903.
J. B. Redfield	Chicago, Ill	May, 1903.

COLFAX NORTHERN.

PROPERTY OPERATED.

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

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
Colfax Northern Railroad company *a*	Colfax, Iowa	Valeria, Iowa	6	9

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	T. N. Hooper, Jr.	Des Moines, Iowa.
First vice-president	Leland Windsor.	Des Moines, Iowa.
Secretary and treasurer	Frank B. Hooper	Colfax, Iowa.
General superintendent	Frank B. Hooper	Colfax, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. N. Hooper, Jr.	Des Moines, Iowa.	June 17, 1903.
Leland Windsor.	Des Moines, Iowa.	June 17, 1903.
Geo. D. Wood	Colfax, Iowa.	June 17, 1903.
M. B. Wheelock	Colfax, Iowa.	June 17, 1903.
Frank B. Hooper.	Colfax, Iowa.	June 17, 1903.

1. Total number of stockholders at date of last election, 5.
2. Date of last meeting of stockholders for election of directors, June 17, 1902.
3. Give postoffice address of general office, Colfax, Iowa.
4. Give postoffice address of operating office, Colfax, Iowa.

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 & Coal company....	Lehigh, Iowa	Webster City, Ia	17.61	17.61

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFCE.
President	Jacob M. Funk	Webster City, Iowa.
First vice-president	John Q. Burnham	Milwaukee, Wis.
Secretary	F. E. Willson	Webster City, Iowa.
Treasurer	G. E. Burnham	Webster City, Iowa.
Auditor	F. A. Ayers	Lehigh, Iowa.
General manager	F E. Willson	Webster City, Iowa.
Assistant general manager	G. E. Burnham	Webster City, Iowa.
General freight agent	F. E. Willson	Webster City, Iowa.
General passenger agent	F. E. Willson	Webster City, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jacob M. Funk	Webster City, Iowa.	3d Tues. in Sept. 1902
F. E. Willson	Webster City, Iowa.	3d Tues. in Sept. 1902
G. E. Burnham	Webster City, Iowa.	3d Tues. in Sept. 1902
Jno. Q. Burnham	Milwaukee, Wis.	3d Tues. in Sept. 1902
C. T. Burnham	Milwaukee, Wis.	3d Tues. in Sept. 1902
A. K. Hamilton	Milwaukee, Wis.	3d Tues. in Sept. 1902
F. Paul Stone	Oconomowoc, Wis.	3d Tues. in Sept. 1902

1. Total number of stockholders at date of last election, 14.
2. Date of last meeting of stockholders for election of directors, September 17, 1901.
3. Give postoffice address of general office, Lehigh, Iowa.
4. Give postoffice address of operating office, Webster City, Iowa.

DAVENPORT, ROCK ISLAND & NORTHWESTERN.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.
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. Davenport, R. I. & N. W. Ry. Co.	Clinton,	Rock River	46.68	46.68
5.			2.28	2.28
Total.			48.96	48.96

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Frederick A. Delano	Chicago, Ill.
First vice-president	Jas. C. Hutchins.	Chicago, Ill.
Secretary	P. L. Hinrichs.	Davenport, Iowa.
Treasurer	P. L. Hinrichs	Davenport, Iowa.
Auditor	C. F. Roche	Davenport, Iowa.
General manager	O. B. Grant	Davenport, Iowa.
Chief engineer	C. E. Sheriff	Davenport, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry R. Williams	Chicago, Ill	January 22, 1903.
Jas. H. Hiland	Chicago, Ill	January 22, 1903.
Herman H. Field.	Chicago, Ill	January 22, 1903.
Jas. C. Hutchins	Chicago, Ill	January 22, 1903.
Chas. V. Carpenter	Chicago, Ill	January 22, 1903.
Frederic A Delano.	Chicago, Ill	January 22 1903.
Henry W. Weiss	Chicago, Ill	January 22, 1903.

1. Total number of stockholders at date of last election, 9.
2. Date of last meeting of stockholders for election of directors, January 21, 1902.
3. Give postoffice address of general office, Davenport, Iowa.
4. Give postoffice address of operating office, Davenport, Iowa.

DES MOINES, IOWA FALLS & NORTHERN RAILROAD COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.
Des Moines, Iowa Falls & Northern	Des Moines	Iowa Falls	35

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the board	E. S. Ellsworth.	Iowa Falls, Iowa.
President	E. S. Ellsworth	Iowa Falls, Iowa.
First vice-president	W. H. Courtney	
Secretary	J. H. Funk	Iowa Falls, Iowa.
Auditor	W. V. Shipley.	Iowa Falls, Iowa.
Chief engineer	R. C. Young	Iowa Falls, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. S. Ellsworth		
W. H. Courtney		
Wm. Weldon.		
J. H. Funk		
W. V Shipley		
W. H. Woods.		
M. W. Hill		
C. E. Shaw		
H. E. Hall.		
H. C. Miller.		
L. E. Jones.		
Z. K. Hoag		
J. L. Farrington		
J. M. Rhinehart		

1. Total number of stockholders at date of last election, 19.
2. Date of last meeting of stockholders for election of directors, December 10, 1901.
3. Give postoffice address of general office, Iowa Falls, Iowa.
4. Give post-office address of operating office, Iowa Falls, Iowa.

DUBUQUE & SIOUX CITY RAILROAD 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 roads named.
1.	*a* Dubuque & Sioux City Railroad	Dubuque	Sioux City.		326.58
	b	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.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Stuyvesant Fish	New York City.
Vice-president	J. C. Welling	Chicago, Ill.
Second vice-president	E. C. Woodruff	Elizabeth, N. J.
Secretary and assistant treasurer	J. F. Merry.	Dubuque, Iowa.
Treasurer	E. T. H. Gibson	New York City.
Assistant secretary	C. H. Wenman	New York City.
Local treasurer	J. F. Titus	Chicago, Ill.
Comptroller	Con. F. Krebs.	Chicago, Ill.
General manager	J. T. Harahan.	Chicago, Ill.
General superintendent	F. B. Harriman	Dubuque, Iowa.

ORGANIZATION.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Stuyvesant Fish	New York City	October, 1902.
J. C. Welling	Chicago, Ill	October, 1902.
J. T. Harahan	Chicago, Ill	October, 1902.
E. H. Harriman	New York City	October, 1902.
E. T. H. Gibson	New York City	October, 1902.
J. W. Anchinclass	New York City	October, 1902.
M. M. Walker	Dubuque, Iowa	October, 1902.
J. V. Rider	Dubuque, Iowa	October, 1902.
W. H. Torbet	Dubuque, Iowa	Octeqer, 1902.
F. D. Stout	Dubuque, Iowa	October, 1902.
J. W. Conchar	Dubuque, Iowa	October, 1902.
Nicholas Glab	Dubuque, Iowa	October, 1902.
A. R. Loomis	Fort Dodge, Iowa	October, 1902.
O. O. Tolerton	Sioux City, Iowa	October, 1902.
W. G. Haws	Cedar Rapids, Iowa.	October, 1902.

1. Total number of stockholders at date of last election, 31.
2. Date of last meeting of stockholders for election of directors, October 17, 1901.
3. Give postoffice address of general office, Dubuque, Iowa.
4. Give postoffice address of operating office, central station, Chicago, Ill.

STACYVILLE RAILROAD.

PROPERTY OPERATED.

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

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	W. J. Knight	Dubuque
Vice-president	F. B. Harriman	Dubuque
Secretary	F. E. Couch	Dubuque
Local treasurer	J. F. Titus	Chicago

ORGANIZATION.

NAME OF DIRECTORS.	POST OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. J. Knight	Dubuque, Iowa	May 1903.
F. B. Harriman	Dubuque, Iowa	May 1903.
W. S. Benson	Dubuque, Iowa	May 1903.
J. F. Merry	Dubuque, Iowa	May 1903.
W. L. Eaton	Osage, Iowa	May 1904.
C. G. Rolfe	Stacyville, Iowa	May 1904.
J. F. Jackson	Dubuque, Iowa	May 1904.

1. Total number of stockholders at date of last election, 8.
2. Date of last meeting of stockholders for election of directors, May 12, 1902.
3. Give postoffice address of general office, Dubuque, Iowa.
4. Give postoffice address of operating office, central station, Chicago, Ill.

DES MOINES UNION 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.
Des Moines Union Railroad 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.
Auditor	E. G. Mitchell	Des Moines, Iowa.
General superintendent	J. A. Wagner	Des Moines, Iowa.

ORGANIZATION.

F. C. Hubbell	Des Moines, Iowa	January, 1903.
F. M. Hubbell	Des Moines, Iowa	January, 1903.
H. D. Thompson	Des Moines, Iowa	January, 1903.
Cyrus Kirk	Des Moines, Iowa	January, 1903.
C. Huttenlocher	Des Moines, Iowa	January, 1903.
J. Ramsey, Jr.	St. Louis, Mo	January, 1903.
A. J. Earling	Chicago, Ill	January, 1903.
W. R. Williams	Chicago, Ill	January, 1903.

1. Total number of stockholders at date of last election, 12.
2. Date of last meeting of stockholders for election of directors, January 2, 1902.
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* Maine line	Northwood, Iowa	Albia, Iowa	189.32	
	Eastern division	Oskaloosa, Iowa	Ia.-Ill. state line	96.90	
	Illinois division	Ia.-Ill. state line	Iowa Junction, Ill.	89.20	375.42
1.	*b* Belmond branch	Hampton, Iowa	Belmond, Iowa	22.20	
	Story City branch	Minerva Jct., Iowa	Story City, Iowa	34.51	
	State Center branch	Newburg, Iowa	State Center, Iowa	26.64	
	Montezuma branch	G. & M. Jct., Iowa.	Montezuma, Iowa.	13.61	
	Newton branch	New Sharon, Iowa.	Newton, Iowa	27.75	
		Lynnville Jct., Iowa	Lynnville, Iowa	2.50	127.21
4.	Iowa Central & Western Railroad	Belmond, Iowa	Algona, Iowa	37.00	37.00
5.	Main line	Albert Lea, Minn.	Northwood, Iowa.	16.00	
	Illinois division Peoria & Pekin Union Ry	Iowa Junction, Ill.	Peoria, Ill	2.80	18.80
	Total			558.43	558.43

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Edwin Hawley	New York, N. Y.
Vice-president	F. H. Davis	New York, N. Y.
Vice-president	L. F. Day	Minneapolis, Minn.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
Assistant treasurer	Joseph Gaskell	Minneapolis, Minn.
General solicitor	Geo. W. Seevers	Oskaloosa, Iowa.
Auditor	F. Nay	Minneapolis, Minn.
General manager	L. F. Day	Minneapolis, Minn
Chief engineer	H. G. Kelley	Minneapolis, Minn.
General superintendent	M. Sweeney	Minneapolis, Minn.
Superintendent	J. A. Davis	Oskaloosa, Iowa.
Superintendent of telegraph	F. E. Martin	Oskaloosa, Iowa.
Traffic manager	J. N. Tittemore	Peoria, Ill.
Assistant general freight agent	S. G. Lutz	Peoria, Ill.
Assistant general freight agent	H. F. Marsh	Peoria, Ill.
General passenger and ticket agent	A. B. Cutts	Minneapolis, Minn.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edwin Hawley	25 Broad St., New York, N. Y	September, 1902
F. H. Davis	25 Broad St., New York, N. Y	September, 1902
George Crocker	25 Broad St., New York, N. Y	September, 1902
T. P. Shonts	The Rookery, Chicago, Ill	September, 1903
R. J. Kimball	71 Broadway, New York, N. Y	September, 1903
E. C. Bradley	253 Broadway, New York, N. Y	September, 1903
Henry A. Gardner	N. Y. Life Bld'g, Chicago, Ill	September, 1904
L. F. Day	Minneapolis, Minn	September, 1904
Geo. R. Morse	18 Wall St., New York, N. Y	September, 1904
Paul Morton	77 Jackson St., Chicago, Ill	September, 1905
John E. Searls	27 William St., New York, N. Y	September, 1905
H. J. Morse	18 Wall St., New York, N. Y	September, 1905
L. C. Weir	59 Broadway, New York, N. Y.	September, 1906
Edwin Langdon	320 Broadway, New York, N. Y	September, 1906
Russell Sage	31 Nassau St., New York, N. Y	September, 1906

1. Total number of stockholders at date of last election, 726.
2. Date of last meeting of stockholders for election of directors, September 6, 1901.
3. Give postoffice address of general office, 25 Broad St., New York, N. Y.
4. Give postoffice address of operating office, Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed.

Name, F. Nay. Title, Auditor. Address, Minneapolis, Minn.

ALBIA & CENTERVILLE.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads 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 City.
Secretary	J. J. Slocum	New York City.
Treasurer	Russell Sage	New York City
Assistant treasurer	Joseph Gaskell	Minneapolis, Minn.
Auditor	Frank Nay	Minneapolis, Minn.
General manager	L. F. Day	Minneapolis, Minn.
Chief Engineer	H. G. Kelley	Minneapolis, Minn.
General superintendent	M. Sweeney	Minneapolis, Minn.
Superintendent	J. A. Davis	Oskaloosa, Iowa.
Superintendent of telegraph	F. E. Martin	Oskaloosa, Iowa.
Traffic manager	J. N. Tittemore	Peoria, Ill.
Assistant general freight agent	H. F. Marsh	Peoria, Ill.
Assistant general freight agent	S. G. Lutz	Peoria, Ill.
General passenger agent	A. B. Cutts	Minneapolis, Minn.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. M. Drake	Centerville, Iowa	1 yr. from Sept. 4, 1901
Russell Sage	New York City	1 yr. from Sept. 4, 1901
O. W. Osborne	New York City	1 yr. from Sept. 4, 1901
E. C. Osborne	New York City	1 yr. from Sept. 4, 1901
J. J. Slocum	New York City	1 yr. from Sept. 4, 1901

1. Total number of stockholders at date of last election, 7.
2. Date of last meeting of stockholders for election of directors, September 4 1901.
3. Give postoffice address of general office, 31 Nassau street, New York City.
4. Give postoffice address of operating office, Guaranty building, Minneapolis.
5. Give name and address to whom correspondence regarding this report should be addressed.

Name—Frank Nay. Title—Auditor. Address—Minneapolis, Minn.

MANCHESTER & ONEIDA 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.	Miles of line for each class of road named.
	Manchester	Oneida	8	8

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	E. M. Carr	Manchester, Iowa.
First Vice-President	M. F. LeRoy	Manchester, Iowa.
Secretary	A. Hollister	Manchester, Iowa.
Treasurer	Chas. J. Seeds	Manchester, Iowa.
Attorney or general counsel	Fred B. Blair	Manchester, Iowa.
Auditor	Joseph Hutchinson	Manchester, Iowa.
General manager	John L. Sullivan	Manchester, Iowa.
Chief engineer	D. H. Young	Manchester, Iowa.
Superintendent of telegraph, manager	John L. Sullivan	Manchester, Iowa.
General freight agent	W. N. Wolcott	Manchester, Iowa.
General passenger agent	E. H. Hoyt	Manchester, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. S. Blair	Manchester, Iowa	First Tuesday in April 1904.
M. F. LeRoy	Manchester, Iowa	First Tuesday in April 1905
Joseph Hutchinson	Manchester, Iowa	First Tuesday in April 1904.
Chas. J. Seeds	Manchester, Iowa	First Tuesday in April 1903.
E. M. Carr	Manchester, Iowa	First Tuesday in April 1903.
B. W. Jewell	Manchester, Iowa	First Tuesday in April 1905.
Wm. Hockaday	Manchester, Iowa	First Tuesday in April 1904.
R. R. Robinson	Manchester, Iowa	First Tuesday in April 1905.
W. L. Drew	Manchester, Iowa	First Tuesday in April 1904.
A. A. Morse	Manchester, Iowa	First Tuesday in April 1905.
A. Hollister	Manchester, Iowa	First Tuesday in April 1905.
J. W. Miles	Manchester, Iowa	First Tuesday in April 1903.
E. H. Hoyt	Manchester, Iowa	First Tuesday in April 1903.
W. N. Wolcott	Manchester, Iowa	First Tuesday in April 1903.
W. A. Abbott	Manchester, Iowa	First Tuesday in April 1904.

1. Total number of stockholders at date of last election, 202.
2. Date of last meeting of stockholders for election of directors, April 1, A. D. 1902.
3. Give postoffice address of general office, Manchester, Iowa.
4. Give postoffice address of operating office, Manchester, Iowa.

MARSHALLTOWN & DAKOTA 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.	Miles of line for each class of road named.
1. *a* Marshalltown & Dakota Railway Co	Fraser, Iowa	Gowrie, Iowa	21	

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Hamilton Browne.	Boone, Iowa.
First vice-president	S. T. Meservey	Fort Dodge, Iowa.
Secretary	T. W. Carpenter	Boone, Iowa.
Auditor	Wm. H. Kelly	Fraser, Iowa.
General manager	S. McClure	Fraser, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hamilton Browne	Boone, Iowa	May, 1903.
S. T. Meservey	Fort Dodge, Iowa	May, 1903.
J. J. Wright	Chicago, Ill	May, 1903.
T. W. Carpenter	Boone, Iowa	May, 1903.
Wm. A. Kelly	Fraser, Iowa.	May, 1903.

1. Total number of stockholders at date of last election, 11.
2. Date of last meeting of stockholders for election of directors, May, 1902.
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.

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.
1. Mason City & Ft. Dodge	Mason City	Lehigh, Iowa	88.10	
a Main line	Manly Junction	Mason City	9.30	
				97.40
b Branches and spurs	Carbon Junction	Coalville, Iowa	2.40	
				2.40
Total				99.80

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	J. W. Colt	Ft. Dodge, Iowa.
Vice-president	A. S. Fairchild	New York.
Secretary	H. S. Pace	New York.
Treasurer	A. B. Stickney	St. Paul, Minn.
Auditor	C. O. Kalman	St. Paul, Minn.
Superintendent	O. Cornelisen	Ft. Dodge, Iowa.
Division freight agent	S. D. Parkhurst.	Ft. Dodge, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. W. Colt	Fort Dodge, Iowa	May, 1903.
A. S. Fairchild	New York City	May, 1903.
Myron T. Herrick	Cleveland, Ohio	May, 1903.
A. B. Stickney	St. Paul, Minn	May, 1903.
H. A. Hutchins	New York.	May, 1903.

1. Total number of stockholders at date of last election, 8.
2. Date of last meeting of stockholders for election of directors, third Tuesday in May.
3. Give postoffice address of general office, Mason City, Iowa.
4. Give postoffice address of operating office, Mason City, 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 Co.	Minneapolis, Minn.	Angus, Iowa		259.90
	b	Kalo Junction, Ia.	Kalo, Iowa	1.46	
	b	Hopkins, Minn.	Watertown, S. D.	215.42	
	b	Manitou Jct., Minn	Tonka Bay, Minn.	1.45	
	b	Winthrop, Minn.	Storm Lake, Ia.	153.60	
					371.83
5.	Northern Pacific Railway 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 attorney	Albert E. Clarke	Minneapolis, Minn.
Auditor	Frank Nay	Minneapolis, Minn.
General manager	L. F. Day	Minneapolis, Minn.
Chief engineer	H. G. Kelly	Minneapolis, Minn.
General superintendent	M. Sweeney	Minneapolis, Minn.
Superintendent	W. T. Noonan	Minneapolis, Minn.
General freight agent	W. M. Hopkins	Minneapolis, Minn.
Assistant general freight agent	J. L. Clarke	Minneapolis, Minn.
General passenger agent	A. B. Cutts	Minneapolis, Minn.
General baggage agent	A. B. Cutts	

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George Crocker	New York, N. Y.	October, 1902.
Edwin Langdon	New York, N. Y.	October, 1902.
John W. Mackey	New York, N. Y.	October, 1902.
F. H. Davis	New York, N. Y.	October, 1903.
L. F. Day	Minneapolis, Minn.	October, 1903.
J. E. Searles	New York, N. Y.	October, 1903.
Edwin Hawley	New York, N. Y.	October, 1904.
F. E. Palmer	New York, N. Y.	October, 1904.
L. C. Weir	New York, N. Y.	October, 1904.

1. Total number of stockholders at date of last election, four hundred sixty-seven (467).
2. Date of last meeting of stockholders for election of directors, October 1, 1901.
3. Give postoffice address of general office, Minneapolis, Minn.
4. Give postoffice address of operating office, Minneapolis, Minn.
5. Give name and address of office to whom correspondence regarding this report should be addressed, Frank Nay, auditor, Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILROAD COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
Muscatine North & South Railroad company	Muscatine, Iowa	Elrick Jct., Iowa	28.67	

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Walter M. Gorham	Philadelphia.
First vice-president	H. F. Balch	Minneapolis.
Secretary	Henry Jayne	Muscatine, Iowa.
Treasurer		
General solicitor		
Auditor	Geo. Reeder	Muscatine, Iowa.
General manager	Chas. Howard.	Muscatine, Iowa.
Superintendent of telegraph	Jas. A. Coe	Muscatine, Iowa.
General freight agent	Chas. Howard.	Muscatine, Iowa.
General passenger agent		

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. F. Balch	Minneapolis, Minn.	January 1, 1903.
M. J. Peppard	Minneapolis, Minn	January 1, 1903.
J. A. Nelson	Minneapolis, Minn.	January 1, 1903.
Walter M. Gorham	Philadelphia, Pa.	January 1, 1903.
H. W Huttig	Muscatine, Iowa.	January 1, 1903.
Henry Jayne	Muscatine, Iowa	January 1, 1903.
P. M. Musser	Muscatine, Iowa	January 1, 1903.

1. Total number of stockholders at date of last election, 7.
2. Date of last meeting of stockholders for election of directors, January 14, 1902.
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.

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

TABOR & NORTHERN.

PROPERTY OPERATED.

1 Railroad line represented by capital stock.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for each class of roads named.
1. Tabor & Northern	Tabor, Iowa.	Malvern, Iowa.	8.79	

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the board	Robert McClelland	Tabor, Iowa.
President	Robert McClelland	Tabor, Iowa.
First vice-president	Thomas McClelland	Galesburg, Ill.
Secretary	H. C. Dye	Tabor, Iowa.
Treasurer	H. C. Dye	Tabor, Iowa.
Auditor	D. E Low	Tabor, Iowa.
General manager	Robert 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, 1903.
R. S. McClelland	Tabor, Iowa.	June 10, 1903.
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 10, 1902.
3. Give postoffice address of general office, Tabor, Iowa.
4. Give postoffice address of operating office, Tabor, Iowa.

WABASH RAILROAD COMPANY

PROPERTY OPERATED.

NAME.	TERMINALS. FROM—	TERMINALS. TO—	Miles of line for each road named.	Miles of line for class of roads named.
LINES OWNED.				
The Wabash Railroad	Maumee	Montpelier	49.5	
	New Haven	Butler	28.2	
	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. Junction	Effingham	205.4	
	Shumway	Altamont	9.5	
	Fairbury Junction	Streator	30.9	
	Delray	Butler	109.3	
	Montpelier	Clarke Junction	149.6	
	Attica	Covington	14.8	
	St. Louis (Tayon Ave.)	Harlem	274.8	
	Moberly	Ottumwa	181.5	
	Moulton	Albia	28.3	
	Albia	Des Moines	68.2	
	Salisbury	Glasgow	15.4	
	St. Louis (Carr St.)	Ferguson	10.7	
	Excelsior Springs Jc.	Milwaukee Junct.	9.5	
	Pattonsburg	Council Bluffs	144.2	
	Quincy terminal		0.9	
				1,936.6
LINES LEASED.				
Louisiana & Pike County Railroad	Pittsfield Junction.	Pittsfield.	6.2	
Hannibal B idge company	East Hannibal	Hannibal.	3.0	
Brunswick & Chillicothe Railroad	Brunswick	Chillicothe	88.2	
St. Louis, Council Bluffs & Omaha R. R	Chillicothe	Pattonsburg	41.4	
Boone County & Boonville Railroad	Centralia	Columbia	21.6	
				110.4
LINES OPERATED UNDER JOINT TRACKAGE ARRANGEMENTS.				
Grand Trunk Railroad	Detroit.	Black Rock	227.1	
Grand Trunk Railroad	Welland Junction.	Suspension Bridge.	17.8	
Erie Railroad	Suspension Bridge.	Buffalo	25.6	
Erie Railroad	Black Rock.	International Jct.	4.8	
Detroit Union Depot and Station Co.	Detroit, Union Dpt	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	1.8	
Missouri, Kansas & Texas Railway	Hannibal Bridge T.	Hannibal, U. Depot.	0.4	
Terminal R. R. Association of St. Louis.	East St. Louis.	St. Louis, U. Station	3 8	
Chicago & Eastern Illinois Railroad	Altamont		0.8	
Terminal R. R. Association of St. Louis.	St. Louis, Union 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	
				496.2
Total mileage operated				2,488.2

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. Newhall	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.
Superintendent of telegraph	G. C. Kinsman	Decatur, Ill.
Traffic manager, freight	M. Knight	St. Louis, Mo.
General freight agent	S. B. Knight	St. Louis, Mo.
Assistant general freight agent	P. W. Coyle	St. Louis, Mo.
General passenger agent	C. S. Crane	St. Louis, Mo.
Assistant general passenger agent	H. V. P. Taylor.	St. Louis, Mo.
General ticket agent	C. S. Crane	St. Louis, Mo.
Assistant general ticket agent	H. V. P. Taylor	St. Louis, Mo.
General baggage agent	S. H. Overholt	St. Louis, Mo.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
O. D. Ashley	New York City	2d Tues. in Oct. 1902.
Geo. J. Gould	New York City	2d Tues. in Oct. 1902.
Edgar T. Welles	New York City	2d Tues. in Oct. 1902.
Henry R. McHarg	New York City	2d Tues. in Oct. 1902.
C. J. Lawrence	New York City	2d Tues. in Oct. 1902.
P. B. Wyckoff	New York City	2d Tues. in Oct. 1902.
S. C. Reynolds	Toledo, Ohio	2d Tues. in Oct. 1902.
Edwin Gould	New York City	2d Tues. in Oct. 1902.
Thos. H. Hubbard	New York City	2d Tues. in Oct. 1902.
John T. Terry	New York City	2d Tues. in Oct. 1902.
Russell Sage	New York City	2d Tues. in Oct. 1902.
J. Ramsey, Jr	St. Louis, Mo.	2d Tues. in Oct. 1902.
James Hazen Hyde	New York City	2d Tues. in Oct. 1902.

1. Total number of stockholders at date of last election, not known.
2. Date of last meeting of stockholders for election of directors, October 8, 1901.
3. Give postoffice address of general office, St. Louis, Missouri.
4. Give postoffice address of operating office, St. Louis, Missouri.

WATERLOO & CEDAR FALLS RAPID TRANSIT 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.
Waterloo & Cedar Falls R. T. Railroad	Waterloo, Iowa	Cedar Falls and Denver, Iowa.	40	

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
Chairman of the board	L. S. Cass	Waterloo, Iowa.
President	L. S. Cass	Waterloo, Iowa.
First vice-president	J. F. Cass	Sumner, Iowa
Secretary	J. F. Cass	Sumner, Iowa.
Treasurer	E. A. Boggs	Waterloo, Iowa.
Auditor	E. A. Boggs	Waterloo, Iowa.
General manager	L. S. Cass	Waterloo, Iowa.
General freight agent	T. P. Emmons	Waterloo, Iowa.
General passenger agent	C. D. Cass	Waterloo, Iowa.
General ticket agent	C. D. Cass	Waterloo, Iowa.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
L. S. Cass	Waterloo, Iowa	January 1903.
J. F. Cass	Sumner, Iowa	January 1903.
E. K. Baisot	Chicago, Ill	January 1903.

1. Total number of stockholders at date of last election, 2.
2. Date of last meeting of stockholders for election of directors, January 1902.
3. Give postoffice address of general office, Waterloo, Iowa.
4. Give postoffice address of operating office, Waterloo, Iowa.

WILLMAR & SIOUX FALLS 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.
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.	Willmar & Sioux Falls Railway	Willmar, Minn....	Sioux City, Iowa..	223.78	
		Garretson, S. D...	Yankton, S. D.....	80.49	
					304.25
2.	Sioux City & Western Railway	So. Sioux City, Neb.	O'Neill, Neb.	129.16	
					129.16
5.	Union Terminal company	In Sioux City, Iowa. Jct. with W. & S. F. Ry.	Jct. with tracks of C., M. & St. P. Ry.	1.57	
	Chicago, Milwaukee & St. Paul Railway.	Jct. with tracks of Union Ter. Co...	Jct. with tracks of Com. Bridge Co..	.60	
	Combination Bridge company	Jct. with tracks of C., M. & St. P. Ry.	So. Sioux City, Neb.	1.15	
					3.32
	Total				436.78

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	Louis W. Hill	St. Paul, Minn.
First vice-president	R. I. Farrington	St. Paul, Minn.
Secretary	E. Sawyer	St. Paul, Minn.
General solicitor	M. D. Grover	St. Paul, Minn.
Comptroller	John G. Drew	St. Paul, Minn.
General manager	Jno. F. Stevens	St. Paul, Minn.
Chief engineer	Jno. 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. Allan	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 ticket agent	Fred Rogers	Sioux City, Iowa.
General baggage agent	S. A. Smart	St. Paul, Minn.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Louis W. Hill	St. Paul, Minn	When successor is elected.
R. I. Farrington	St. Paul, Minn	When successor is elected.
E. Sawyer	St. Paul, Minn	When successor is elected.
M. D. Grover	St Paul, Minn	When successor is elected.
J. W. Blabon	St. Paul, Minn	When successor is elected.

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, October 10, 1901.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

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 roads named.
a Winona & Western Railway company.	Winona, Minn.	Osage, Iowa	113.2	113.2
b Winona & Western 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	Thos. Simpson	Winona, Minn.
Treasurer	M. G. Norton	Winona, Minn.
Assistant treasurer	S. S. Strouse	Winona, Minn.
Attorney, or general counsel	Thos. Simpson	Winona, Minn.
General superintendent	J. J. Mahoney	Winona, Minn.
General freight agent	John J. Mahoney	Winona, Minn.
General passenger agent	John J. Mahoney	Winona, Minn.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
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, 1904.
Chas. Horton	Winona, Minn.	June 4, 1905.
W. J. Landon	Winona, Minn.	June 4, 1905.
E. S. Youmans	Winona, Minn.	June 4, 1905.

1. Total number of stockholders at date of last election, 10.
2. Date of last meeting of stockholders for election of directors, June 4, 1902.
3. Give postoffice address of general office, Winona, Minn.
4. Give postoffice address of operating office Winona, Minn.

WISCONSIN, MINNESOTA & 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.
Wisconsin, Minnesota & Pacific Railroad Co.	Mankato, Minn	Red Wing, Minn...	93.70	
	Faribault Jct, Minn	Faribault, Minn..	2.00	95.70
a	Winona, Minn....	Osage, Iowa . .	118.20	
	Smipson, Minn	Rochester, Minn..	7.55	
	Red Wing, Minn...	Zumbrota, Minn..	25.00	145.75
b	Claybank, Minn..	Claybeds Minn....	2.00	
	Red Wing, Minn...	Sewerpipe Works..	1.00	3.00
Total				244.45

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	F. H. Kellogg	St. Paul, Minn.
First vice-president	A. B. Stickney	St. Paul, Minn.
Secretary	G F. Phelles	St. Paul, Minn.
Treasurer	C. O. Kalman	St. Paul, Minn.
General solicitor	F. B Kellogg	St. Paul, Minn.
Auditor	C. O. Kalman	St. Paul, Minn.
General manager	S. C. Stickney	St. Paul, Minn.
General superintendent	G. A. Goodell.	St. Paul, Minn.
Division superintendent	C. E. Dafoe	Red Wing, Minn
Traffic manager	P. C. Stohr	St. Paul, Minn.
General freight agent	S. O. Bwoky.	St. Paul, Minn.
Assistant general freight agent	W. B. Martin	St. Paul, Minn.
General passenger agent	P. P. Elmer	Chicago, Ill.
General ticket agent	J P. Elmer	Chicago, Ill.
General baggage agent	G. T. Spelmun	Chicago, Ill.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. B. Stickney	St. Paul, Minn	April, 1903.
F. B. Kellogg	St. Paul, Minn	April, 1903.
Kenneth Clark	St. Paul, Minn	April, 1903.
C. A. Severance	St. Paul, Minn	April, 1903.
R. C. Wight	St. Paul. Minn	April, 1903.

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, September 15, 1902.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

BURLINGTON & NORTHWESTERN 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 roads named.
Burlington & Northwestern Railway Co.	Mediapolis.....	Washington.....		38.78
This company has leased the right to run over 13.77 miles of the B., C. R. & N. Ry., being the distance between Burlington & Mediapolis				13.77
Total...				52.5

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President	T. W. Barhydt	Burlington, Iowa.
First vice-president	J. T. Remen	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 account 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, Iowa	June 1903.
J. T. Remey	Burlington, Iowa	June 1903.
W. W. Baldwin	Burlington, Iowa	June 1903.
W. F. McFarland	Burlington, Iowa	June 1903.
J. W. Blythe	Burlington, Iowa	June 1903.
H. B. Scott	Burlington, Iowa	June 1903.
H. S. Rand	Burlington, Iowa	June 1903.
C. P. Squires	Burlington, Iowa	June 1903.
Wm. Carson	Burlington, Iowa	June 1903.

1. Total number of stockholders at date of last election, 229.
2. Date of last meeting of stockholders for election of directors, June 18, 1902.
3. Give postoffice address of general office, Burlington, Iowa.
4. Give postoffice address of operating office, Burlington, Iowa.

BURLINGTON & 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 roads named.
Burlington & Western Railay company	Winfield	Oskaloosa	——	70.7
This company has, by payment of its portion of joint expense of train service and track repairs, the right to run over the Burlington & Northwestern Railway....	Winfield	Mediapolis	19.73	
And thence to Burlingon over the Burlington, Cedar Rapids & Northern Railway company's line under contract of the Burlington & Western Railway company with that company.	.....	.....	13.77	33.5
Total	....	.....		104.2

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President.....	T. W. Barhydt.....	Burlington, Iowa.
First vice-president....	C. P. Squires	Burlington, Iowa.
Secretary ..... } Treasurer..... }	R. M. Green.....	Burlington, Iowa.
Attorney, or general counsel....	W. L. Cooper	Burlington, Iowa.
Chief clerk account department.....	K. M. Boden	Burlington, Iowa.
Manager.....	R. Law.....	Burlington, Iowa.
Superintendent of telegraph....	E. J. Goodspeed.....	Burlington, Iowa.
Assistant general freight agent..... .. } 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, 1903.
C. P. Squires.....	Burlington, Iowa.....	June, 1903.
W. W. Baldwin.	Burlington, Iowa..... .	June, 1903.
J. W. Blythe.....	Burlington, Iowa	June, 1903.
H. B. Scott.....	Burlington, Iowa.....	June, 1903.

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, June 18, 1902.
3. Give postoffice address of general office, Burlington, Iowa.
4. Give postoffice address of operating office, Burlington, Iowa.

DECISIONS OF COMMISSIONERS.

No. 2421—1902.

In the matter of the petition of the Mason City & Fort Dodge Railroad company for permission to condemn certain lands in Wright 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 the county of Wright, state of Iowa, the Board of Railroad Commissioners of the state of Iowa, do hereby certify that upon the application of the Mason City & Fort Dodge Railroad 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 the additional lands described in said application are necessary for the use of said railroad company, to-wit:

A part of the northwest quarter of section No. one (1), and a part of the north-east quarter of section No. two (2), of the township No. ninety-one (91), range No. twenty five (25), west of the 5th P. M., Iowa, described as follows:

Commencing on the east line of said northwest quarter of section No. one (1), aforesaid, at a point fifty feet south of center line of the Mason City & Fort Dodge Railroad, where the same now crosses said land; thence south two hundred and fifty (250) feet thence westerly parallel with and two hundred and fifty (250) feet south of the southerly right of way line of the right of way of the said Mason City & Fort Dodge Railroad, to a center line of section No. two (2), aforesaid; thence north two hundred and fifty (250) feet to the southerly line of the right of way of the Mason City & Fort Dodge Railroad, as now located on said land; thence easterly along the southerly right of way line of said Mason City & Fort Dodge Railroad, to the east line of the Northwest quarter of said section No. one (1), or place of beginning.

In witness whereof the said 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 Wright county, state of Iowa.

Done at Des Moines, Iowa, December 19, 1901.

No. 2422—1902.

In the matter of the petition of the Chicago & North-Western Railway company for permission to condemn certain lands in Kossuth county, state of Iowa.

In the matter of the petition of the Chicago & North-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 the county of Kossuth, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the

Chicago & North-Western Railway, company to the Board stating their desire 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 one hundred (100) feet in width east of and adjoining its present right of way and extending across the west one-half (W.½) of the northeast one-fourth (N.E.¼) of section thirty (30), township ninety-six (96), north range, twenty-eight (28), west of the fifth (5) P. M.

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 Kossuth county, Iowa.

Done at Des Moines, Iowa, January 18, 1902.

No. 2423—1902.

In the matter of the application of the Chicago, St. Paul, Minneapolis & Omaha Railway company for authority to condemn lands for railroad purposes.

CERTIFICATE OF BOARD OF RAILROAD COMMISSIONERS OF IOWA.

To the Clerk of the District Court of Woodbury County, Iowa:

Whereas, on the 6th day of January, 1902, the Chicago, St. Paul, Minneapolis & Omaha Railway company filed with the Board of Railroad Commissioners of the state of Iowa its sworn petition, representing that it is a railroad corporation, owning a completed line of railroad from St. Paul, in the state of Minnesota, to the city of Le Mars, in the state of Iowa, and operating a line of railroad from the city of St. Paul to the city of Sioux City, in the state of Iowa, and also owning and operating a completed line of railroad from Sioux City, Iowa, to Omaha, Nebraska, and other points in the state of Nebraska, and that it was necessary for the present and prospective purposes of said railroad company that it should acquire additional grounds for right of way, switches, tracks, yards, and for excavations, embankments, and places for the deposit of waste earth, within the limits of Sioux City, Woodbury county Iowa. And that it was proper and necessary to acquire for such purposes additional grounds adjacent and contiguous to the present tracks and yards of said company, being a strip about five hundred (500) feet in width, from Fourteenth street to Nineteenth street in said city, and a strip four hundred (400) feet in width, from Nineteenth street to Twenty-eighth street in said city, lying adjacent to and parallel with the right of way of the Illinois Railroad company. And that for such purposes the company desires to acquire the several tracts of land hereinafter set out; which petition fully described said land and the owners of record of the same. And—

Whereas, the Board of Railroad Commissioners of Iowa, on the 6th day of January, 1902, issued its notice to be served upon all of the said owners, that said application and petition would be heard on the 28th day of January, 1902, at Sioux City, Iowa. And—

Whereas, it appears to the satisfaction of the Board that personal service of said notice has been made upon all the said owners of record of said respective lots hereinafter set out; and—

Whereas, it further appears that said Railway company has not been able to purchase said respective pieces of land hereinafter set out from the owners thereof; and—

Whereas, on the 28th day of January, 1902, the said Board of Railroad Commissioners made personal inspection of the said additional grounds desired by said railway company for said purposes aforesaid; and—

Whereas, on the 28th day of January, 1902, the said Board of Railroad Commissioners duly heard petitioner upon said application, and also heard the objections thereto, the following owners of land having appeared before the Commissioners on said day, in person or by their attorneys, to-wit:

Shull & Farnsworth appeared for A. L. Stetson and Lower & Stetson and filed joint answer in behalf of these parties. Mark & Mould and Geo. M. Pardoe appeared for John Highman, Jr., E. N. Hatch, M C. Davis and E. Erickson and filed answer. And the following persons having failed to appear: E. E. Lewis, Adaline Lewis, Mary Stein, A. Kregness, L. E. Ford, Estate of James McNamara, Sherman L. Robbins, John Sutherland, G. F. Perley, Dobbie R. Lavender, G. F. Linfield, Lottie F. Rees, D. T. Gilman, E. T. Clemons, Hattie Clemons, A. B. Butner, James A. Butner, Sophie E Butner, Sarah L. Butner, Hattie Butner and Ella Butner, Des Moines College.

And whereas, after due consideration and hearing, the said Board of Railroad Commissioners of the state of Iowa found that the lots and lands hereinafter described (in addition to the lots and lands heretofore purchased by said company for said purposes) are necessary for the present and prospective purposes of said company as additional grounds and lands for right of way, switches, tracks, yards and for excavations and embankments and places for deposit for waste earth.

And that the Chicago, St. Paul, Minneapolis & Omaha Railway company owns a completed line of railway from St. Paul in the state of Minnesota to the city of LeMars in the state of Iowa, and operates a line of railroad from St. Paul to the city of Sioux City, Iowa, and also owns and operates a completed line of railway from Sioux City, Iowa, to Omaha, Nebraska, and other points in the state of Nebraska.

Now, therefore, the Railroad Commissioners of the state of Iowa do hereby certify that the Chicago, St. Paul, Minneapolis & Omaha Railway Company is a railway corporation, owning and operating a completed line of railroad into the city of Sioux City, and in the same, and that the following lots and lands (in addition to those already purchased by said company) are necessary for the present and prospective purposes of said company for right of way purposes, switches, tracks, yards, and for excavations, embankments and places for the deposit of waste earth, and that said company has power to condemn the said lots and lands for such railway purposes, which tracts of land and lots are described as follows, to-wit:

Lots thirteen to seventeen, inclusive, in sub-division 3 of Chase & Taylor's Addition to Sioux City, Iowa.

A tract of land in the northwest quarter of the southwest quarter of section 22, township 89, range 47, Woodbury county, Iowa, commencing at a stone on the section line 6 chains and 86 links south of the quarter post between sections twenty-one and twenty-two, township 89, range 47, thence east 8 chains and 62 links to a stone at the edge of railroad right of way, thence south 36 degrees west, 14 chains and 6 links along said right of way to a stone on section line between sections twenty-one and twenty-two, township 89, range 47; thence north on said

section line 11 chains and 12 links to a point of commencement, containing five and six-tenths acres, more or less, according to survey.

Lots thirteen to twenty-two, inclusive, in re-plat of Meek, Anderson & Arthur's Addition to Sioux City.

Lot "A" in block 1, lot 4 in block 1, lots 3, 5 and 6 in block 1; lots 7, 8, 10 and 14 in block 2; lots 9 and 16 in block 2; the north half of lot 13 in block 2; lots 11 and 15 in block 2; lot 4 in block 5; lot 6 in block 5; lot 9 in block 5; lot 10 in block 5; lot "B" in block 6; lot 1 in block 6; lots 4 and 5 in block 6; lots 7 and 8 in block 7; lots 19 and 20 in block 7; and lots 13 and 14 in block 8, all in Lowell, an addition to Sioux City Iowa.

Also lot 13 in block 11; lot 7 in block 12; lots 8 and 9 in block 12; lots 17 and 18 in block 13: lot 20 in block 13 and lot 21 in block 13, all in Highman's Second Lowell, an addition to Sioux City, Iowa.

Also a tract of land in the northwest quarter of the northeast quarter of section 22, township 89, range 47, described as follows: Commencing on the quarter line extending north and south through said section 22 at the point of its intersection of the west line of the right of way of the Illinois Central Railroad, thence north along the said quarter section line a distance of 325 feet, thence in a northeasterly direction a distance of 325 feet to a point on the north line of said section which is 100 feet west of the westerly line of the right of way of the Illinois Central Railroad, thence east along the north line of said section to a point of its intersection with the westerly line of the said right of way, thence in a southwesterly direction along the line of said right of way to the place of beginning.

Witness our hands and seal of said board hereto attached this 4th day of Febuary, 1902.

[SEAL] THE BOARD OF RAILROAD COMMISSIONERS
OF THE STATE OF IOWA
BY DWIGHT N. LEWIS, *Secretary*.

No. 2424—1902.

In the matter of the petition of the Mason City & Fort Dodge Railroad company for permission to condemn certain lands in Wright county, 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 Wright 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 & 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 railway company, to-wit:

All that part of the northwest quarter (¼) of the southwest quarter (¼) of section thirty-three (33), township ninety-one (91), range twenty-six (26), Wright county, Iowa, which lies westerly of a line one hundred (100) feet easterly of and parallel with the center line of the revised location of the Mason City & Fort Dodge Railroad as now surveyed across said northwest quarter (¼) of section thirty-three (33), containing forty-nine one-hundredths (0.49) acre more or less.

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 Wright county, Iowa.

Done at Des Moines, Iowa, April 22, 1902.

No. 2425—1902.

In the matter of the petition of the Iowa Central Railway company for permission to condemn certain lands in Poweshiek county, Iowa.

In the matter of the petition of the Iowa Central 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 Poweshiek county, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Iowa Central 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 additional lands described in said application are necessary for the use of such railway company, to wit:

North half of the northeast half, section 28-79-16, thirteen hundred and twenty feet in length, one hundred feet wide, containing three and 09-100 acres;

South half of the southwest quarter of section 9-79-16, thirteen hundred and fifty feet in length and one hundred feet wide, containing three and 02-100 acres;

North half of southwest quarter of section 9-79-16, thirteen hundred and twenty feet in length, and south half of northwest quarter of section 9-79-16, thirteen hundred and ten feet in length, part one hundred feet wide, rest fifty feet on the west, containing four and 61-100 acres;

West half of section 21-79-16, five thousand seven hundred thirty-six feet in length, one hundred feet wide, containing thirteen and 17-100 acres;

Northwest quarter of southwest quarter section 16-79-16, three thousand four hundred seventy-five feet in length, one hundred feet wide, and the west half of northwest quarter of section 16-79-16, five hundred feet in length, one hundred and fifty feet wide, containing nine and 72-100 acres;

South half of the southwest quarter of southwest quarter section 16-79-16, six hundred seventy feet in length, one hundred feet wide, containing one and 53-100 acres;

West half of the southwest quarter of southwest quarter of section 16-79-16, six hundred and sixty feet in length and one hundred feet wide, containing one and 51-100 acres;

South half northeast quarter section 28-79-16, fourteen hundred and twenty feet in length, one hundred feet wide, containing three and 20-100 acres.

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 Poweshiek county, Iowa.

Dated at Des Moines, Iowa, April 24, 1902.

No. 2426—1902.

In the matter of the petition of the Mason City & Fort Dodge Railroad company for permission to condemn certain lands in Calhoun county, 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 Calhoun 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 & 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:

A tract of land in addition to the one hundred feet permitted by law to be taken and appropriated by said railroad company for ordinary right-of-way purposes.

That the said tract of land in addition to the said one hundred (100) feet is seventy-five (75) feet outside the one hundred (100) feet so permitted to be appropriated, and will make the entire appropriation by said railroad company from the lands hereinafter described one hundred and seventy-five (175) feet in width, except as hereinafter especially noted, as indicated on the plat hereto attached, marked "Exhibit" "A."

First.—That A. H. Denman is the owner of the west half of the northwest quarter (¼) of section fourteen (14), in township eighty-six (86), north of range thirty-two (32), west of the 5th P. M. Iowa, and that the additional ground extends through said land, and that the applicant herein desires to take the said additional land in manner and in form as described in this petition, and set forth in the plat, and it desires that at the point where Main Street touches the said described land, as shown on the plat hereto attached, that the boundaries of the land taken by the railroad company, pursuant to this application, be so taken that the same shall conform to the plat hereto attached, and reference is made to said plat at said point to show the boundary of the land desired under this application.

Second.—That William Soy is the owner of 1.64 acres of land in the northeast corner of the northwest quarter (¼) of the northwest quarter (¼) of section fourteen (4), township eighty-six (86), range thirty-two (32), west of the 5th P. M. Iowa, more particularily described as follows:

The tract commencing at a stake thirty-three (33) feet south of stone in northeast corner of northwest quarter (¼) of the northwest quarter (¼) of section fourteen (14), township eighty-six (86), range thirty-two (32), Calhoun county, Iowa; thence south three hundred and eighty six (386) feet to the stake, thence west one hundred and seventy-five (175) feet to a stake, thence north to the east side of Main street, extended in Denman's addition three hundred and eighty-six (386) feet to south line of public road; thence east one hundred and ninety-five (195) feet to place of beginning.

That this applicant crosses through said land, as shown on the plat hereto attached, and appropriates therefrom the land as shown on said plat, and a strip of land in addition to one hundred feet of ordinary right-of-way is asked, so that

the entire land of plaintiff company at the point where it crosses through said land and tract shall be one hundred and seventy-five (175 feet).

Third.—That Samuel G. Crawford and Mary D. Crawford are the owners of the east one half (½) of the northwest quarter (¼) of section fourteen, (14) township eighty-six (86), north of range thirty-two (32), west of the 5th P. M. Iowa, and that this applicant desires to extend its road through said land, and to take therefrom, for the purposes hereinbefore set forth, sufficient thereof, to make the entire width of this land so taken one hundred and seventy-five (175) feet, as shown on the plat attached hereto, and made a part hereof.

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 Calhoun county, Iowa.

Dated at Des Moines, Iowa, May 13, 1902.

No. 2427—1902.

In the matter of the petition of the Chicago Great Western Railway company for permission to condemn certain lands in Fayette county, 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 Fayette 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 additional lands described in said application are necessary for the use of such railway company, to-wit:

A triangular piece off the northeast corner of the south eighty-four and three-tenths (84.3) feet of lots twenty-one (21) and twenty-two (22), block three, of Humphrey's addition to Oelwein, and lying northeasterly of a straight line drawn from a point in the south line of said lot twenty-two (22) distant one and five-tenths (1.5) feet west from the southeast corner thereof, extending northwesterly to a point in the north line of said block three (3), distant one hundred and thirty-seven and five-tenths (137.5) feet west from the northeast corner of said block.

All that part of lots twenty-eight (28) and twenty-nine (29) in block four (4), Humphrey's addition to Oelwein, which lies northeasterly of a straight line drawn from a point in the north line of said lot twenty-eight (28), distant one hundred and thirty (130) feet west of the northeast corner thereof southeasterly to a point in the south line of said lot twenty-nine (29), distant forty and seven-tenths (40.7) feet west of the southeast corner of said lot twenty-nine (29).

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

Dated at Des Moines, Iowa, July 10, 1902.

No. 2428—1902.

In the matter of the petition of the Chicago Great Western Railway company for permission to condemn lands in Marshall county, 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 Marshall 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 proporty 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 Railway company, to-wit:

A triangular piece of ground off the southeast corner of lot nine (9), in block one (1), Anson's Addition to the Town of Marshall, Marshall County, Iowa, said piece being all that part of said lot lying southeasterly of a straight line drawn from a point in the east line of said lot nine, 20 feet north of its southeast corner, thence southwesterly to a point in the south line of said lot nine distant 45 feet west of the southeast corner thereof, and containing 450 square feet.

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 Marshall county, Iowa.

Dated at Des Moines, Iowa, July 10, 1902.

No. 2429—1902.

In the matter of the petition of the Mason City & Fort Dodge Railroad company for permission to condemn lands in Wright county, 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 Wright 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 & 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 said railroad company, to-wit:

Beginning at a point on the east line of the northwest quarter of section two (2), township ninety-one (91), north range twenty-five (25), fifty (50) feet south of the south right of way line of the Mason City & Fort Dodge Railroad, thence west parallel to and fifty (50) south of the south right of way line, eighteen hundred (1800) feet, thence on a curve to the left 2865 feet radius (2'C) to a point on the west line of section two (2) aforesaid, fifty-four (54) feet southeasterly from, measured at right angles to, the present center line of the Mason City & Fort Dodge Railroad.

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 Wright county Iowa.

Dated at Des Moines, Iowa, October 21, 1902.

No. 2430—1902.

In the matter of the petition of the Minneapolis & St. Louis Railroad for permission to condemn lands in Webster county, Iowa.

In the matter of the petition of the Minneapolis & St. Louis 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 Minneapolis & St. Louis 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 railway company, to-wit:

Lot ten (10), block thirty-one (31) in Town Company's addition to the city of Fort Dodge.

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.

Dated at Des Moines, Iowa, October 22, 1902.

No. 2431—1902.

In the matter of the petition of the Mason City & Fort Dodge Railroad Company for permission to condemn lands in Carroll county, 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 Carroll 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 & 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 said railroad company, to wit:

Lot nine (9) in block eighteen (18), in the city of Carroll, Iowa; also lot three (3) in block eighteen (18), in the city of Carroll, 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 Carroll county, Iowa.

Dated at Des Moines, Iowa, November 18, 1902.

14 r c

No. 2432—1902.

In the matter of the petition of the Iowa & St. Louis Railway company for permission to condemn lands in Appanoose county, Iowa.

In the matter of the petition of the Iowa & St. Louis 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 Appanoose county, state of Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon the application of the Iowa & St. Louis 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 additional lands described in said application are necessary for the use of said railway company, to-wit:

Beginning at a point in the northeast quarter of the southwest quarter of section twenty-five (25), township sixty-eight (68), range seventeen (17), Appanoose county, Iowa, where the south boundary line of the right of way of the Keok k & Western Railway company, now owned by the Chicago, Burlington & Quincy Railway company, intersects with the north boundary line of the public highway, running through said above described estate; thence in a northwesterly direction along the south boundary line of the right of way of the said Chicago, Burlington & Quincy Railway company until the same intersects with the north boundary line on the right of way of the Iowa & St. Louis Railway company; thence in a southeasterly direction along the north and east boundary line of the right of way of the Iowa & St. Louis Railway company to a point where the same intersects with the north boundary line of the public highway above mentioned; thence along said north boundary line of said public highway to the place of beginning.

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 Appanoose county, Iowa.

Dated at Des Moines, Iowa, November 21, 1902.

No. 2468—1902.

INTERLOCKER AT LAURENS.

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 Chicago & North-Western Railway company, at or near Laurens 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 4th day of January, 1901.

INTERLOCKER AT GLADBROOK.

No. 2431—1902.

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 Great Western Railway company, at or near Gladbrook 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 December, 1901.

No. 2435—1902.

INTERLOCKER AT GREEN ISLAND.

To all whom it may concern

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings 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 Green Island 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 part, 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 December 1901.

No. 2436—1902.

INTERLOCKER AT MASON 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 Chicago & North Western Railway company with the tracks of the Mason City & Ft. Dodge Railway company, at or near Mason 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 21st day of January, 1902.

No. 2437—1902.

INTERLOCKER AT SARGENT'S BLUFFS.

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 Sargent's Bluffs 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 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 27th day of February, 1902.

No 2438—1902.

INTERLOCKER AT MARSHALLTOWN.

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 & North-Western Railway company, at or near Marshalltown 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 March, 1902.

No. 2439—1902

INTERLOCKER AT MORAVIA.

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, Milwaukee & St. Paul Railway company, at or near Moravia 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 with-

out 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 20th day of March, 1902.

No. 2440—1902.

INTERLOCKER AT MARSHALLTOWN.

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, and the Chicago Great Western Railway company with the tracks of the Iowa Central Railway company, at or near Marshalltown 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 23rd day of May 1902.

No. 2441—1902.

INTERLOCKER AT WEBB.

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 Chicago, Milwaukee & St. Paul Railway company, at or near Webb 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 25th day of June, 1902.

No. 2282—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 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 25th day of June, 1902.

No. 2442—1902.

INTERLOCKER AT 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 Iowa Central Railway company, at or near 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 such 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 17th day of September, 1902.

No. 2443—1902.

INTERLOCKER AT CONE.

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, Rock Island & Pacific Railway company with the tracks of the Chicago, Milwaukee & St. Paul Railway company, at or near Cone 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 commend, 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 8th day of October 1902.

No. 2444-1902.

IN THE MATTER OF AMENDMENT No. 3 TO IOWA CLASSIFICATION No. 12.

In this matter notice was issued on April 7, 1902, as follows:

STATE OF IOWA
BOARD OF RAILROAD COMMISSIONERS.

NOTICE OF CHANGE AND REVISION OF RAILROAD COMMISSIONERS' CLASSIFICATION.

To whom it may concern:

Notice is hereby given that in pursuance of law the Board of Railroad Commissioners of the state of Iowa will on Tuesday, April 22, 1902, at 10 o'clock A. M., meet at its office in Des Moines, Iowa, for the purpose of making such changes or revisions in its 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 day.

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

Des Moines, Iowa, April 7, 1902.

The following changes, among others, have been asked for:

Butter in barrels with cloth tops, when shipped between October 1st and April 1st..... L. C. L. 2

Cooperage. Barrels, casks, tierces and kegs, empty, min. wt. 7,000 lbs C. L. 4

NOTE—Aggregate charge should not exceed that which would accrue by the use of Class D rates, min. wt. 20,000 lbs.

Cucumbers in boxes, barrels or crated, or in baskets or barrels with tight, slatted or cloth tops..... L. C. L. 4

Feed, including gluten meal N. O. S..... C. L. Corn Tariff rates.

Glucose Refuse, N. O. S..... C. L. E

Ladders over 20 ft. and not exceeding 30 ft., etc., instead of "over 18 ft. and not exceeding 30 ft." etc.

Refrigerators, min. wt. 16,000 lbs..... C. L. A

Sheep. Double deck cars, min. wt. C. L. 185 per cent of single deck cars

Soap. Common Laundry..... L. C. L. 5

Stone, crushed, gravel, cinders, burnt earth, etc., for roadmaking purposes, C. L. Same as soft coal (slack) .....

Tallow, in barrels with cloth tops or without tops..... L. C. L. 4

Tire Setter. (Hand power)..... L. C. L. 4

Vehicles. (Surreys, spring wagons, farm wagons, carriages, park wagons, etc.,) K. D. boxed or crated..... L. C. L. 1

Subsequently to the issue of the foregoing notice, Messrs. Chittenden & Eastman, of Burlington, and L. Harbach, of Des Moines, asked that minimum weight on furniture be made 12,000 pounds instead of 16,000 pounds, as per Iowa Classification No. 12.

On date named in the notice, the Board met at its office and called up subjects as they appeared in the notice.

It was put in evidence by the Iowa Pure Butter Company, of Keokuk, Iowa, and Baker Bros., of Ottumwa, Iowa, that, whereas there had formerly been a

second class rate on butter in barrels with cloth tops when shipped between October 15th and April 15th following, the rate was now double first. Representatives of the railway companies present made some objection to the low rating as requested and stated that they preferred that no provision should be made for shipping butter in barrels with cloth tops.

In the matter of rate on barrels as asked for, no objection was made on the part of the railway companies.

On the subject of cucumbers it was shown that to clear up the classification some change was necessary to which the railway companies made no objection.

On the subject of feed N. O. S., including gluten meal and glucose refuse N. O. S., it was noted that the request for ruling came from the Iowa Central Railway company and that no request or any kind of complaint had been make by any shipper.

On the subject of ladders, the correction to be made in the reading of the length of ladders was not objected to by the railway companies.

The third class car load rate on refrigerators was objected to by the Herrick Refrigerator Cold Storage Company, of Waterloo, Iowa, who asked that the old rate of Class A be restored. To this some objections were made by representatives of the railway companies who were present, who asked that the third class be retained with a less minimum.

The question of the proper rating to apply on sheep when shipped in double deck cars arose on an inquiry received from the general freight department of the C., R. I. &. P. Ry. Co. There was no shipper present and the representatives of the railway companies stated there was no demand in Iowa for double decked sheep cars for local traffic.

The Iowa Soap Company, of Burlington, Iowa, had complained that common laundry soap, L. C. L., was fifth class in Illinois while only fourth class in Iowa. Upon investigation it was found that fourth class rates in Iowa are considerably lower than fifth class rates in Illinois.

Mr. C. L. Percival, of Des Moines, Iowa, requested that he be permitted to ship tallow in barrels with cloth tops, or without tops, at fourth class in L. C. L., as formerly, instead of third class. To this objection was made by the railway companies that tallow was not a proper commodity to be shipped in open packages on account of odor and liability to leakage.

The Standard Tire Setter Company, of Keokuk, Iowa, requested that their tire setter, hand power, be given rating of fourth class, L. C. L., as per Western Classification. To this no objection was made by the railway companies.

Messrs. Keys Brothers, Council Bluffs; Pioneer Implement Company, Council Bluffs; Henry H. Van Brunt, Council Bluffs; David Bradley & Co., Council Bluffs; Peru Plow & Implement Co., Council Bluffs; Farrington & Taylor, Iowa Falls; Kingman-Galbraith Implement Co., Des Moines, and D. M. Grove, secretary and treasurer of the Iowa Implement Dealers Association, Nevada, Iowa, had considerable correspondence with the board relative to a reduction in the rates on surreys, democrat spring wagons, park wagons, etc., as to whether these vehicles, when shipped K. D., boxed or crated, should not take first class rate instead of one and one-half times first class rate, the same as applies to buggies and road carts. The representatives of the railway companies present made objections, but it was shown that in previous Iowa classification the first class rate applied and that the Commissioners had no intention of raising the rate in the new Iowa classification.

The question of the proper rate to be applied to all kinds of crushed stone, gravel, cinders and burnt earth to be used for road-making purposes, is one that has been before the Board for some time. The matter was originally brought to the attention of the Commissioners through a committee appointed by the state convention of county supervisors. This committee asked that a soft coal slack rate be applied to the articles named above when same were to be used for road-making. The Board had a conference with the committee and representatives of the railway companies some time ago but such conference was not productive of any satisfactory results. At the hearing on April 22d, Mr. H. J. Wulff, of Dixon, Iowa, chairman of the committee referred to, presented the wishes of the supervisors as outlined above. The representatives of the railway companies present objected strongly to such a rate being made in Iowa, not only because the rate would be extremely low, but because of the fact that contractors and other private interests would take advantage of the reduced rate, and that in neighboring states where the rate on the same commodities is much higher, comparisons would be made to the disadvantage of the railway companies.

There were present representing the implement and vehicle dealers, Messrs. F. H. Keys, E. C. Merriam and F. P. Davis, of Council Bluffs, and Mr. J. F. Cratzer, of Des Moines; the tallow manufacturers by Mr. C. L. Percival, Des Moines, and the furniture interests by L. Harbach, of Des Moines. The railway companies were represented as follows: The C. & N. W. Ry. Co. by Messrs. L. F. Berry, general agent, Des Moines, and Mr. E. P. Eyman, assistant general freight agent. Mr. Eyman also stated that he had authority to speak for the Illinois Central Ry. Co. The B., C. R. & N. Ry. Co. was represented by Mr. A. B. Albrecht, assistant general freight agent; the C., M. & St. P. Ry. Co. by Mr. R. M. Calkins, assistant general freight agent; the C., R. I. & P. Ry. Co. by Mr. C. H. Caswell, division freight agent; the C., B. & Q. Ry. Co. by Messrs. J. M. Bechtel, division freight agent, and R. D. Belding, commercial agent; the Wabash Ry. Co. by Mr. William Clapper.

The Board took the matters presented to it under consideration, all members being present, and unanimously took the following action:

Subject of feed, N. O. S., including gluten meal and glucose refuse, N. O. S., to be passed until the next classification hearing in order that more information might be obtained with reference to the character of the commodity; that action on the matter of minimum weight on sheep when shipped in double deck cars, be indefinitely postponed; that the fifth class on common laundry soap be not granted.

With reference to butter shipments, the Board decided that butter when shipped in barrels with cloth tops, the tops securely fastened under top hoop, shipped between October 15th and April 15th following, should take second class rate.

On the subject of barrels, that the following note should be inserted under barrels, casks, tierces and kegs, empty, minimum weight 7,000, car loads, 4.

NOTE.—Aggregate charge should not exceed that which would accrue by the use of class D rates, minimum weight 20,000 pounds.

That the first class L. C. L. rating on cucumbers on page 110, item 19 of the classification should be eliminated, and that instead of item 29½ on page 110, following, should be put in:

Cucumbers in boxes, bags, barrels, or crates, or in baskets or barrels with tight, slatted or cloth tops, L. C. L. 4.

The Commissioners ordered the corrections made with reference to ladders, as noted in the foregoing statement.

On the subject of refrigerators, the Commissioners ordered that C. L., class A, with a minimum weight of 16,000 pounds, should apply.

With reference to tallow, when shipped in barrels with cloth tops or without tops, the Board ordered a less than car load rate of fourth class be made to apply when this commodity was shipped between October 15th and April 15th following.

Tire setters, hand power, were ordered given a fourth class rating, L. C. L.

In the matter of stone, gravel, cinders and burnt earth for road making purposes, the Commissioners made the following ruling:

"Stone (all kinds) crushed, gravel, cinders or burnt earth, when consigned to public officials charged with the improvement of public highways and to be used only by such officials for the improvement and betterment of such highways, in car loads, soft coal (slack) rates."

In the matter of vehicles the Board ordered that such notation be made in amendment No. 3 as should place surreys, democrat spring wagons and park wagons, when shipped K. D., boxed or crated, in first class, L. C. L.

In the matter of minimum weight on furniture the new ruling as ordered by the board is as follows:

Furniture (new) and furniture frames, straight or mixed car loads, including all straight or mixed car loads of furniture for which specific rating is not provided, 3, min. wt, 12,000 pounds.

NOTE—The above minimum to apply on 36 ft. car inside measurement, 3 per cent per foot to be added for each foot in excess of 36 feet, and 3 per cent per foot to be deducted for each less than 36 feet, with a minimum of 91 per cent, all percentage to be based on the inside dimensions. In applying premium and deduction charges, fractions of a foot less than six inches to be disregarded.

The Commissioners also ordered that the changes noted above, together with the changes made by amendments Nos. 1 and 2, not in conflict therewith, be printed together, to be known as Amendment No. 3, and in accordance therewith the following was prepared, notice published as required by law and all railway companies furnished with copies of the amendment:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

AMENDMENT No. 3, TO IOWA CLASSIFICATION No. 12.

(Superseding and including Amendments Nos. 1 and 2)

DATED APRIL 22, 1902. EFFECTIVE MAY 10, 1902.

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	Carriers, New, Empty: 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	3
19	5½	Carriers, Empty, returned, etc., etc., Barrels, N. O. S	4	
21	50	Oil Cake	4	Corn tariff rates.
	51	Oil Cake Meal	4	
26	17	Cooperage (barrels, etc) NOTE—Aggregate charge should not exceed that which would accrue by the use of Class D rates, min. weight 20,000 pounds.		
28	5½	Butter, in barrels with cloth tops, securely fastened under top hoop, shipped between October 15th and April 15th following	2	
29	15	Vats, Cream or Cheese:		3
	16	S. U	D 1	Min. wt.
	17	Legs and detachable parts taken off, crated	1	12,000 lbs.
33	43	(Fencing) Combination wire and wood in rolls	4	
37	41	Furniture (new), and furniture frames, straight or mixed car loads, including all straight or mixed car loads of furniture for which specific rating is not provided. NOTE—The above minimum weight is applicable to 36 ft. cars, inside measurement, 3 per cent of this minimum weight to be added for each foot in excess of 36 ft., and 3 per cent per foot to be deducted for each foot less than 36 ft., with a minimum of 91 per cent, all percentages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot less than six inches to be disregarded.		3 Min. wt. 12,000 lbs
38	5	Refrigerators, with or without beer-pump attachment inside, min. wt. 16,000 lbs		A
43	15	Poultry:		4
	16	Alive in coops, P. P. or guaranteed. No allowance for feed or water	1	Min. wt. 20,000 lbs. 4
45	7	Glass covers, for barrels and pails, and glass cracker box covers, in boxes, barrels or crates	2	Min. wt. 24,000 lbs.
56	35	Ladders: Change 18 feet to 20 feet		
62	25	House Trimmings, above enumerated (except Blinds, Doors and Sash, Turned Columns, and Doors, 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	

AMENDMENT No. 3—CONTINUED.

Page.	Item.	ARTICLES.	L. C. L.	C. L.
64	2½	Blinds and unglazed Sash and doors, other than Common Pine, Redwood, Cypress, Black Walnut, Cherry, Mahogany or Tin covered	4	
64	17	Sash, made of Common Pine, Redwood or Cypress, glazed with Common Window Glass	4	
65	26	Bran Dusters:		3
	27	Crated	D 1	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:		3
	36	S. U.	3 t 1	Min. wt. 12,000 lbs.
	37	Boxed	D 1	
	38	K. D. (hoods and pulleys detached) boxed or crated.	1	
71	25½	Tire Setters, hand power	4	
82	7½	Head Cheese, boxed or barreled.	3	
82	36	Tallow: NOTE—When shipped between October 15th and April 15th following	4	
85	51	Stone (all kinds), crushed, Gravel, Cinders or Burnt Earth, when consigned to public officials charged with the improvement of public highways, and to be used only by such officials for the improvement and betterment of such highways, in Carloads, Soft Coal (slack) rates.		
95	40	Flax, Wild Mustard or Kale	4	Flax seed tariff rates.
96	2	Shoddy, etc., etc.		3 Min. wt. 12,000 lbs.
98	14	Sporting Goods, Toys, etc., etc., 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	53-59	Trunk Boxes, etc., etc.		3 Min. wt. 12,000 lbs.
110	19	Cucumbers—No L. C. L. rating.		
110	29½	Cucumbers, in boxes, bags, barrels or crates, or in baskets or barrels with tight, slatted or cloth t ps.	4	C
118	6	Carts (road): Include Surreys and Park wagons.		

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 7.8c.

By order of the Board of Railroad Commissioners of the State of Iowa.

DWIGHT N. LEWIS,
Secretary.

Des Moines, Iowa, April 22, 1902.

The following notice was published as required by law in the *Iowa State Register* and Des Moines *Daily Capital:*

NOTICE OF CHANGE AND REVISION IN IOWA FREIGHT CLASSIFICATION.

To Whom it May Concern:

Notice is hereby given that the Board of Railroad Commissioners of the state of Iowa has revised its classification of freights, said revision to take effect May 10, 1902, and a copy of the same may be had by applying to the said Board at its office in Des Moines, Iowa.

By order of the Board of Railroad Commissioners.

DWIGHT N. LEWIS,
Secretary.

Des Moines, Iowa, April 22, 1902.
Des Moines, Iowa, May 1, 1902.

Cases Closed by Correspondence.

CASES CLOSED BY CORRESPONDENCE.

No. 2414-1901.

E. H. PARISH, CAMBRIDGE,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Site for coal house.*

Complaint filed October 19, 1901.

The complainant stated that he was very anxious to obtain a location on side track at Cambridge for the erection of a coal house. He stated that he had made application on September 16th and again on October 1st, but he could get no response to his request.

The case was brought to the attention of the railway company and on November 7th, the complainant wrote the Board that he had been granted a location for his coal house.

Des Moines, Iowa, November 29, 1901.

No. 2445-1902.

In the matter of condition of road bed and track of the Omaha & St. Louis Railway, now a part of the Wabash system.

On December 10th the Commissioners called the attention of the general management of the Wabash Railroad company to the condition of the Omaha & St. Louis Railway and asked for information with reference to its operation, etc.

Replying to this inquiry Mr. H. L. Magee, general superintendent, under date of December 11, 1901, wrote the Board as follows:

I have your favor of the 10th inst., advising that complaints have reached the Board of Railroad Commissioners as to the condition of the road bed of the Omaha & St. Louis Railroad, and that the Board understands that it is now owned and operated by the Wabash Railroad company.

I will state that the Wabash purchased and took full control of the Omaha & St. Louis property on November 3d, and I will give you, for the information of the Board, an outline of the condition of track of the entire Omaha & St. Louis road, of which there are 144 miles.

When we took charge we found the cross ties in very good condition and fifty miles of seventy five pound rail had been laid in the past year or two, leaving ninety-four miles of fifty-six and fifty-nine pound rail, and not in the best of condition for the reason that the rail, or some of it, has been in service for at least fifteen years.

As soon as we took charge of the road we commenced at once to improve the track, and we have distributed up to the present time forty-three miles of new eighty-pound rail and have two gangs putting in the track, laying same at the rate of about one mile per day, and we have, at the present time, about twenty-five miles laid.

We expect to receive next week thirty-two additional miles of new eighty-pound rail which will all go to the Omaha & St. Louis, making seventy-five miles of eighty-pound rail since we have

taken charge of the line, and, adding the fifty miles already down, will make 125 miles of seventy-five and eighty-pound rail. This will take out all the old rail in Iowa.

We have also arranged and are now setting up crushers at a point near Gallatin, Missouri, to crush 300,000 yards of broken stone for ballast. This, of course, will take at least twelve months, or possibly two summers, to get the Omaha & St. Louis track in Iowa all ballasted with crushed rock. We expect to put that part of the line in first-class condition just as fast as the work can be performed. Of course, the line at the present time is not in as good condition as we would wish, and is not satisfactory to ourselves, inasmuch as we took charge little over a month ago, but in the course of another thirty days, or possibly sixty days, we will have nearly all the entire line in Iowa relaid with good eighty-pound steel rail.

At any time the Board, or any member of same, desires to pass over the line we will arrange to have the superintendent, Mr. J. S. Goodrich, at Moberly, Missouri, and other division officers, accompany the party.

Des Moines, Iowa, November 15, 1902.

No. 2446—1902.

GEO. E. THURMAN, ANITA,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Axle broken in transit.

Complaint filed February 18, 1901.

The title of this case indicates its character. The railway company disclaim being responsible and having declined to make any settlement for the alleged damage, the Commissioners were estopped from taking any further action, this being a private claim.

Des Moines, Iowa, November 15, 1902.

No. 2447—1902.

A. F. WALKER, ET AL, WOODBURN,

v.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

Train service.

Complaint filed March 13, 1901.

The complaint in this case was to the effect that proper train service was not afforded to that community by the respondent railway company. Complaint was taken up with the railway company and it was shown by the company that no discrimination was practiced against Woodburn. The complainants, upon being advised of the explanation given by the railway company, made no further statements to the Board.

Des Moines, Iowa, November 15, 1902.

No. 2448—1902.

CITIZENS OF LEHIGH

v.

MASON CITY & FT. DODGE RAILWAY COMPANY.

Train Service.

Complaint filed March 23, 1901.

This was a petition from the citizens of Lehigh and vicinity asking that certain train service be restored to better accommodate that community. The railway company stated that the business was too light to warrant the running of more trains, but that the ownership of the road would soon change hands when conditions would probably be so changed that the citizens of Lehigh would be better accommodated.

Since the Mason City and Ft. Dodge railway has been operated by the Chicago Great Western Railway company no complaints have been made to this Board concerning trains afforded the town of Lehigh.

Des Moines, Iowa, November 15, 1902.

No. 2449—1902.

In the matter of the condition of the Illinois Central depot at Waverly, Iowa.

On April 16, 1901, the Board addressed a letter to the officials of the Illinois Central Railway company calling their attention to the condition of the depot at Waverly, Iowa, and suggesting that repairs be made at once; also that the station be kept in a cleanly condition. On May 29th, letter was addressed the Board by Vice-President J. T. Harahan, stating that the matters complained of would be attended to at once.

Des Moines, Iowa, November 15, 1902.

No. 2450—1902.

F. G. WICKERSHAM, CAPRON,

v.

CHICAGO GREAT WESTERN RAILWAY CO.

Highway crossing.

Complaint filed May 11th, 1901.

Complaint in this case was made by the road supervisor of Washington township, Marshall county, who stated that a crossing provided by the respondent railway company where said railway crossed the north branch of Deer Creek, had only about an eight feet roadway and that the grade of the same was four feet in twenty. He further stated that the crossing was a very dangerous one and very difficult to move produce over.

The complaint was presented to the company and general manager Stickney advised the Board that the same would have attention at once. No further complaint has been made with reference to the condition of this crossing.

Des Moines, Iowa, November 15, 1902.

No. 2451—1902.

JAMES BUTT, KNOWLTON,
v. } *Drainage.*
CHICAGO GREAT WESTERN RAILWAY CO.

Complaint filed May 20th, 1902.

The complainant in this matter stated that the railway company had changed a certain water course so that water was backed or turned on to his land damaging him, etc.

The railway company stated to the Board that the complaint would receive prompt attention and remedy afforded. No further complaint has been made to the Board.

Des Moines, Iowa, November 15, 1902.

No. 2452-1902.

CITY OF STORM LAKE,
v. } *Street crossing.*
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.

Complaint filed May 21, 1902.

Complaint in this case was as follows:

COMPLAINT.

By direction and resolution of the city council of the city of Storm Lake, Iowa, I desire to call the attention of the Board of Railroad Commissioners to the following complaint:

That in the latter part of the year 1899, the Minneapolis & St. Louis Railroad company constructed its track and road bed into the city of Storm Lake, Iowa, from the north and in so constructing its track it crossed with its main track and three of its side tracks a certain public highway and street of said city which had been established and opened and used for many years prior thereto and is known as the "Toohey" road and Milwaukee Avenue, the same being located within the city limits of said city and on the north side of blocks 61, 62, 63 and 64 and is one of the principal streets leading into the city, and is convenient and necessary for the accomodation of the public.

Ever since the construction of said tracks at said place said company has continued to use said street and to operate their trains thereon, and are now so using and occupying said street, and in the erection and construction of said road bed, the said company lowered said highway and have failed and neglected to put the same in a passable condition, or to construct any crossing whatever at said point.

On about the 17th day of April, 1901, after previous requests to said company, I caused written notice to be served on said railroad company, requiring them to put said crossing in a safe and proper condition for public travel and although so notified said railroad company still refuses and neglects to put said crossing in.

Whereupon the city council of said city of Storm Lake, have by resolution, instructed me to proceed in the matter, and I therefore ask your honorable body to take such action as may be proper and expedient in the premises and order said crossing put in at as early a date as possible.

J. E. BULAND,
City Solicitor.

The company claimed that there was no street at the point where the city desired the crossing and therefore the Board had no jurisdiction. Also that there was a case pending in the supreme court of the state involving the existence of such street, etc.

Thereupon the Commissioners addressed the city solicitor of Storm Lake asking for further information. Mr. J. E. Buland, city solicitor replied:

"The question of a highway in the case pending, is only a collateral one and will not necessarily be decided in said action, in other words, the question while it was raised in that case in a collateral way only, was not necessary or important to that case whether there was a highway at that point or not. Again, the city of Storm Lake was not a party to said action in any manner and the decision in the case would not bind the city in any way, even though it were an important question in said case.

"I wish you would call the attention of the Commissioners to that matter and advise them of the importance of an early decision to our city. The matter of proving the establishment of a highway at the point in question would be a great deal easier proven here than at Webster City away from our records, as was done in the case pending in the supreme court."

Answering further, the Railway company, by its general attorney, Albert E. Clarke, wrote the Board, under date of December 6th, as follows:

"Your favor of November 1st, addressed to Mr. L. F. Day, vice-president, relative to the request of the city attorney of Storm Lake that your Board take some action with reference to their complaint against our company for closing 'Milwaukee Avenue' in that city has been handed me for reply.

"This is the first notice we have ever had of the existence of 'Milwaukee Avenue.' During the litigation between this company and the Chicago, Milwaukee & St. Paul company, over the crossing of our railroad yard, it was claimed by the Milwaukee company that a road had been laid out by the county supervisors along the north line of the town. It was not spoken of as Milwaukee Avenue, but was claimed to be known as the "Toohey Road." The alleged existence of a highway at this point was made one of the prominent features of the litigation by the Milwaukee company to justify its crossing of our yard. In the case referred to we denied the existence of any such highway, and that is one of the questions involved in that case. How important a question it may be, or whether or not it will be necessarily passed upon by the supreme court I do not know. The fact remains, however, that this company positively denies that there is, or ever has been, a legal highway at this place; and an examination of the paper book in the case now pending in the supreme court will satisfy you that this question is squarely disputed and is in litigation in that suit. I think I am right in assuming that the Board of Commissioners will not attempt to open a highway until it is first known that a highway exists; and as long as we are disputing in court the fact that there is or ever has been such a highway, the Railroad Commission will hardly care to assume the responsibility for deciding a judicial question, which can only be determined by a court.

Ever since the litigation with the Milwaukee commenced that company has been active in inducing the street commission, and other officials of the city, to serve notice upon us to open the highway. If we believed that there was a legal highway at that point we would open it, without any request from anybody, but as we positively deny that there is or ever has been such a highway, we cannot consent to put in the crossing until it has first been decided by a court of competent jurisdiction that there is such a road in existence. While Mr. Buland, the city solicitor, may be able to determine how the opinion of the supreme court will affect the question, I confess that I have not sufficient foresight to assume to do so. As I have already stated, the supreme court may or may not consider that question to be an important one in the case. The Milwaukee company made it a prominent feature of the litigation, evidently believing it to be a question which ought to be, and would be, decided by the court. But leaving that entirely out of the question and assuming that it had never been referred to in the present litigation, this company now says, as it has always said, that there is not and never has been a highway at this point. If the city of Storm Lake thinks there is a highway at that point let it bring an action to compel us to open it and not endeavor to throw the burden of litigation upon the Commission. If there is a city highway or a county highway, the city of Storm Lake or the county of Buena Vista has a direct and speedy remedy to compel us to open it. In any event it must first be determined that there is a highway before we can be compelled to open it, and the court is the only tribunal which can determine this primary question. With all due respect to Mr. Buland, he seems to be making himself ridiculous in asking the Railroad and Warehouse Commission to assume jurisdiction of judicial questions and adjudicate the fact of the existence, or non-existence, of a legal highway at a point where its existence is disputed.

I mail you today a copy of the paper book in the case now pending in the supreme court. You will find by reference thereto that the existence of this highway is squarely put in issue. I will not assume at this time, to call your attention to all the evidence on that point, but will refer to pages 244 to 250 inclusive, which contains a part of the evidence offered by the Milwaukee company to prove the existence of a highway. You will also find some testimony upon the point given by Edgar E. Mack at pages 155, 156 and 157; testimony by Mr. Estep at page 46; by Mr. Lagdon, defendant's witness, at page 247; by Mr. Dunbar at pages 305 to 307, etc. We made two points; first, that the highway had never been legally laid out; and, second, that it had never been opened for travel. I would send you a copy of my brief if I had one, but they are entirely exhausted; but I will ask you to look at my brief (appellant's brief) in the case, which is on file in the office of the clerk of the supreme court, commencing at page 159, where I discuss the proposition "there is no highway at this point." This will show you that the question is fairly in litigation and also advise you of the grounds upon which we deny the existence of the highway. In any event we do deny it and expect to resist in court any attempt to open it.

"With this perhaps unnecessarily long explanation I have no doubt you will be satisfied that it is not a case with which the Commission will care to deal, until the court has first established the fact that there is a legal highway in existence to be opened. If that fact is established by the court the highway will be opened without any objection on the part of this company.

Yours truly,

ALBERT E. CLARKE,
General Attorney."

Some further correspondence followed, the city contending that the Board should take action, the railway company contending that the case was outside the jurisdiction of the Board on account of the disputed proposition that there was no road or street in existence at the point where crossing was desired.

The Commissioners addressed letter to City Solicitor Buland on April 1, 1902, as follows:

"As you were advised on March 20th, the Board took up the matter of the street crossing at Storm Lake with the Minneapolis & St. Louis Railway Company, in a somewhat lengthy communication and sought to induce them to grant your request. However, this Board is in receipt of a letter sent by Albert E. Clarke, general attorney of the Minneapolis & St. Louis Railway Company, a copy of which is sent herewith.

"The Board has nothing whatever before it showing beyond a doubt that there is a highway or street in existence at the point where you desire the crossing. That question was not determined in the case recently decided by the supreme court, and referred to in yours of February 5th, the supreme court specifically stating in that opinion that it was not necessary to pass upon that issue.

"If there is no question but that there is a street regularly established, then your city council has full power to act; and the Board of Railroad Commissioners could not order the railway company to construct and maintain a crossing where no street or highway exists.

"Your county records should show beyond any question whether any highway or street exists at the point where you desire the railway company to construct a crossing; and if you will send to this Board a copy of the records indicating this fact, the Commissioners will be pleased to take such further action as may be found within the scope of their authority.

"The Commissioners await your early answer."

In response to that letter, affidavits were filed as follows:

STORM LAKE, IOWA, MAY 31, 1902.

Dwight N. Lewis, Secretary, Des Moines, Iowa:

DEAR SIR:—I enclose herewith a certified copy of records in auditor's office in relation to the crossing matter which I have vs. the Minneapolis & St. Louis Railroad company at Storm Lake, also two affidavits which I trust will be sufficient to show that there has been maintained what at least the public supposed was a public highway until they were informed by Mr. Clarke that they were mistaken.

Please set this matter for an early hearing, as I see the supreme court has overruled the petition for a rehearing of the railroad crossing case between the Minneapolis & St. Louis Railroad and the Chicago, Milwaukee & St. Paul Railway.

Hoping to hear from you soon, I am,

Yours very truly,

J. E. BULAND,
City Solicitor.

TOOHEY ROAD.

"Be it remembered that on this 15th day of May came Patrick Toohey with a petition signed by himself and others asking that a commission be appointed to view, and if found expedient, to locate a county road to be called the Toohey road, described as follows, to-wit: Commencing at the southwest corner of section 33, in township 90, range 36 west of the 5th P. M., and running thence north on section lines to the northwest corner of section number four in same township and range, thence west on section lines and township lines to the north quarter post of section 3, township 90, range 37, and also one mile on the north line of section 28, township 90, range 36, and good and sufficient bond having been given, O. W. Griffith was appointed a commissioner to view the same, and the 27th day of May was set to commence the examination, and on the 29th day of May, 1874, the commissioner reported in favor of the establishment of the road on the above described route, and on the 2d day of July a writ was issued as the law provides, made returnable

on the 8th day of Septe nber, 1874. Now on this 8th day of September, 1874, it appearing that due notice was given, and no claims for damages having been filed, or objections made, the road is hereby declared established along the above described route.

"W. B. FARRAR,
"Auditor."

I certify the above to be a true and correct copy of page 73 of road record No. "O" of Buena Vista county, Iowa, establishing the above described road, on file in my office.

J. H. LA GRANGE,
County Auditor.

STATE OF IOWA, }
BUENA VISTA COUNTY. }

I, Michael Toohey, being first duly sworn on oath say, that I have been a resident of Buena Vista county, Iowa, for the thirty-two years last past and am still a resident thereof; that I am personally acquainted with the facts concerning the laying out, establishing and use of the road known as the "Toohey" road which leads into Storm Lake from the east; that as a resident of said county I used and traveled over said road for the last thirty years without objection or protest from any person whatsoever; that I know of my own personal knowledge that said road had been kept, maintained and used at the point where the tracks and switches of the Minneapolis & St. Louis railroad crosses said "Toohey" road for at least thirty years before said tracks and switches were laid at said point; that I used said road myself very often and I know of my personal knowledge that said road was kept up in condition and maintained by public work and labor the same as other public highways are in this vicinity; that during all of said time there has been no question or doubt expressed as to whether or no there was a highway at said point until said tracks were laid across said road at said point within the limits of Storm Lake, Iowa; that for the last fourteen years I have resided immediately adjoining said point now in controversy and seen the public use same as a highway at all times during said time until same was obstructed by said tracks and switches, and that previous to said time I knew of my own personal knowledge that the public used said highway openly and continuous for the past thirty years.

MICHAEL TOOHEY.

Subscribed and sworn to before me by the said Michael Toohey this 31st day of May, A. D. 1902.

J. E. BULAND,
Notary Public.

STATE OF IOWA }
BUENA VISTA COUNTY. } *ss.*

I, George W. Santee, being first duly sworn on oath say that I have resided in Storm Lake, Buena Vista county, Iowa for the twenty-one years last past, that during all, or nearly all of said time my business has been that of auctioneer, attending sales in the vicinity of Storm Lake, Iowa; that I am well acquainted with what is known as the "Toohey" road which leads into Storm Lake from the east and that the Minneapolis & St. Louis Railroad crosses the same within the limits of the city of Storm Lake at or near the place where said railroad crosses the Chicago, Milwaukee & St. Paul Railroad; this affiant says that at the point where said Minneapolis & St. Louis Railroad company are now maintaining their railroad tracks, switches and etc. across the said Toohey road this affiant knows of his own personal knowledge that said road was maintained as a public highway

tor at least eighteen years before the construction of said tracks and switches; that the use of said road was open continuous and notorious during all of said time and said road was maintained at public expense and labor; that this affiant together with the public used said road at said particular point at all times as occasion required without objection or protest from any person or persons whatsoever and said road was being so used at the time said railroad was built and tracks and switches laid across same as above stated.

[Signed] GEORGE W. SANTEE.

Subscribed and sworn to before me by the said George W. Santee this 31st day of May A. D. 1902.

J. E. BULAND, *Notary Public.*

Copy of these affidavits were furnished the railway company which brought the following response from the general attorney of said company:

"Answering your favor of June 30th, relative to the opening of the so called Toohey road at Storm Lake, I beg to say to the commission that I would have no objection whatever to their making a ruling on this matter if I thought that it was in their jurisdiction. This company has no purpose or desire to obstruct the opening of any public highway, but after a careful examination of the record of the proceedings to establish the road, and other evidence bearing upon that question, I am satisfied that there is no legal highway at that point. If this matter is to be passed upon by the Railroad Commissioners they would have to first determine the purely legal question as to whether or not there is a legal highway at that point. Nobody except a court, organized as required by the constitution of the state, has authority to determine that question, which is purely judicial. Again, if the commissioners should decide that there was a highway they would then have to determine the judicial question as to whether or not the time had passed within which it could be legally opened. In other words, every question involved in the investigation of this matter is one which is purely cognizable by a court. It has been repeatedly held that the Railroad Commission is simply an administrative body, that is neither executive or judicial. I cannot understand why the city solicitor should entertain the idea that matters of this kind can be brought before the Railroad Commissioners and tried before that body instead of being tried in the courts of the state. The affidavits furnished are simply the evidence on one side. If this company was to submit its evidence and reasons on the other side, then your body would be called upon to determine not only the questions of fact, but the questions of law, and to act as a court of general jurisdiction in the trial of disputed issues of law and fact. I have no disposition to be captious about this matter, as I appreciate highly the courtesy and fairness with which this company has always been treated by the Board of Commissioners, but I regard it not only as a matter of justice to the commission, but to this company, not to attempt to impose upon you the duties which are by law conferred upon the courts; and it must be evident from a simple statement of the proposition that the question is to the legality of this alleged highway is a question for the courts only. While it may be the opinion of the city solicitor and the auditor that this is a legal highway, they are not the parties to decide and their opinion would not be binding upon the court. The statements which are contained in their affidavits would be proper evidence to present upon the trial of the case, but my objection is that the question involved is one of which the Commission cannot, under the constitution or statutes, take jurisdiction.

"I would be pleased to have this letter submitted to the attorney-general, who I understand is, under the laws of your state, the legal advisor of the Board. If you desire the copies of the affidavits returned and will so advise me, I will transmit them to you at once, otherwise I will retain them for my files."

Another effort was made by the Board to induce the railway company to make some adjustment in the matter, but the railway company insisted that the Board get the opinion of the attorney-general as to whether or not they had jurisdiction in the case. Thereupon the Commissioners filed with Hon. Chas. W. Mullan, attorney-general of the state of Iowa, the complete record and all papers in this case requesting him to advise the Board whether or not the Board would have jurisdiction to act under the state of facts as presented. His opinion of date September 16, 1902, is given herewith in full:

STATE OF IOWA.

OFFICE OF ATTORNEY-GENERAL.

DES MOINES, September 16, 1902.

Mr. Dwight N. Lewis, Secretary Board of Railroad Commissioners:

DEAR SIR.—Your favor of July 1st has been upon my desk some time and the pressure of other business has prevented my going through the correspondence attached thereto, and determining the question submitted.

I have expressed my views verbally to Mr. Palmer, a member of your board, and it is my understanding that they have been adopted by the Board.

I will now simply say that, after a careful examination of the correspondence attached, in my opinion the questions arising between the railroad company and the city of Storm Lake, are not within the jurisdiction of the State Board of Railroad Commissioners. They are questions of a private nature which must be determined by the city and railway company in the courts of the state, if they cannot be settled otherwise, and are not matters in which the Railroad Commissioners should become involved.

Enclosed I return the correspondence attached to your letter. I am

Yours very truly CHAS. W. MULLAN.

A copy of the attorney-general's opinion was sent the city solicitor of Storm Lake at once and the case was closed.

Des Moines, Iowa, November 15, 1902.

No. 2453—1902.

H. J. WULFF, ET AL, DIXON.

in the matter of reduced rates on material for road making purposes.

This matter was brought to the attention of the Board by a committee appointed by the State Commission of Road Supervisors which committee consisted of Messrs. H. J. Wulff, W. H. Funk and J. H. Shively. An informal presentation of the matter was made, the committee simply asking that the Commissioners make a reduced classification upon all materials such as crushed stone, sand, gravel, etc., for road making purposes. The Commissioners gave the matter a great deal of attention and had many conferences with the committee and with the railway companies. A general meeting was held in Chicago at which the committee represented to the Board and to the representatives of the railway companies its reasons for desiring a reduced rating.

Some days after this meeting was held the Board received the following letter from the chairman of the Western Trunk Line Association:

WESTERN TRUNK LINE COMMITTEE.

CHICAGO, December 4, 1901.

Hon. W. Mowry, Chairman, Iowa Board Railroad Commissioners, Des Moines, Iowa.

DEAR SIR:—Referring to the informal conference between your Honorable Board, the committee representing the Association of County Supervisors of Iowa, and representatives of Iowa lines, held in our rooms, in the Great Northern building, Chicago, October 15th, at which time proposition was submitted by the Association of County Supervisors that the railway lines apply the slack coal rates, as now provided, to shipments of gravel and rough stone for road making.

We are today in receipt of the following letter from the Chicago, Burlington & Quincy Railroad, in reply to the proposition submitted by the Association of County Supervisors as above stated:

CHICAGO, BURLINGTON & QUINCY RAILROAD.

CHICAGO, November 30, 1901.

Mr. James V. Mahoney, Chairman, Western Trunk Line Committee, Chicago.

DEAR SIR:—Your favor of November 6th, on the subject of the application of certain interests in Iowa for reduced rates on road material, has been received.

Our company recognizes the expediency of co-operation with the people for any works of public concern wherever it is practicable to do so; and in this particular matter our disposition has been to meet the wishes of the Association of County Supervisors if any way could be found to do it consistently with our interests. That we have not been able to find this way is a matter of regret.

There are many reasons which compel us to decline, at this time, to consider any voluntary reduction in rates for road material. The principal reasons are:

First.—That as taxpayers, with all of our property exposed to taxation at full rates without any exemptions, we are already bearing our full share of public expenditures. To make a general reduction in rates on road material would practically result in our making a large contribution, equivalent to money, to the expense of building new roads, entirely out of proportion to that borne by the public in general.

Second.—The rates in Iowa, imposed upon us by legislation, are already so low that we do not see our way clear to make voluntary reductions of a general and permanent character upon a volume of traffic which, however, unimportant in itself, may, if carried at a low rate, be taken as furnishing a standard for fixing a rate upon other traffic of substantially the same value and class. Our experience has led us to believe that the rates which we make voluntarily for public purposes are taken as a criterion for all rates, and are quoted against us when that will serve the purpose of those who have axes of their own to grind, as, for example, the low excursion rates are quoted in every legislature, and at every hearing upon passenger rates before the Board of Railroad Commissioners, as the rates which the railroads themselves voluntarily fix and which ought to be adopted as a measure for all passenger rates, if not wholly at least in part.

Third.—Even these considerations might be made to yield to a great public necessity; but after considering the situation it has seemed to us that, in our country at least, any rates which would give us the mere cost of moving road material would, owing to the scarcity of road material in most localities and the necessity for considerable hauls, be so high as to be practically prohibitive.

If this question should come up hereafter and there should be any reasonable hope that, with the concurrence of the railroads, the people of Iowa could make substantial progress toward better roads, we should be willing to have the question opened again for full consideration; but for the present, and as now advised, we do not see our way clear to co-operate in the direction suggested by the association of county supervisors.

Yours truly.

[SIGNED] THOS. MILLER,
General Freight Agent.

It is presumed that you have received direct the replies from other Iowa roads.

Yours truly,

JAS. V. MAHONEY.

The Commissioners having failed to amicably adjust the matter after proper hearing, on April 22nd, made the following ruling which was included in and made a part of Amendment No. 3, Iowa Classification No. 12, taking affect May 10, 1902.

"Stone, (all kinds) crushed gravel, cinders or burnt earth, when consigned to public officials charged with the improvement of public highways, and to be used only by such officials for the improvement and betterment of such highways, in carloads, soft coal (slack) rates."

Des Moines, Iowa, November 15, 1902.

No. 2454—1901.

ED. H. SHARP, ET AL, LEON,
v.
KEOKUK & WESTERN RAILWAY COMPANY.
} *Abandonment of Kingston Station.*

Petition filed August 24, 1901.

Petition in this case was as follows:

LEON, IOWA, August 23, 1901.

Hon. Welcome Mowry, Hon. Edward A. Dawson, Hon. David J. Palmer, Railroad Commissioners for the state of Iowa:

GENTLEMEN—We, the u dersigned citizens and tax-payers of Decatur county, Iowa, say that we own 305 acres of land that extends within five-eights of a mile of the station of Kingston, on the Keokuk & Western Railroad. And that from the time the railroad was built to the said station of Kingston there has been maintained a switch up to yesterday, August 22, 1901, and that on said date the Keokuk & Western Railroad company caused the switch to be taken up and removed, the rails, ties and everything pertaining to said switch and at the time there were several cars of timber piled along the switch, being there for the purpose of shipment in the near future, and that we the undersigned had a car loaded with cordwood standing on the track at the time the employes began to take up the switch, and that there was live stock in the pen at the same time, being there for the purpose of shipment. We also say that if said switch is replaced we will, between this time and the first day of next May, ship fifty or more cars of merchandise from said station, being mostly cordwood and fence posts, and there will be other parties having fifty or more cars of timber to ship during the same time, and we further say that there will be a great many cars of stock shipped from said station. The undersigned believe the evidence will show that there have been 135 cars of all kinds of merchandise shipped from the station of Kingston within the year last past. The nearest station from Kingston on the Keokuk & Western Railroad being about six miles with a bad public highway to travel. That all timber cut near Kingston has been cut with the understanding that it shall be shipped from the station of Kingston.

We ask that your honorable body come to Kingston at an early date, view the situation and hear what evidence you may desire in regard to the matter, and if the evidence warrants it, then order the Keokuk & Western Railroad to replace the switch with good material and maintain the same.

We further say that there are many people who are badly injured by the removal of this switch and much desire to have you gentlemen take action.

If this petition is not sufficient to cause you gentlemen to investigate this matter we can send you a petition giving additional facts signed by many large property owners who are greatly injured by the removal of said switch, some being injured to the extent of several thousand dollars.

We further say that the switch is necessary for public welfare and was taken up without the knowledge or consent of the public who patronize the railroad at said station of Kingston.

Respectfully submitted,

ED. H. SHARP,
GEO. W. BAKER.

BEFORE THE HONORABLE RAILROAD COMMISSION OF THE STATE OF IOWA.

In the matter of the maintenance of the station at Kingston, Iowa, on the Cainsville branch of the Keokuk & Western Railroad.

To the Railroad Commissioners of the State of Iowa:

Your petitioners respectfully represent that the Keokuk & Western Railroad company is a corporation duly incorporated under the laws of Iowa for the purpose of operating a railroad.

That there was a station established at a point known as Kingston, Iowa, by the Des Moines & Kansas City Railroad company about twelve years ago. That said station is located between Van Wert, Iowa, and Decatur, Iowa, and is about five miles from Van Wert, and about the same distance from Decatur. That there was established at said point a depot, side track, stock pens and scales for weighing stock. That the Des Moines & Kansas City Railway company and the Keokuk & Western Railway company during all the time since said station was so located have received and put off freight of all kinds and done such business as is usually carried on at railway stations. That there has been a large amount of property shipped from said station as well as to said station. That during the year 1900 there were something like one hundred car loads of wood and posts and about fifty car loads of stock shipped from said station. That there has been a large amount of machinery, such as farming implements of all kinds and character, grain, etc., shipped to and from said station. That practically all of the live stock that is shipped from within three miles north and south and four miles east and west of said station is loaded at said Kingston station; and it is the general distributing point for the community around about said station.

That there has always been an extensive passenger traffic at said station, the farmers and their wives getting on at said station and going to market and return. That the peeple in the vicinity of said station could get aboard the cars and go to the county seat and have three hours in which to transact business and do their trading and get back to Kingston, which was a great convenience to the whole community. That it has been a general distributing point for the neighborhood around said station. That said station was taken into consideration in the valuation of real estate, fixing to a great extent the value of all real estate that has been purchased and sold in the vicinity of said station during the last ten years; and that if said station is discontinued and the company refuses to take on or put off freight and receive and let off passengers at said point, it will depreciate the value of real estate in the neighborhood of said station at least ten per cent and greatly inconvenience the whole neighborhood.

That, with the expectation of shipping from said point, citizens have purchased wood land and have gone to great expense to have the wood cut and the land cleared, and there is at this time cut and awaiting shipment from said station and for which there is a demand, about one thousand cords of wood and about five thousand posts. That there is a demand for said wood at this time and the patrons of the said railroad would at this time be moving and shipping the said wood.

That the traffic of said station is increasing year by year; that it was paying the railway company as well if not better in proportion to the amount invested than any other station along the said Cainsville branch of the Keokuk & Western; that it cost the railway company nothing to conduct the said station, they having no station agent at said point, all cars being billed from Decatur, Iowa; that there were more car loads of stuff shipped from the station of Kingston than from any

other station along the Cainsville Branch of the Keokuk & Western, with perhaps the exception of Van Wert. That the industry of cutting and shipping wood and posts in said neighborhood, on account of the convenience of said station, was growing and will continue to grow in the future if said station is maintained. That the cutting off of said wood is enabling the people of the community to clear off their land and put the same into grass, thereby enabling them to run more cattle, which, when marketed, will be shipped from said Kingston station, and would increase the value of said land as well as its productiveness.

That if said station is discontinued and the company refuses to accept freight from said point, all of the wood and posts cut in the said community with the expectation of being shipped from said point will result in a loss to the owners; and the same cannot be moved to another shipping point except at a loss, and said industry will be destroyed.

That the said Keokuk & Western Railway company have torn up the side track, have torn down the stock pens, torn down the depot, and taken away the scales at said station of Kingston, Iowa That they did all this without any notice or information of any kind or character to its patrons in the community of said station.

That the said act of the railroad company was needless and wanton, and was done without any cause or provocation; and if said station is not by this Board re-established it will work a great hardship to the said community, and will destroy one of the greatest conveniences in that vicinity.

That at the time the said side track was torn up there were piled along same, several car loads of wood and posts awaiting shipment; and also hogs in the pens awaiting cars for shipment to market.

That at the time the said Kingston station was established by the Des Moines & Kansas City Railroad company, the citizens in the neighborhood of Kingston contributed three hundred dollars to the railroad company and made the grade upon which the side track was laid and put up the stock pens, the railroad company furnishing the material, with the exception of a part of the lumber that went into the stock pens. That these citizens paid said money, did such work of putting in said side track and stock pens with the express understanding and agreement with said railroad company that this station was to be permanent.

That there was a tax of five per cent levied upon the township of Decatur to aid in the building of said railroad.

Wherefore, your petitioners ask that the Commissioners set a day when they will meet, at Kingston, Iowa, the citizens affected by the removal of said station, for the purpose of investigating the matter in question; and that after said investigation they order the railroad company to rebuild said side track, stock pens, scales and depot, and to maintain the same in a suitable manner for the accommodation of such traffic as will be carried on at said point; and that they order said station to be maintained permanently at said point; that they order the railroad company to pay the costs of these proceedings as provided by law; and for such other and further relief as the honorable Commissioners may deem just and equitable.

W. B. REDMAN,
J. B. DOBSON,
JOSEPH HAMILTON, and others.

The company replying to this petition said:

"Kingston side track is located near the north line of Decatur township, Decatur county, in section 3, five and 4-10 miles southwest of Van Wert and four and 7-10 miles north of Decatur city by rail.

DeKalb station on the K. & W. is located in the S. E. ¼ of the N. W. ¼ of section 28, Long Creek township, Decatur county and distant from Van Wert four and 9-10 miles and distant from Kingston about one and 7-10 miles by direct wagon road. The business at Kingston has never warranted the maintenance of the side track or stock yards and we have never had an agent at said station. At DeKalb the K. & W. have an agent, station building, and stock yards, and one grain building. There is also a general store at DeKalb, and as there is no trading point at Kingston and but a few stock shipments, and as experience has proven that the people about Kingston go to Van Wert, Decatur City and Leon to trade, the Keokuk & Western considers that the side track and stock yards at Kingston are not needed and that it is serving the public well by maintaining as a station DeKalb, which is as shown by the attached plat near enough to Kingston to furnish proper facilities for shipments in the neighborhood.

We have a passenger platform and "wind break" at Kingston for the benefit of passengers which we propose to continue, giving people in that neighborhood a chance to take trains from and for Kingston. What business the company gets from Kingston is done under a great deal of annoyance, because the business has to be transacted either at Decatur city or Van Wert.

The maintenance of the side tracks and the stock yards is an expense to the road which should not be required for the business obtained."

The company again wrote the board on September 4, 1901, as follows:

"Your letter of September 2d is received and I have read the petition and return the same herewith. I forwarded a letter to the Board a day or two ago under date of August 31st, showing our position in the matter of abandonment of side tracks and stock yards, Kingston. The petition claims 100 carloads of wood and posts and fifty carloads of stock shipped from said station last year and that practically all the live stock shipped within three miles north of said station and south of said station and four miles east of said station and four miles west of said station is loaded at said station. For the fiscal year ending June 30, 1901, the shipments were:

"Five cars of hogs.
"Six cars of cattle.
"Seventy-four cars of wood.
"Two cars of posts.
"One car of corn.

"This includes shipments to and from Kingston, except occasional packages of merchandise, the total earnings on which were $1,109.43. It is evident that there is very little stock to ship from said Kingston station in the large territory named in the petition when the same is covered for twelve months by eleven cars.

"I wish to say further that probably 90 per cent of the stock and 90 per cent of the wood and posts originated as near DeKalb station as Kingston station. There is no wood or posts whatever east of Kingston station to be delivered to that point and as it is only one and seven-tenth miles from Kingston to DeKalb, and the majority of the wood is between Kingston and DeKalb, the facilities at DeKalb should be considered sufficient for the business in that neighborhood.

"The other statement in the petition about the traffic at said station and that it being an important shipping point from which more cars were billed than other stations on Cainsville branch, is pure fiction. The burden of the whole matter seems to cover wood shipments on which there is little or no profit and of which 90 per cent would find its way to market through DeKalb or Van Wert.

"As stated in former communication it is not the intention of the road to discontinue the passenger facilities offered the people near Kingston.

"I wish to call your attention to the fact that there is no considerable community at Kingston. There are only two or three farm houses near the station."

Considerable correspondence followed between the Commissioners and representatives of the railway company and others; also a member of the Board made a personal visit to the general offices of the railway company, all of which resulted in an amicable adjustment of the matter, as is shown by letter, which was received from Mr. Ed. H. Sharp, of February 6th, as follows:

"Your favor of some days back directed to Leon, Iowa, was received here. I know the switch and pens have been replaced, and suppose everything is all O. K., but do not know for sure, but will inform you when the answer comes from a reliable party I have written about the matter. I wish to thank you, gentlemen, for the many patrons, as well as myself, for the interest you have taken in this matter."

Des Moines, Iowa, November 15, 1902.

No. 2455—1902.

JOHN J. LUCEY, JR., BREDA,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Damage on account of delay.

Complaint filed September 12, 1902.

This was a complaint that a car of cattle was delayed in shipment from Weed to Chicago, which complainant claimed cost him a loss of $84.25. The Board made an endeavor to have the claim adjusted, and the company advised the Commission that the case would have careful consideration.

The complainant made no further complaint.

Des Moines, Iowa, November 15, 1902.

No. 2456—1902.

F. J. THRAP, COIN,

v.

OMAHA & ST. LOUIS RAILWAY COMPANY.

Improper condition of highway.

Complaint filed September 23, 1901.

Complainant in this case stated that a crossing on the highway at the Lincoln & Morton township line of Page county, was practically impassable and needed repairs.

The attention of the railway company was called to the complaint and repairs were made.

Des Moines, Iowa, November 15, 1902.

No. 2457—1902.

CASPER RIMATHE, SLATER,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Under grade farm crossing.

Complaint filed October 1, 1901.

The complainant in this case called at the office and stated that he desired to make complaint concerning a crossing on his farm. He was advised to make his complaint in writing and did so, complaint being as follows:

SLATER, IOWA, September 29, 1901.

Railroad Commissioners Office, Des Moines, Iowa.

TO THE HONORABLE BOARD:—I was at your office September 21st to see you regarding a crossing. This crossing is one and one-fourth miles north of Slater on the North-Western road. I have a gate or wagon crossing, but to drive stock over it is extremely dangerous and it must be used many times a day at times, as my only well is across the track from the yards. The track runs along my yards. Of the 120 acres, 90 are across the track from the yards and it seems to me I am entiled to a better crossing than there is. There is more or less danger every day with stock crossing through gates on the wagon crossing, or to be driven across the track several times a day which must be done as my well and pasture are on land across the track from yards. I have stated this matter of crossing to the division superintendent, Mr. Slifer, and he would have been willing to put in a bridge or overhead crossing by me carrying $400 of the expense thereby, which I would have been willing to do, but have found by investigation for myself and advised by competent men in that line, that it would be a constant source of expense by washouts as the crossing would be at least twenty feet above the track. You cannot see trains from the south until about thirty rods from the crossing. The traffic is very extensive on this road, especially with passenger service. About the middle of July last, the north bound passenger train due at Slater at 5:30, came near running into my cattle at the crossing, it was stopped just in time to prevent what seemed to me a terrible wreck. It never could have gone through the herd of cattle there at the time and I decided at once to make another effort for a more safe stock crossing which can easily be done as there is no culvert near my yards and near the old crossing the number is 2125 on culvert. This culvert I speak of is about six feet from rail to level of ground, but has been filled in some years ago. Sewer pipe was put in, tile was laid three feet under ground which makes it well drained and could be cut down two and one-half or three feet very easy, which would make it plenty high enough for stock to cross under track as five feet to six feet is high enough. Of course, for me the higher the better. Regarding the expense of putting it in, I will try and do something, if satisfactory, that is, mean to do all I can to release the company of any expense I possibly can. Further, I do not think there is a more dangerous crossing on the North-Western system.

Yours truly,

CASPER RIMATHE.

The railway company replied to this complaint as follows:

"The North Western railway passes through Mr Rimathe's farm and he has been provided with the usual farm crossing at grade; there are wing fences and gates, but no cattle guards; crossing is and has been in good condition, and we do not consider it unusually hazardous. The pasture is west of the track; water and buildings on east side of track. It has been intimated that reason that cattle pass is desired is to enable animals to get to the water. If this is the only reason Mr. Rimathe has, the company would be willing to allow him to lay a pipe under tracks and right of way from well to the pasture.

"Mr. Rimathe was given to understand some time ago that there would be no particular objection to an overhead crossing provided he would bear expense, and investigation, which was made at the time, indicates that such crossing would be practicable and it is not apparent to us that there would be a constant source of expense in maintaining such crossing because of damage occasioned by washouts.

"It would be impracticable to provide an underground crossing at the point suggested in Mr. Rimathe's letter for the reason that the bottom of such a crossing would be about four feet below the natural surface of the ground. In fact, we cannot find that an underground cattle-way could be constructed at or near the point suggested that could be depended upon as being passable except during very dry weather, and in any event such a crossing would be expensive; would necessitate excavating and building a pile bridge, to maintain which would be a constant expense.

"Hoping that these explanations may cause Mr. Rimathe to decide upon piping water from the well to point needed or to construct an overhead crossing, I remain." Yours truly,

W. A. GARDNER,
General Manager.

Mr. Rimathe wrote the Board on November 19th, as follows:

"Replying to answer from Mr Gardner regarding private crossing near my yards, his statement regarding the present crossing is correct. He states that there are wing fences but no cattle guards, which leaves an open gap on the road bed north and south. He also says we do not consider it unusually hazardous. He is badly mistaken or misinformed regarding that the crossing is not hazardous. The bend on the south is so near the crossing, as I have stated before, and the crossing is so near the yards, with nearly all the pasture and nearly all the farm on the other side of the track, all but twenty-five acres of 120 acres. Any man that has ever seen a farm, and a railroad going through it, with the most of the land on the opposite side of the track, can plainly see that a crossing such as the one herein described is dangerous to traffic where it must be used for stock many times a day, say nothing about the danger of getting your stock killed. As I have urged or stated before, it is a constant source of annoyance to me to handle or drive cattle across a crossing of this kind. I would like to have Mr. Gardner do this just a day or two. I think he would find a way for a better crossing at once for stock. I know there is a way if there is a will, as surely the North-Western Railway company does not think that this is such a terrible thing to do. Mr. Gardner thinks it will be too wet to use in wet weather and he is mistaken. There is good underground drainage at the point mentioned in my former letters, and further, a little water now and then will not hurt, the bottom can be made solid with old ties or rock. I have plenty of rock handy.

"Hoping that these and former explanations are understood, you will surely decide to better my lot in the way of a crossing. My farm is a better stock farm than grain farm, and I think the law provides for a sufficient and safe crossing, but there is surely no reason to believe that the North-Western Railway company will not permit you to put me in a cattle crossing that is safe. Will go to higher officials if something is not done soon. If this will do no good will go into court. I am a tax payer and an honorable citizen, and expect my rights. The company will spend thousands of dollars in the cities but nothing in the country or for the farmers, where their bread and butter comes from. Further, the old crossing must be maintained for wagon and teaming. Understand me right, I want underground for cattle and hogs only. Something must be done; I will go to the limit. I mean business. I can't stand it any longer. The railroad cut my farm in two, not I."

Mr. Gardner's advice regarding the water is well meaning, but my stock can't live on water alone; the well is on the west side of the track, not east, as Mr. Gardner states. It is the driving of stock across the track through gates on wagon crossings, with gaps on both sides of road bed, that makes it hazardous; they have many times scattered all over right of way when trains were in sight. Not a week ago two head run down the track and a fast freight from the north nearly run them down and nearly run over me while trying to save my cattle. This may seem funny to you but a young beginner don't like to lose any more cattle than he has to."

Some considerable correspondence followed which resulted in an amicable adjustment and the crossing was provided for Mr. Rimathe.

Des Moines, Iowa, November 15, 1902.

No. 2458—1902.

E. C. DAMEWOOD, COIN,
v.
OMAHA & ST. LOUIS RAILWAY COMPANY.
Condition of right of way fence.

Complaint filed October 2, 1901.

This complaint was that right of way fence was in need of repair and that the company would not do anything. Attention of the company was called to the matter and eventually repairs were made.

Des Moines, Iowa, November 15, 1902.

No. 2459—1902.

HENRY ARMSTRONG, GLIDDEN,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Location of stock yards.

Complaint filed October 3, 1901.

This complaint arose from some misunderstanding at Glidden with reference to the use of stock yards, etc., which later, as the Board was advised, was corrected.

Des Moines, Iowa, November 15, 1902.

No. 2460—1902.

CITIZENS OF GALT,
v.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
Train service.

Complaint filed October 5, 1901.

The petitioners in this case desire that the Burlington, Cedar Rapids & Northern Railway company stop at Galt its through trains, No. 605 and No. 608

going south. Upon investigation it was discovered that these trains did not stop at much larger towns than Galt and the Board, although taking the matter up with the railway company did not feel justified in making any order.

Des Moines, Iowa, November 15, 1902.

No. 2461—1902.

MRS. BELLE LOVE, SHENANDOAH,

v.

OMAHA AND ST. LOUIS RAILWAY COMPANY.

Condition of right of way fence.

Complaint filed October 12, 1901.

The complainant in this case stated that the railway company failed to keep the right of way fence in good condition through her farm and the railway company was asked to make proper repairs.

At a later date the Commissioners were informed that proper repairs were made.

Des Moines, Iowa, November 15, 1902.

No. 2462—1902.

H. J. WULFF, COUNTY SUPERVISOR, DAVENPORT,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Relocation of highway crossing.

Complaint filed October 15, 1901.

The complainant in this case stated:

"On account of change of crossing made by the Chicago, Rock Island & Pacific Railway company, about two miles east of Walcott, Iowa (called the Otto's crossing), throwing the highway at present in on their right of way, which is too near the passenger trains, besides impassable at wet seasons because the ground has been taken out to a depth of over two feet on said strip, hence the people of Scott county ask for a forty-foot wide road on the north side of their right of way at said crossing, and graded, so the public can travel safely."

Mr. Robert Mather, vice-president of the Chicago, Rock Island & Pacific Railway company, filed the answer of that company to the complaint as follows:

"I return herewith the petition of H. J. Wulff, member of the board of supervisors Scott county, Iowa, to your honorable Board, under date of October 16th, on the subject of change in highway crossing the tracks of this company about two miles east of Walcott, Scott county. I also send you herewith a blue print showing the exact situation of the present crossing and of the changes made in the old road. From this you will see that the only change that has been made is to move the road, for a short distance, from the company's right of way on the south side of its tracks to its right of way on the north side of the tracks. The road is no nearer the tracks than it was before the change. It is true that in making the change there was some little excavation, and to grade the road up to

the proper height and put it in as fit condition for travel as the old one. You will observe, also, that the new road is as wide as the old one was. The demand of Mr. Wulff, as it is understood by our engineering department, is, that we buy forty feet of ground on the north of our right of way and lay out the road on the land so acquired. Under the circumstances I think you will agree with me that this demand is unreasonable. If the people interested in the crossing will acquire the land and dedicate it for the purposes of a highway we will grade it for a road with the understanding that we shall then resume possession of that part of our right of way now occupied by the road. We shall decline, however, to purchase any additional ground for the purpose of making the change desired."

The Board examined the blue print very carefully and then sent it to Mr. Wulff with request that if it did not show the conditions correctly that he would mark it so that it would make a proper showing. Mr. Wulff replied on December 5th, but did not indicate that there was any error.

The Board again addressed Mr. Wulff on December 11th as follows:

"Replying to your favor of December 5th concerning the Otto's crossing near Walcott: In your reply you do not say whether the statement of Mr. Mather was correct when he stated, in changing the highway at the crossing from one side of the track to the other they had not placed the highway any nearer the track than it was before, and that the new roadway was as wide as the old.

"Will you advise the Board whether or not the Chicago, Rock Island & Pacific Railway company, in making this change vacated a road that had been established by the county or whether they have diverted the highway from its rightful course.

"Mr. Mather states to the Board that the engineeing department of the Chicago, Rock Island & Pacific Railroad company have already offered to fill in the excavation made on the north road and to grade the road up to the proper height and put it in as fit condition for travel as the old one. I notice this statement was left out of the copy of Mr. Mather's letter sent you and I herewith return said copy with the statement inserted where it belongs."

No reply was ever received by the Board to the foregoing letter.

Des Moines, Iowa, November 15, 1902.

No. 2463—1902.

BERTHA NELSON, KEOKUK,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Cattle guards at farm crossing.

Complaint filed November 9, 1901.

This complaint was filed by Mr. William Timberman, as follows:

November 8, 1901.

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

GENTLEMEN: I am requested by Mrs. Bertha Nelson, to make application to your Honorable Board for an order compelling the Rock Island Railroad company to put in a cattle guard at a private crossing on her property.

Mrs. Nelson owns one hundred and seven (107) acres of land in the west half of section two (2), township sixty-five (65) north, range six (6) west of the fifth P. M.

Her farm is inclosed and is crossed between the bluff and the river by the Rock Island railroad and she owns the land on both sides of the said railroad. For many years she has had a private crossing about four hundred (400) yards east of the west line of the said section two (2) and until

last summer said crossing was protected by a cattle guard. Last summer the Rock Island Railroad company removed the cattle guard and have ever since refused to replace it. Mrs. Nelson uses part of the farm as a pasture and keeps a large amount of stock and it is necessary to drive the said stock over the railroad, by way of the crossing aforesaid, as often as twice a day and the said railroad company refused and still refuses to build or furnish an edequate or safe cattle guard for her, so that she can safely transfer her said stock from one side of the railroad track to the other. Wherefore, she asks that the Rock Island Railroad company be ordered to put in a cattle guard at the private crossing aforesaid.

Yours most respectfully,

WM. TIMBERMAN.

Some correspondence passed between the Board and the railway company and on December 21, the Commissioners were advised that cattle guards and wing fences had been restored to Mrs. Nelson's crossing.

Des Moines, Iowa, November 15, 1902.

No, 2464—1902.

JOHN DUNDON, WHITING,

v.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Overcharge in passenger fare.*

Complaint filed November 15, 1901.

Complaint in this case was as follows:

"On the third Tuesday in August last, I purchased a home-seekers ticket here to Lawton, O. T., of the agent at Whiting, Iowa, good for twenty-one days and return one fare plus $2:00. The railroad was only complete to Ft. Still, took a bus to Lawton on the twentieth day, called for my ticket at Ft. Still. The agent there said he knew nothing of it, but said pay my fare and take a receipt. I did so. When I got home I presented the receipts to the agent here, waited about a month for my money. I then wrote General Passenger Agent W. B. Kniskern, Chicago. He made no reply. I wrote him the second time, stating if he did not return me my money by the 10th of November, I would take the matter up with the Board of Railroad Commissioners. It seems strange that a man will be kept out of his money so long. Should the railroad company loose an old shovel on the section they would burn the wires to find it, and in this case they do not care to do anything.

I think I have given you the facts in regard to the matter."

In a later letter Mr. Dundon stated that the amount of his overcharge was $19.53. The matter was brought to the attention of the railway company, and Mr. W. B. Kniskern, general passenger agent of the Chicago & North-Western Railway company wrote to the Board as follows:

"In response to your letter of the 9th inst. relative to claim of John Dundon would advise that voucher for $2.28 covering our portion of the claim was requested on November 2nd, and should have been received before this.

On December 11th we mailed our agent at Whiting, Iowa, letter received from the Chicago, Rock Island & Paaific, which we presumed contained check for $17.25 in settlement of their portion of the claim and which we requested our agent to deliver to Mr. Dundon promptly.

If however, neither have been received, kindly advise us and we will be pleased to investigate promptly."

On January 4, 1902, Mr. Dundon wrote the Board stating that he had received the amount of his overcharge.

Des Moines, Iowa, November 15, 1902.

No. 2465—1902.

G. W. NEFF, WAYLAND,

v.

BURLINGTON & NORTHWESTERN RAILWAY COMPANY. } *Stock killed.*

Complaint filed November 9, 1901.

Mr. Neff in his complaint stated that he had three small claims against the railway company upon which he could not get a settlement. They were for burned timber and pasture and for the killing of a thoroughbred pig. While the Commissioners did not assume any jurisdiction in the case the complaint was presented to the railway company and Manager R. Law, on December 22d, said his company was willing to settle the claim on a fair basis. Mr. Neff was advised to correspond with the company, which he did.

Des Moines, Iowa, November 15, 1902.

No. 2466—1902.

H. E. MILLER, STANWOOD,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Failure to furnish cars.*

Complaint filed December 2, 1901.

The complainant desired to ship stone from Stone City to Stanwood and was unable to get cars. The matter was taken up with the railway company and cars were furnished a little later.

Des Moines, Iowa, November 15, 1902.

No. 2467—1902.

.....EVANS, ELMA.

v.

CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Undergrade farm crossing.*

Complaint filed December 2, 1901.

This complaint was a verbal one made to a member of the Board, that the Chicago Great Western Railway company was making an undergrade crossing too narrow, and the case was taken up with the railway company and resulted in the crossing being made the proper width.

Des Moines, Iowa. November 15, 1902.

No. 2468—1902.

TOWN OF DURANT,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Warning bell at crossing.

Complaint filed December 4, 1902.

The town of Durant made complaint to the Board that a certain crossing in that town should be protected by warning bell, etc., and sent copy of correspondence, which the officials of that town had had with the officials of the railway company. The Board, in sending this complaint to the railway company, wrote Vice-President Robert Mather, on December 10th, as follows:

"This Board has a communication from Mr. R. Meyer, town clerk of Durant, Iowa, sending a resolution of their town council with reference to a warning bell to be placed upon Webster street where your track crosses the same. It is said that one man was killed at this crossing and several hurt in the last few years, so that it would seem that the crossing did need some protection. Furthermore, a letter from your General Road Master Mr. C. E. Wickham, dated October 23d, states: 'In the matter of protection of Webster street we have decided that an alarm bell may be installed there.'

"Will you kindly advise the Board of the present status of this matter."

Early in January, 1902, Mr. W. T. Rankin, assistant general attorney of the Chicago, Rock Island & Pacific Railway company, stated, that if satisfactory to the Board, the company would adjust the matter directly with the town authorities and that they had had several consultations with reference to such adjustment.

This disposition of the case was satisfactory to the Board.

Des Moines, Iowa, November 15, 1902.

No. 2469—1902.

BEN BERTELS, ALGONA,
v.
IOWA CENTRAL RAILWAY COMPANY.

Failure to furnish cars.

Complaint filed December 5, 1902.

Complainant desired to obtain cars for the shipment of produce but claimed that he could not get the cars desired.

The railway company replied stating that it was very short on equipment and motor power, and owing to the large amount of business it was very hard to meet demands of all shippers, but that no discrimination was being practiced and Mr. Bertels would be served equitably.

The complainant was fully advised of the situation.

Des Moines, Iowa, November 15, 1902.

No. 2470—1902.

CITY OF MANCHESTER,
v.
ILLINOIS CENTRAL RAILROAD COMPANY.

Dangerous crossing.

Complaint filed December 7, 1901.

This complaint was at once taken up with the Illinois Central Railroad company and considerable correspondence passed between the Commissioners and the railroad company.

On May 14, 1902, superintendent F. B. Harriman wrote the Board stating that "We have investigated the matter of the Manchester crossing and after full consideration of it we do not consider that conditions require under crossing. All trains run at slow speed over this crossing, and there is nothing that we can do to improve it on account of the locality."

The action of the company was communicated to the city authorities of Manchester which called forth a letter from Mr. R. R. Robinson, city clerk, stating that trains were not run at slow speed over the crossing and that much could be done to improve the conditions there; that the trains were often held on the crossing as long as twenty-five minutes and that four ladies had recently been required to stand twenty-five minutes during a violent storm and that one of them, in endeavoring to reach some of the train men to request them to open said crossing, was severely injured.

The Commissioners thereupon asked Mr. Robinson to file with the Board a diagram showing the crossing in question also a profile showing the grade of the railroad and the street grade at the point where the under crossing was desired, and also make statement showing the number of teams and the persons on foot using the crossing daily

To this request no response was ever received.

Des Moines, Iowa, November 15, 1902

No. 2471—1902.

CITIZENS OF LEDYARD,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Failure to furnish cars.

Complaint filed December 12, 1902.

This complaint was in the form of a petition signed by the mayor and a number of the shippers of Ledyard, requesting the Board to take such steps as would relieve the situation at that town; that the grain elevators were filled to their utmost capacity, hay barns were filled with baled hay; that many patrons of the merchants of Ledyard were taking their produce to other points and doing their trading where they could do their selling at the same time.

The Commissioners took up this case by telegraph with the officials of the railway company and Superintendent W. D. Hodge, of Eagle Grove, immedi-

ately made every effort to supply the demands of that town. Five cars were furnished immediately and another five were soon on their way and the situation was relieved.

Des Moines, Iowa, November 15, 1902.

No. 2472—1902.

WAYLAND-WRIGHT GRAIN COMPANY, KANSAS CITY,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed December 13, 1901.

Complaint in this case came to the Board by the following letter:

"We have your kind favor of the 14th inst. and thank you very kindly for the information contained therein. In regard to this being state or interstate business, will say that there is very little grain bought in Iowa that is billed to central points like Des Moines and Council Bluffs, that is not at some future time billed to points out of the state, so we do not understand how they could decide then whether or not the initial road could charge the Iowa distance tariff rate. We have several cars tied up at Council Bluffs, and have paid the Chicago & North-Western their freight that they demand, but they will not set the cars over to the Wabash, as we ordered, and of course are charging us $1 per day demurrage on each car, which we do not think is right. Kindly advise what steps we may take to remedy this."

The Board in reply wrote the firm, on December 14, 1901, as follows:

"Replying to your favor of December 12. The subject you bring up is one that has been before the Board many times within the last few months, one which involves the question of whether or not the shipments in controversy are state or interstate in their character. If state shipments, the Iowa rate applies, if interstate, then Iowa rates have nothing to do with them. The courts have held that interstate shipment, that is, a shipment beginning in one state the ultimate destination of which is in another state, cannot be divided into sections or upon state lines so as to alter its character; even going so far as to say that, though the shipment may be rebilled or reloaded in transit, its character would not change.

"It is the Board's understanding that a number of railway companies have issued proportional tariffs on grain destined to points south and east of Iowa, and it is presumed that the grain you speak of comes under this head.

"From such information as the Board has now before it, it would seem that your complaint should properly go before the Interstate Commerce Commission, Washington, D. C."

The complaint was, however, taken up with the Chicago & North-Western Railway company and on December 31, 1901, Mr. W. A. Gardner, general manager, wrote the Board as follows:

"In reply to your favor of the 27th inst., with communication from the Wayland-Wright people:

"Yesterday we had at Colo, ready for loading, twelve cars. We already have at Des Moines, from that point, loaded by the Wayland-Wright Grain company, eight other cars. Have recent information to the effect that this grain is destined to West Grove, Iowa, an unimportant station on the Wabash road, and when it arrives there will be reconsigned to Kansas City, its ultimate destination. Presume you will receive a great many reports in this matter, on this or kindred lines. Our only object in restricting the movement of our own cars off our road is that we shall not be entirely denuded of equipment throughout the state of Iowa. If we let our cars go through to other lines indiscriminately, it would not be twenty days before everything would be at a stand still, on account of our inability to provide cars. In Chicago at the present time we are transferring every car load of eastern freight, holding our own cars until such time as we can secure eastern empties, then transferring loads at our own expense in order to keep the equipment at home. Believe that the honorable Commission will sympathize with this view of the matter."

Quite an extensive correspondence followed and the case was closed.

Des Moines, Iowa, November 15, 1902.

No. 2473—1902.

W. S. BROWN, MANSON,
v.
ILLINOIS CENTRAL RAILROAD COMPANY.
Overcharge.

Complaint filed December 19, 1901.

This was claim for overcharge on account of excess minimum weight on five tons of coal at 86 cents per ton, $4.30.

The railway company, upon their attention being called to the matter, refunded to Mr. Brown full amount of the overcharge claimed.

Des Moines, Iowa, November 15, 1902.

No. 2474—1902.

JAMES A. SMITH, WESTGATE,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.
Failure to deliver coal.

Complaint filed December 19, 1901.

The complainant in this case stated that there was a scarcity of coal at Westgate and that, although he had coal billed to him on November 27th and on November 30th, neither car had been received. The railway company in response to this complaint stated they would use every effort to relieve the situation.

Des Moines, Iowa, November 15, 1902.

No. 2475—1902.

FIELDS & SLAUGHTER COMPANY, AKRON,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Refusal to furnish cars as directed

Complaint filed December 20, 1901.

Complaint in this case was as follows:

AKRON, IOWA, DECEMBER 19, 1901.

Board of Railroad Commissioners, Des Moines, Iowa.

GENTLEMEN:—We applied to the Chicago, Milwaukee & St. Paul Railway company for cars to load with corn for Council Bluffs and they have refused to allow us to load for that point. Are they justified in taking that stand?

We presume the consignee will have corn transferred at Council Bluffs and reship to the south, but as we bill it locally to Council Bluffs, we think it comes within the jurisdiction of your Board.

The objection of the company to ship to Council Bluffs is that it gives them only the short haul, but as we can get more for our grain when shipped this way, it is certainly an injustice to be deprived of the chance of doing so. Will you please investigate this matter and advise us your opinion as early as possible.

Has your Board authority to compel railroad companies to switch cars when loaded from one road to another at Iowa stations?

Yours truly,
THE FIELDS & SLAUGHTER CO.

On December 27, 1901, Mr. A. C. Bird, third vice-president of the railway company, wrote the Board as follows:

"We do not refuse to furnish cars; the gentlemen are mistaken as to the reason why they do not receive cars enough. We are not now in position to fill orders from day to day—probably not more then one-half. Everybody seems to be trying to move his freight at once, and there is no railroad in my knowledge which can at this time begin to fill orders to the satisfaction of its patrons."

This called forth from the complainants the following, dated January 1, 1902:

"In reply to yours of the 31st ult. enclosing Mr. Bird's letter, permit us to say that we are not mistaken as to the reason why we do not get cars for Council Bluffs. At the present time there are a number of empty cars on the side track here and our railroad agent positively refuses to allow us to load one of them. The condition here can be easily ascertained if you desire to investigate it. There is not the slightest question that we are being unjustly discriminated against."

Upon receipt of the foregoing the Board addressed a letter to Mr. Bird stating that there seemed to be some misunderstanding and requested him to look into the case a little further.

Mr. Bird in reply, said:

"It is a fact that the St. Paul company is not able to furnish cars to fill its daily demand, but it is very likely that at some stations there are cars ready for service. It is not the wish of the St. Paul company to furnish cars for bulk grain to go off its own rails. We have experienced great difficulty in getting proper disposition of cars of bulk grain consigned to Council Bluffs. We have had cars for weeks on our tracks waiting for foreign cars to be sent us for transfer. If we allow cars loaded with grain to go off our own rails we will not be able to take care of the public as we should."

The complainants, however, insisted upon cars being furnished, they stating that there were plenty of empties on that branch.

The commissioners telegraphed the railway company and Mr. A. C. Bird wrote the Board, on January 15th, stating that since his letter dated January 9th, the blockade at Council Bluffs had been raised and the agents had been notified. "The fact that there were empty cars at various stations had no bearing on the subject. It was useless to load such cars when it was evident that they could not be unloaded." He added "please bear in mind that every day's blockade is a loss of business, and no one is more anxious to keep business moving than the management of the company."

The complainants advised the Board that they had no further cause for complaint.

Des Moines, Iowa, November 15, 1902.

No. 2476—1902.

A. L. HAINES, SEYMOUR,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Train service.

Complaint filed December 26, 1901.

Complaint in this case was as follows:

"We have no train on the C., R. I. & P. Railway east carrying passengers until 11:47 A. M., and that is a local freight. Very often we cannot get east until the passenger at 4:17 P. M. on account of the freight being late. We cannot go to Centerville, a distance of sixteen miles, and return the same day. This company has a train due east at 7:34 A. M. Could you, on a petition from our citizens, please arrange for this train to carry our passengers to Centerville? I have been requested by a good many commercial men to make this request in their behalf, for if they do not set up for the 11:54 P. M. passenger train, they possibly could not get east until 4:17 P. M. the following day.".

The complaint was taken up with the railway company and on January 13, 1902, the Board received the following letter from General Manager A. J. Hitt:

"Replying to your letter of December 27th to our vice-president, Mr. Parker, together with our communication from Mr. A. L. Haines, of Seymour, Iowa, under date of December 24th, relative to service between Seymour, Iowa, and Centerville, Iowa, beg to advise that arrangements have been made whereby passengers may be carried on train No. 94, leaving Seymour at 7:35 A. M., and arriving at Centerville at 8:20 A. M. This complies fully with the request made by Mr. Haines, and will, I presume, be entirely satisfactory to all concerned."

This adjustment was satisfactory to the complainant.

Des Moines, Iowa, November 15, 1902.

No. 2477—1902.

D. J. JOHNSTON, *et al*, KALO JUNCTION,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY CO.
Train service.

Complaint filed December 27, 1901.

Petition in this case was as follows:

"We, the undersigned, ask the Iowa Railroad Commissioners of Des Moines, Iowa, that the M. & St. L. Ry. Co. stop their passenger trains at Kalo Junction, in Webster county, and state of Iowa, for the purpose of taking on and letting off passengers at said point, said stop to be arranged within sixty days from date hereof, and said railroad company to recognize Kalo Junction as a permanent stopping place for the time to come.

W. D. JOHNSTON,
JOSEPH D. KIRKHAM,
HANY TROUND,
ROBERT O. JOHNSON,
JAS. FOSTER,
D. G. JOHNSTON,
HENRY LUDKE,
ROBERT MCEWEN,
W. E. BURNS,
HENRY FULLER,
and ninety-five others."

Upon the petition being presented to the company, Mr. L. F. Day, vice-president and general manager of the company, advised the Board on December 30, 1901, that although the passenger business was very light they would resume treating Kalo Junction as a flag station.

Complainants were asked to advise the Board if this was not satisfactory and nothing further was heard from them.

Des Moines, Iowa, November 15, 1902.

No. 2478—1902.

HENDERSON BROS., TRAER,
v.
BURLINGTON, CEDAR RAPIDS & NORTHERN RY. CO.
Loss in transit—interstate.

Complaint filed December 30, 1901.

The complainants stated that they had lost a barrel of crab apples shipped August 17th to Ward, South Dakota, and would like to have the same recovered.

While the Board did not assume any jurisdiction, the matter was taken up with the railway company to ascertain, if possible, the whereabouts of the missing shipment.

The Commissioners were advised by the general freight department of the company that the apples had not been lost but were spoiled when they reached their destination.

The complainants were advised of the statements of the company.

Des Moines, Iowa, November 15, 1902.

No. 2479—1902.

MRS. OTTO SCHNOOR, ALVORD,
v.
UNITED STATES EXPRESS COMPANY.
Overcharge.

Complaint filed January 2, 1902.

The complaint in this case was as follows:

"Please enclosed find a receipt for a box shipped from Davenport, Iowa, to Alvord, Iowa, on which the rate would be 85 cents, or 60 cents from Davenport to Lester, and from Lester to Alvord, Iowa, 25 cents, therefore an overcharge of 45 cents. Are there any means of recovering the excess charge, or overcharge, or must a person submit to such a bareface robbery. It has occurred with me more than once and I concluded to report this case to the State Railroad Commissioners and force the refunding of the overcharge. I protested to the company but they paid no attention whatever to the mistake. If you have any jurisdiction over express campanies you can refer me to whom or what authority I may report the case."

The complaint was taken up with the express company at fault and the overcharge was refunded.

Des Moines, Iowa, November 15, 1902.

No. 2480—1902.

WM. SOUTHALL & SONS, PIERSON.
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed December 31, 1901.

Complainants in this case stated that they had been in need of five cars for a month in which to ship corn to Kansas City and could not get them

The complaint was taken up with Mr. H. R. Sanborn, superintendent of the railway company, who replied:

"I wish to say that we are very short of cars at all points on the division and are putting forth our best efforts to supply shippers with cars. I have just been advised by our car service agent that he will be able to furnish us with a supply o cars for loading grain, and will hurry them to Pierson for this loading."

Des Moines, Iowa, November 15, 1902.

No. 2481—1902.

CITIZENS OF MACEDONIA,

v.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

Train service.

Complaint filed January 3, 1902.

The Commissioners received the following petition in this matter:

"We, the undersigned patrons of the rural mail routes from Macedonia, Iowa, and the residents of Macedonia and vicinity, hereby ask for the following improvement in the railway service at this place:

"That the first train on the Hastings & Carson branch of the C. B. & Q. Railroad shall leave Hastings each day, Sunday excepted, immediately after the arrival at that place of the mail brought by train No. 6 on the main line of the C. B. & Q. Railroad in order that the patrons along said routes may be served with morning papers the same day of their publication.

W. H. FAHNESTOCK,
A. W. WILLIAMS,
A. H. GORRELL,
J. W. CHISHOLM,
DENNIS OSLER,
G. W. FLETCHER,
C. L. BOLTON,
E. AYERS,
P. W. FREDRICKSON.
J. W. COONS,
And 97 others."

Mr. C. M. Levy, superintendent of the railway company, on January 17th, made the following answer to the petition:

"Your letter of January 6th, enclosing copy of petition received from W. H. Fahnestock and others, of Macedonia, Iowa, asking that train No. 191, on the Hastings & Carson branch, leave Hastings on the arrival of No. 6, at 8:34 A. M., instead of on arrival of No. 4, at 11:33 A. M., received.

"It is not practicable for us to change the time of this train as requested. No. 6 is our fast Denver train. It does not come through Council Bluffs, neither does it stop at any of the small stations. For these reasons the passenger business can be much better accommodated with No. 4's connection. I have consulted with our people who are familiar with travel between points on the main line of this branch, and it is their opinion, without exception, that the present arrangement is a very much better one than what is proposed by the petitioners. We think accommodating the travelling public is preferable to running our trains to particularly improve handling the mail. We endeavor to do both but must, of necessity, give preference to the former."

The Commissioners took this case up and carefully went over it having considerable correspondence with the petitioners and others, and on March 2d, addressed the following letter to Mr. Daniel Goehring, Macedonia:

"Your letter without date or postoffice received concerning change of time of train. It seems from your letter that your difficulty is mainly with the rural free delivery and as this Board has nothing to do with that they respectfully suggest that you take the matter up with the United States postoffice authorities."

Des Moines, Iowa, November 15, 1902.

No. 2482—1902.

FARMERS' INCORPORATED CO-OPERATIVE SOCIETY, GOLDFIELD,

v.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

Site for elevator.

Petition filed January 4, 1902.

The Board received a petition signed by a number of farmers residing in the vicinity of Goldfield asking that the Board secure for their society a site for an elevator to be erected upon the station grounds.

The Commissioners in answering the petition wrote the complainants, on January 7, 1902, as follows:

"Petition of the farmers and others which you sent this Board on January 4th will be taken up with the railway company for such adjustment thereof as it may be possible to accomplish.

"It may be well to state, however, for your information that under the decision of the United States supreme court the state has no authority to designate the party or parties to whom the railway company must allot location upon or along its side track for elevators or warehouses This Board has held, however, that, where it can be shown that the public needs require additional elevator or warehouse facilities at the station, that this Commission would have jurisdiction in so far as directing the railway company to provide such additional elevator or warehouse capacity as might be required by public necessity."

"Some years ago the Commissioners undertook to grant the request of a petition similar to your own, the company refused to obey the order of the Board and the case was carried to the supreme court which body denied the application of the Railroad Commissioners for the enforcement of their decision. For the opinion of the supreme court in this case see Volume 86, Iowa Reports, page 641, State v. Chicago, Milwaukee & St. Paul Railway Company."

"The Commissioners hope to accomplish what you desire."

The Commissioners sent copy of the petition to the railway company with the request that they give it careful consideration and on January 20th, Mr. W. P. Brady, general agent, wrote the Board as follows:

"Your communication of the 6th instant to which is attached a copy of a petition to your honorable Board of Railroad Commissioners duly signed by some of the farmers and others in the vicinity of Goldfield requesting a site on the depot grounds at that station on which to locate an elevator, to be operated by the Farmers Co-operative Association, has been given careful attention.

It is the opinion of the management of this company that the shiping demands at Goldfield are amply provided for by the facilities that already exist on the depot grounds of this company and those of the Chicago & North-Western Railway company, and that it would not be conducive of profit either to the Burlington, Cedar Rapids & Northern Railway company or these constituting the co-operative association, to authorize the construction of an elevator at that point, and for the further reason that an application by a reputable party for that privilege has recently been declined by the company. Therefore, in the event of personal investigation, if the Board deems it expedient to authorize an addition in the shipping facilities of the Burlington, Cedar Rapids & Northern Railway company, in

the matter of handling grain at that point, as a question of justice and equity, the applicant whose request dates prior to that of the co-operative association should be granted the first privilege of adding to those facilities."

The complainants again wrote the Board asking what could be done and were advised that if in the opinion of the petitioners another elevator was needed at that point, the Board would investigate that feature of it, but did not believe they had the authority to discriminate to whom the site should be granted. The petitioners were asked to advise the Board whether they desired investigation to proceed on those lines. Nothing was heard from the petitioners upon this point, however, but on January 14th the secretary of the society wrote the Board asking what would be done, that the Farmers Society was determined to put up an elevator even if they were obliged to put it on private grounds.

The Chicago, Rock Island & Pacific Railway company, in the mean time assumed operation of the Burlington, Cedar Rapids & Northern Railway and the complaint was taken up with the Chicago, Rock Island & Pacific Railway company, but that company reiterated the position outlined in Mr. Brady's letter of January 20th, and the Board, on June 24th, advised the complainants of the final position taken by the railway company.

Des Moines, Iowa, November 15, 1902.

No. 2483—1902.

G. W. SEIBOLD, DANBURY,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed January 6, 1902.

Complainant in this case stated that he needed a number of cars to relieve his elevator and could not get them.

Complaint was given attention and satisfactorily adjusted.

Des Moines, Iowa, November 15, 1902.

No. 2484—1902.

JAS. E. AVERS, SIOUX CITY,
v.
CHICAGO & NORTH-WESTERN RAILWAY CO.
Failure to furnish cars.

Complaint filed January 14, 1902.

This was complaint that the company would not furnish cars for shipment of popcorn to points off their line in Texas and Missouri.

The commissioners in replying to this complaint on January 6th, said:

"Replying to your favor of January 14th: Your complaint of inability to get cars for shipment to St. Joe and Dallas will be taken up with the railway company at once. There is considerable complaint among shippers of their inability to get cars for handling their grain business and it is probable from this fact that the railway company now declines to permit its cars to leave its own line, while, as is well known, in all probability the cars will not be returned to it for a long time. For the same reason it is difficult for the railway companies to get cars from their connections for business to go over such connecting lines, and this condition, of course, causes some hardship to shippers who desire to transport their produce over two or more lines of railway. The railway company might be compelled to take your grain as far as its line extends; but it is quite doubtful whether the company could be compelled to permit its cars to go to foreign companies.

The Commissioners hope to accomplish something for you and trust you will soon get your cars."

Mr. W. A. Gardner, on January 9th, wrote the Board that that company had been endeavoring to secure a car from the connecting carrier and believed that they would be able to get the cars in a few days. The effort seems to have been successful.

Des Moines, Iowa, November 15, 1902.

No. 2485—1902.

M. M. WRIGHT, CHURDAN,
v.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
Failure to furnish cars.

Complaint filed December 30, 1901.

The complainant in this case stated that he had been trying for some time to get cars for shipment of corn but had been unable to do so.

There was some correspondence passed between Mr. Wright and the Board and later Mr. Wright called which resulted in the following letter being sent Mr. A. B. Caswell, general freight agent of the C., M. & St. P. Ry. Co., of Des Moines:

"A few days ago Mr. M. M. Wright, of Churdan, Iowa, called at this office and complained very bitterly of the treatment he was receiving in getting cars for shipment of grain to Des Moines. He said since December 7, 1901, I believe, he had only received two cars. He is one who is termed a track-buyer, but says he will load cars promptly and ship to Des Moines, where the corn will be unloaded into other cars for transportation to Runnels or some point on the Wabash. He stated that this corn was for acIual use in Iowa and did not go to Kansas City or other points out of the state. We advised him to see you and we thought you would arrange the matter to his satisfaction. He called again today stating that he had seen you but got no assurance from you that his wants would be taken care of and asked that we take the matter up for him. We therefore enclose a copy of his complaint (we send to you, rather than to Chicago, as we believe you would prefer to take care of this matter yourself) and we trust that if possible you will supply Mr. Wright with cars at once.

"Please advise the Board at once of whatever action you take."

Mr. Caswell in explaining the situation wrote the Board on January 27, 1902, as follows:

"Answering yours of the 25th instant, enclosing complaint of Mr. M. M. Wright, of Churdan, Iowa.

"During almost the entire month of December and part of January this division was under the instructions of the superintendent of transportation, Chicago, to

load all empty cars available with company coal. This stringent measure being adopted on account of a coal famine and continued scarcity.

"There were several times during the month that cars were available to us for grain loading and at one interval we delivered at Adaza two cars to Pease Bros., two cars to the McFarlan Grain Company and two cars to Mr. M. M. Wright, and this was the entire supply of cars furnished Adaza the month of December, which will indicate the car shortage we were experiencing.

"On January 8th a blockade notice was posted by this company placing an embargo on grain destined to both Kansas City and Des Moines, being necessary on account of the company's yards at both points being blocked with grain to be unloaded. This notice was cancelled on the 25th instant and during that period our agents, of course, did not furnish cars to load for these points.

"Mr. Wright called upon me on tne 23d instant, and was then told positively that we would furnish him cars as soon as the blockade was raised, and an explanation was offered him with reasons for the blockade and why we had been unable to procure him cars heretofore, (precisely the same explanation as given to and accepted by our other shippers). I met Mr. Wright in the evening of that same day and after an amicable discussion I again repeated to him that we would furnish him all the cars he needed on the lifting of the blockade Further while Mr. Wright's order for cars was thoroughly understood by this office he was considered in the same light as every other shipper on this division even though it develops prior to his calling on the 23d no communication of any kind was received direct from him placing an order for cars, which would seem natural when being unable to secure them by placing his order through our agent.

"Covering the first paragraph of Mr. Wright's complaint, he stated to me that he had had some altercation with our agent at Adaza who is both agent for this company and for Pease Bros. Grain company. Our agent has personally denied any friction with Mr. Wright and is positive that he did not say to Mr. Wright what is claimed in the last paragraph of Mr. Wright's complaint.

"Regarding the car furnished Mr. Day: Same was a Wabash car—one of three which had been ordered by Mr. Wright and the order later cancelled by Mr. Wright before delivery to him. Same conditions apply on the second car delivered to Mr. Day.

"Regarding the car furnished Mr. Riley at Adaza: This car was ordered on the 2d of December by the McFarlan Grain company and through some misunderstanding or error Mr. Riley got the car which belonged to the McFarlan Grain company.

"As the situation now stands, instructions were issued by this office immediately upon the lifting of the blockade to furnish Mr. Wright three cars and they are en route at this writing."

Des Moides, Iowa, November 15, 1902.

No. 2486—1902.

MEDBURY & DARNELL, HORNICK,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed January 10, 1902.

The complainants stated that they were unable to procure cars for shipment of grain to Kansas City.

Mr. A. C. Bird, third vice-president of the railway company, stated on January 13th that:

"The trouble is caused by a blockade which has continued for about fifteen days, owing to a glut of the market. We have had several hundred cars on track at Kansas City and over a hundred car loads held out of Kansas City for want of room.

"The traffic in question is of the most desirable character, and every effort is being made to handle the business promptly."

Des Moines, Iowa, November 15, 1902.

No. 2487—1902.

M. SLIPER, DEDHAM,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Failure to furnish cars.

Complaint filed January 10, 1902.

This complaint, in every particular, was similar to the case of Medbury & Darnell company v. Chicago, Milwaukee & St. Paul Railway company, No. 2486, 1902.

Des Moines, Iowa, November 15, 1902.

No. 2488—1902.

H. F. BOSQUET, ET AL., PELLA,
v.
WABASH RAILROAD COMPANY.
Shelter for passengers at Howell station.

Petition filed January 13, 1902.

The petition in this case was as follows:

The undersigned, your petitioners, would respectfully state that Howell is the name of a station on the Wabash Railroad about thirty-eight miles southeast of Des Moines, between last named point and Albia; that it is situated about two and one-half miles southwest of Pella and that there is quite a considerable passenger

traffic from and to Howell station of passengers coming from and going to Pella. We would further state that the depot which was once at Howell has been abandoned and that passengers waiting for trains at that point are exposed to the severity of the weather often entailing great bodily suffering; that sometimes it has happened that passengers after making signals near depot, were passed by, trains not stopping.

Now, therefore, we your petitioners would respectfully urge upon your honorable body in view of the above statement of facts to institute such proceedings against such Wabash Railroad company as shall compel them at once to provide suitable accommodations for the traveling public patronizing their road from and to Howell station.

NAMES.	OCCUPATION.
J. VANDERSIDE	Livery.
H. F. BOUSQUET	Hardware.
WM. VANDER LINDEN	President Security National bank.
K. VAN QUAT	Journalist.
P. J. WELLE	U. S. Express company.
L. E. WHEELER	Livery.
C. S. HAMILTON	Brakeman.
P. C. VANDERZYL	Grain and live stock.
N. VAN VLIET	Security bank president.

And sixty-seven others.

The Wabash Railroad company on January 24, 1902, made the following reply: "The citizens of Pella have a railroad through their town, directly east and west, parallel with the Wabash, and it seems to me that amount of traffic which the Wabash would receive, even if it went to the expense of erecting a station and putting in track facilities at Howell, would be very small. It would cost us to erect passenger station, put in track and freight handling facilities about $1,300.00. When there was a station at Howell the traffic was too small to even pay the expenses and it was finally abandoned.

"I would like to know from the petitioners how many of the parties whose names are signed to the petition would use this station and the probable total amount of revenue they would give to the Wabash, say in one year. We are naturally desirous of building up our traffic wherever we can, and if the citizens of Pella will give any reasonable prospect of a fair traffic to the Wabash we will gladly move our station to the main road leading directly north to Pella and put in proper facilities for handling the traffic."

Mr. Bousquet sent to the Board a letter which he desired to have sent to Mr. J. Ramsey, Jr., president of the Wabash Railroad company, stating instances where persons desiring to take the trains at Howell station had been put to inconvenience and suffering on account of no waiting room at the station named. Mr. Ramsey, replying, insisted that he did not believe that the amount of business that would be transacted there would warrant the maintenance of a station, but later he advised that a waiting room would be built and maintained, and on May 16th Mr. Bousquet wrote the Board the building was under way.

Des Moines, Iowa, November 15, 1902.

No. 2489—1902.

BOARD OF CONTROL OF STATE INSTITUTIONS,
v.
MASON CITY & FORT DODGE RAILROAD COMPANY.
Location of line parallel to highway near school for deaf.

Complaint filed January 22, 1902.

Complaint in this case was as follows:

DES MOINES, IOWA, January 22, 1902.

Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—The Chicago Great Western Railway company is proposing to build a line into Council Bluffs The proposed line, as shown by a plat sent to this office, would result in running the road parallel to and beside a public highway which leads from the school for the deaf to the city for a long distance. It would render traffic very unsafe, and, as you already know, there are two railroads, the Rock Island and Milwaukee, at present there, and it is now proposed by this new deal to put the highway between one of these roads and the Great Western.

We are in receipt of a communication from Mr. M. B. Dodge, Esq., of Council Bluffs, seriously objecting to the proposed location, in which objection this Board joins on behalf of the school for the deaf, and requests your honorable body to take such steps as will prevent the location of this road on the proposed line. It will be a great deteriment to the public and especially to the school and the inmates of it. Mr. Dodge suggests that if the railroad would use the present highway and let the county use the proposed right of way, it would put all of the railroads on one side of the highway, and would be much more desirable and would be safer.

We respectfully ask you to look into this matter, and take such action as you may be able to, to render the going to and from the institution to the city as safe as it could be made.

Yours truly,

[SIGNED] BOARD OF CONTROL OF STATE INSTITUTIONS,
By L. G. KISNE, *Chairman.*

The Commissioners at once laid the matter before the officials of the railroad company and at a later date the Board was advised that the arrangements for relocating the line had been satisfactorily made.

Des Moines, Iowa, November 15, 1902.

No. 2490—1902.

H. F. RANDOLPH, MAYOR, ET AL., CORRECTIONVILLE,
v.
ILLINOIS CENTRAL RAILROAD COMPANY.
Location of bins, corn cribs, etc.

Complaint filed January 23, 1902.

The complaint in this matter was to the effect that the corn cribs, and other houses situated upon the right of way of the railroad company were objectionable to the residents in the immediate neighborhood on account of their unsightliness; that when filled they were a rendezvous for rats; that when the oats bins were filled they were offensive, as also were the stock yards, etc.

Mr. J. T. Harahan, second vice-president of the Illinois Central Railroad company, in replying to this complaint wrote the Board on February 21, 1902, as follows:

"Referring to your letter of February 1st in regard to petition of the citizens of the town of Correctionville, Iowa.

I have had this matter looked into, and it does not seem to me that the public has any just cause for complaint. The corn cribs and stock yards are located on our own grounds, and I assume that any railroad company has the right to acquire property for the location of such industries, provided it uses reasonable diligence in keeping them in a safe and sanitary condition. Last season our stock yards were floored and whitewashed inside and out, and the mayor and city council inspected the premises and pronounced them all right from a sanitary point of view. The corn cribs and oat bins are just such as may be seen at hundreds of other stations in Iowa. They, as well as the stock yards, are kept in as good condition as possible.

We have no other ground at Correctionville convenient to a side track where those industries could be located. The station grounds were acquired for the particular purpose of getting a place for them, as it is necessary to have them near our depot side track for convenience in loading and unloading.

Our division superintendent, Mr. C. K. Dixon, has had the matter up with Mayor Randolph, and a proposition was made to move the crib nearest Erwin street further away from that street. We are willing to do anything reasonable, but as stated before, we have no other piece of property away from the town to which these cribs and yards could be moved in a body."

Mr. Randolph was advised by the Board to take this matter up as suggested by Mr. Harahan and advised the board of the results. No further communication was ever received from Mr. Randolph and it is presumed that matters were arranged to his satisfaction.

Des Moines, Iowa, November 15, 1902.

No. 2491—1902.

ROBERT KRAUSE COMPANY, DAVENPORT
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Loss of goods in transit.*

Complaint filed January 24, 1902.

This was in reality a claim for damages for loss and delay, but the Board took it up with the company hoping that some amicable adjustment of the difference might be effected.

The general attorney of the railway company wrote the Board that the claim was being investigated, and if found the company was at fault the claim would be settled.

Des Moines, Iowa, November 15, 1902.

No. 2492—1902.

BASIL F. DAVIS, COMPOTINE.
v.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
} *Undergrade farm crossing.*

Complaint filed January 31, 1902.

On January 31, 1902, 1:00 o'clock P. M., Basil F. Davis appeared before the Board and stated that he is the owner of 100 acres of land in Wapello county, Iowa, through which the proposed line of the Chicago, Milwaukee & St. Paul Railway company runs, cutting off twenty-seven and forty-three one-hundreths (27.47) acres; that the railway will be constructed in a cut varying in depth from four and seven-tenths (4.7) feet at the west end and about eight (8) feet at the east end to about the maximum of twenty-one and one-half (21½) feet towards the middle of the forty-four (44) rod strip through which the road runs; that the sheriff's jury had awarded him $800.00 for the right of way through his land from which award he had appealed; but that if the railway company would give him an overhead crossing he would be satisfied.

He stated that a safe grade crossing can not be constructed owing to the fact that the view of the approaching trains would be obstructed not only by the cut but by the heavy timber.

Mr. Davis filed a plat of his farm showing the proposed line of railway, with the grade stakes indicating the depth of cut.

The railway company in answer to this complaint stated that they would give Mr. Davis a good crossing at the end of the cut; also, if he would accept $800.00 for right of way through his land they would furnish him the overhead crossing desired.

No. 2493—1902.

CHRISTIAN LOCK, KEOKUK.
v.
KEOKUK & NORTHWESTERN RAILWAY CO.
} *Refusal to allow switch for loading ice.*

Complaint filed January 21, 1902.

This complaint seems to have arisen from a misunderstanding between the complainant and the agent of the railway company with reference to a switch for loading of ice.

After considerable correspondence had passed between the Board and the parties to this complaint, all matters seem to have been finally and reasonably adjusted.

Des Moines, Iowa, November 15, 1902.

No. 2494-1902.

THOMPSON & KNUTSON, WADENA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
Failure to furnish cars.

Complaint filed February 5, 1902.

The complainants in this case said:

"We are trying to ship wood from this point over the Chicago Milwaukee & St. Paul and the Chicago, Burlington & Quincy Railway. Both companies refuse to furnish us with cars. We have 300 cords of wood and are stuck. Can't you help us out? We have written to both superintendents and they refuse to do anything for us."

The matter was taken up at once with the railway company which resulted in the petitioners being furnished with the cars desired.

Des Moines, Iowa, November 15, 1902.

No. 2495—1902.

W. H. STEVENSON, HAMBURG.
v.
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD COMPANY.
Failure to furnish cars.

Complaint filed February 5, 1902.

Mr. Stevenson complained that the company would not furnish him cars with which to ship corn to Kansas City. Upon investigation it was found that Kansas City lines were unable to receive any more shipments at that point on account of a grain blockade, but a little later the embargo causing the complaint was removed.

Des Moines, Iowa, November 15, 1902.

No. 2496—1902.

MARY DUNDON, WHITING,
v.
CHICAGO & NORTH-WESTERN RY. CO.
Stock killed.

Complaint filed February 6, 1902.

The complainant in this case states that she had a cow killed on December 27, 1901, at or upon a highway crossing, and that the company declined to make any reply to her request for a settlement. The Board replied to this complaint that it was not a case properly within their jurisdiction, but that they would see what could be done.

On March 17th the railway company declined to entertain the claim stating that there was no negligence on the part of the company.

Des Moines, Iowa, November 15, 1902.

No. 2497—1902.

J. W. YOUNGER, WINTERSET,
v.
CHICAGO & NORTH-WESTERN RY. CO.
Overcharge.

Complaint filed February 13, 1902.

This was a case wherein by some inadvertence of the agent of the company the complainant was overcharged on a car of wheat from Webster City to Winterset, $20.44. The matter was laid before the railway company and voucher was sent Mr. Younger for the full amount of his claim.

Des Moines, Iowa, November 15, 1902.

No. 2499—1902.

TOWNSEND & MERRILL COMPANY, CEDAR FALLS,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Discrimination—Interstate.

Complaint filed February 26, 1902.

Claim was made by the complainants in this case that they were being discriminated against in the matter of the application of rates on shipments of coal from Illinois mines to certain points in Iowa. Although the matter was interstate it was taken up with the railroad companies involved, but there seemed to be a considerable difference of opinion with reference to facts and the complainants were advised to lay their complaint before the Interstate Commerce Commission.

Des Moines, Iowa, November 15, 1902.

No. 2500—1902.

J. P. SKINNER, GRINNELL,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Loss in transit

Complaint filed March 4, 1902.

The complaint in this case was a claim for $22.08 for loss of samples from a traveling man's sample case. The Board, although disclaiming any jurisdiction, took the matter up with the railway company, and the Commissioners were later advised by both the claimant and and the railway company that a satisfactory settlement had been made.

Des Moines, Iowa, November 15, 1902.

No. 2501—1902.

B. F. KELLER, KNOWLTON,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.
Drainage.

Complaint filed March 4, 1902.

The complaint in this case was as follows:

"I thought I would write to you regarding a difficulty arising between me and the Chicago Great Western Railway company, caused on account of back-water, caused by a dam on the right of way which has raised the water six feet at my regular crossing, and my pasture being covered both sides of the river, makes it impossible for my stock to cross without swimming, and my farm land all being on the other side of the river makes it impossible for me to farm my land except it is bridged, and it will take two bridges thirty feet long at least, to span the water."

The matter was taken up at once with the railway company, which resulted in a satisfactory adjustment of the same.

Des Moines, Iowa, November 15, 1902.

No. 2502—1902.

W. M. PRICE, ELLSWORTH,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Failure to furnish car.

Complaint filed March 11, 1902.

This complaint was filed by Mr. Price on behalf of one of his neighbors, Mr. Johnson, who desired to ship his household goods to some point in Minnesota. The matter was taken up with the railway company and the Board was advised later that the cars had been furnished.

Des Moines, Iowa, November 15, 1902.

No. 2503—1902.

E. S. SHANNON, JAMAICA,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Street crossing.

Complaint filed March 11, 1902.

In this case a petition was filed asking the Board to order the opening of a crossing connecting Ellis' second addition to Jamaica, running south from Main street, etc. The petitioners were requested to inform the Board whether Main street had been established over and across the railway right of way; or had it been established up to and not across the right of way. Also whether Main street was in existence before the railroad was built. At a later time the Board was advised by a resident of Jamaica that the street in question had only been established up to and not across the right of way.

Des Moines, Iowa, November 15, 1902.

No. 2504—1902.

JOHN NICHOLS, EAST PERU,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.
Underground farm crossing.

Complaint filed March 13, 1902.

The complainant in this case stated that he had always been provided with a crossing under a trestle; that the company was now filling the trestle, which if completed would deprive him of his crossing; that without such crossing he would have to go two and one-half miles to get to the east side of his farm.

The Commissioners took the matter up with the general management of the railway company and after some correspondence were advised that everything was satisfactory.

Des Moines, Iowa, November 15, 1902.

No. 2505—1902.

W. J. R. BECK, FT. MADISON,
v.
ATCHISON, TOPEKA & SANTA FE RY. CO.
Train service.

Complaint filed March 14, 1902.

This was a complaint that persons desiring to take a certain freight train carrying passengers had to go down to the yards and hunt up the caboose, etc. The railway company in answer stated that they were running plenty of trains and did not desire to carry passengers on freights and only did so to accommodate the public. A new time card was arranged for, which in some measure obviated the cause for complaint, and inasmuch as the local passenger earnings for Iowa for six months, ending May 31st, were only $213.17, or $2.37 per mile per month, the Board did not feel like making any orders in the case.

Des Moines, Iowa, November 15, 1902.

No. 2506—1902.

A. J. MURPHY, HERNDON,
v.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
Stopping trains at platform.

Complaint filed March 14, 1902.

The complainant in this case stated that it was hard for ladies and children, when it was raining, to go forty rods west of the depot to get on the train, etc. The attention of the company was called to this state of affairs by the Board and no further complaint was made.

Des Moines, Iowa, November 15, 1902.

No. 2507—1902.

BOARD OF SUPERVISORS OF STORY COUNTY,
v.
DES MOINES, IOWA FALLS & NORTHERN RAILWAY COMPANY.
Highway crossing.

Complaint filed March 14, 1902.

The chairman of the board of supervisors wrote the Commissioners that at the point where the Des Moines, Iowa Falls & Northern Railway, then in course of construction, crossed the North-Western railway, there was also a public highway, and that the construction company was arranging a public crossing that would be very dangerous on such highway. The Commissioners visited the place of the proposed highway crossing on March 26, 1902, and at that time made suggestions which seemed to be satisfactory to all concerned. There was some misunderstanding, however, which resulted in a proposition by the railway company to install an electric bell, with search-light attachment, at the crossing, which proposition was later accepted by the board of supervisors.

Des Moines, Iowa, November 15, 1902.

No. 2508—1902.

D. M. GALLENTINE, VAN CLEVE,
v.
IOWA CENTRAL RAILROAD COMPANY.
Right of way fence.

Complaint filed March 15, 1902.

Complainant in this case stated that the right of way fence of the respondent company was in need of repairing along his farm. The attention of the railway company was called to the same and cause for complaint was removed.

Des Moines, Iowa, November 15, 1902.

No. 2509—1902.

MASON CITY & FORT DODGE RY. CO.
v.
J. D. DENNISON, ET AL., CLARION.
Petition for right to condemn.

Petition filed March 17, 1902.

This was the ordinary petition for right to condemn as provided by statute, but before hearing was had the Commissioners were advised that adjustment had been made.

Des Moines, Iowa, November 15, 1902.

No. 2510—1902.

M. A. KUBISH, COUNTY SUPERVISOR, FORT MADISON,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
Highway crossing.

Complaint filed March 18, 1902.

Complaint in this case was as follows:

"I am having difficulty with the Chicago, Milwaukee & St. Paul Railway company over a new consented public highway which highway was properly established two years ago and request was made of the said railway company to establish a crossing which they did not resist but neglected to put in and some two months ago I requested again the said railway company to set their price on the said crossing and the superintendent, Mr. E. Clemons, told me that he was informed that only one man was in need of the crossing and refused to grant one there. Which is wrong as there are five property owners, four of them having no road at all, one having a private road. Two of them are shut off from their public school in the district. The said road is located on section line and the crossing is in a cut five feet nine inches deep and is in a location where you can have a good view of the approaching train for a distance of very nearly two miles from either direction which certainly would not be an objection of being a dangerous crossing.

County attorney requested me to appeal to you before we take any further steps and ascertain some remedy by which to proceed. This road is situated in Calmer township, Winneshiek county. I hope to hear from you by an early mail."

The matter was taken up with the railway company, which company replied by its general manager, Mr. H. R. Williams, as follows:

"Replying to your communication of the 19th, addressed to president Earling, relative to complaint of board of supervisors through M. A. Kubish in regard to highway crossing about two miles west of Conover.

From the attached profile you will see that the point where they originally asked us to locate the crossing was in a rock cut about seven or eight feet deep and on a three degree curve, which would render it impossible for an engineer to see the crossing from any safe distance and make it a dangerous place; further more, in winter this is a bad place for snow and we have been obliged to put up a tight

board fence on both sides of the cut along our right of way line and the trouble with snow at that point in the winter would greatly increase the danger of the crossing if it should be located there.

Mr. Clemons, our division superintendent, advises that he met Mr. Kubish last winter and offered to establish a crossing at the east end of the cut in lieu of the one which they proposed, to which Mr. Kubish agreed, the same being confirmed by Mr. Kubish's letter attached.

On account of the original location of the crossing being in a cut and on a curve and so extremely dangerous when a comparatively safe crossing can be established a short distance east of there, we think they should be satisfied with the last mentioned crossing.

The material in the cut is rock and it would cost about $700 to make the necessary excavations if the crossing were located at that point and we still stand ready to carry out our agreement in that respect.

Will you kindly return to me Mr. Kubish's letters? If there is anything further that we can do in this matter I shall be pleased to receive your suggestions."

The Commissioners called Mr. Kubish's attention to the proposition of the railway company, and on April 19, in answer to a letter of Mr. Kubish, dated April 18, the Board suggested that the most satisfactory method of settling the controversy would be an agreement between the county authorities and the railway company.

The Commissioners understand that a satisfactory agreement was made.

Des Moines, Iowa, November 15, 1902.

No. 2511—1902.

B. F. PETERS, RUNNELLS,
v.
WABASH RAILROAD COMPANY.
Enforced removal of old mill.

Complaint filed March 18, 1902.

In this complaint the assertion was made that the company had given the complainant notice to remove his mill from their right of way. He stated that the mill was not in operation at the present time but he was willing to start it going, etc.

Complaint was taken up with the company and on May 19th President Ramsey wrote the Board as follows:

"The mill belonging to Mr. Peters, located on our property, has been standing for some years and it is now in such condition as to make it unsafe to longer remain. It is my understanding that the building is of no use at present, and to protect ourselves from possible dangers, we are felt called upon to ask the removal of the building from our property. We have no intention to be arbitrary in this matter and are willing to give Mr. Peters reasonable time to comply with our wishes. I have allowed the matter to remain in *statu quo*, but do not feel that we can endanger our property much longer."

The Board advised Mr. Peters to take the matter up with Mr. Ramsey direct.

Des Moines, Iowa, November 15, 1902.

No. 2512—1902.

F. L. J. H. TICE, MONROE,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Farm crossing.

Complaint filed March 25, 1902.

On March 25th Mr. F. L. J. H. Tice, of Monroe, Iowa, called at this office and asked that a crossing be provided for him with cattle guards so that one person might drive stock across the track. He stated that he had to use the crossing quite frequently as the greater part of his farm was on the east side of the railway.

Mr. Tice said he would surrender his right to cultivate the right of way if the company would provide him the cattle guard.

The matter was taken up at once with the railway company and they assured that the same would have proper attention.

The Board understands that the matter is adjusted to the satisfaction of Mr. Tice.

Des Moines, Iowa, November, 15, 1902.

No. 2513—1902.

TUNIS VAN ZANTE, OTLEY,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Farm crossing.

Complaint filed March 25, 1902.

This case in all respects was similar to that of Tice v. same company, No. 2512—1902.

Des Moines, Iowa, November 15, 1902.

No. 2514—1902.

LEE CANFIELD, BENSON,
v.
ILLINOIS CENTRAL RAILROAD COMPANY
Train service.

Complaint filed March 28, 1902.

Complaint in this case was as follows:

"The people of this place desire to have train No. 4 east, due to leave here at 1:41 P. M. daily on the Illinois Central Railroad, stop on flag to accomodate passengers at this place.

People from here have much business in Cedar Falls and Waterloo, the county seat, but at present we cannot reach these towns by rail and return the same day. We also feel that we are discriminated against as this train stops on flag at New Hartford, Iowa, and other small towns.

Please take the matter up with the railroad company and advise me what is done."

The railway company in answering this complaint stated:

"We find that the passenger business at this point does not warrant making it a flag stop. Mr. Canfield's reference to New Hartford is not well taken, as the receipts from passenger business at Benson during the past year have amounted to only about seven per cent of the receipts from passenger business done at New Hartford. There is no comparison between the two towns from a business point of view. We have no towns in Iowa the size of Benson where our train No. 4 stops, and I would not care to establish a precedent by making this arrangement at Benson."

The Commissioners did not believe, under the circumstances, that they would be warranted in making any order in this case.

Des Moines, Iowa, November 15, 1902.

No. 2515—1902.

BADGER GRAIN & LIVE STOCK COMPANY,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.
} *Site for elevator.*

Complaint filed March 28, 1902.

Complaint in this case was as follows:

"For some time we have talked of getting a private elevator here at Badger, Iowa, as the grain is bought here by two line elevators, the Peavy and the Great Western Elevator companies, both of Minneapolis; and many times during the last two years and especially during the last winter the difference in the price here and in the neighboring towns has been from two to five cents per bushel, and we have lost not only the grain but business has suffered in other lines. Three gentlemen here and the writer have formed a company and we have made an application to the railway people for a site. They did not answer our letter, but sent the traveling freight agent here to inform us that they had no site here for us to build an elevator on.

"Now, we appeal to you and lay the matter before you that you may be able to see how we are situated, and hope that you may be able to do something for us getting a site as soon as possible."

Mr. L. F. Day, general manager of the Minneapolis & St. Louis Railway company, answering this complaint on April 4, 1902, said:

MINNEAPOLIS, MINN., APRIL 4, 1902

Mr. Dwight N. Lewis, Secretary Board Railroad Commissioners, Des Moines, Iowa.

DEAR SIR:—I am in receipt of your favor of the first instant enclosing copy of letter which you have received from the Badger Grain & Live Stock Co., making application for a site on our ground at Badger for the erection of an additional elevator. I enclose herewith carbon copy of a letter which I have today sent to Messrs. Healy & Healy of Fort Dodge in reply to a similar application from the Farmers Elevator Co., which it appears has just been organized to conduct similar business at Badger which I believe will explain the situation fully.

We want to see that the interests of business men of Badger are fully protected by having a proper market at that point and that the farmers located in that vicinity have ample facilities for disposing of their grain.

I do not think we have any land at that point that is not occupied or that application has not been made for, but I have instructed that the matter be carefully investigated at once to see that whatever is fair and reasonable should be done. It would seem to me that proper attention was paid to Mr. Peterson's letter by sending a traveling freight agent there to confer with him, and I think better results would be obtained if proper represensatives of the Badger Grain & Live Stock Company, would call upon proper officers of the railway company and go into the matter carefully, and decide upon some policy which would protect their interests and our own.

Yours truly,
L. F. DAY,
General manager.

The letter which he referred to as having sent Messrs. Healy & Healy, of Ft. Dodge, is also furnished in order to more fully give the company's position concerning elevator at Badger:

"I am in receipt of your letter dated the 31st ultimo, advising that an association of farmers, located in the vicinity of Badger, has been formed for the purpose of starting an elevator at that point to market their grain, this action being brought about by reason of their feeling that the prices have not been maintained by the elevator companies now there, and requesting that we grant a location on our ground for this additional elevator.

"Of course we are much interested in the success and prosperity of the town of Badger as any merchant or farmer located in that vicinity and it is for that reason that we induced two line companies to invest their money there originally, in order to provide ample facilities and afford competition. I have received nothing from any other source that the market was not proected, but, on the contrary, our advices from time to time indicated that the prices for grain were maintained. If this has not been the case it seems to me that to gentlemen interested like ourselves in that town, should have promptly reported the matter and we would lend our efforts to correct it. I will have the matter looked into carefully at once by our traffic department and see what can be done to improve the situation.

"I doubt very much whether there is room for any additional elevators on our ground at that point, or whether there is any necessity for them if the companies now there will do their part as they should. But, as stated above, I will have the matter thoroughly investigated and adopt some means to see that the business men of Badger and the farmers adjacent thereto are protected.

"We have applications in for ground at that point for some time, which have not been acted upon. To-day I am in receipt of another application, through the Board of Railroad Commissioners, making application for an elevator site on behalf of the Badger Grain & Live Stock Co., which I assume is an organization distinct from the one you are interested in. Obviously we cannot accommodate all and we must continue to make the best use of the ground we can at that point, consistent with our own and the interests of our patrons."

The Commissioners took the matter up further with the Badger Grain & Live Stock Company, but they made no further statements in answer to the position assumed by the company and the case was closed.

Des Moines, Iowa, November 15, 1902.

No. 2516—1902.

AGAR PACKING COMPANY, DES MOINES,
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Refusal to switch car of hogs to line connecting with packing house.

On April 3, 1902, 4 o'clock P. M., Messrs. Craig and Agar, representing the Agar Packing company of Des Moines, Iowa, called at the office of the Board of Railroad Commissioners and stated substantially as follows:

That their plant and stock yards were located on the tracks of the Des Moines Union railway, at Des Moines, Iowa, which company had "Y" connections with the Chicago & North-Western Railway company; that a car of hogs had been shipped to the Agar Packing company from Saylor, Iowa, on this day, and were now being held in the yards of the Chicago & North-Western railway, at Des Moines, Iowa, said North-Western company refusing to set the car over on the "Y" so that the Des Moines Union Railway might switch the same to the yards of the Agar Packing company; but owing to the lateness of the hour great damages were liable to result by reason of this refusal of the Chicago & North-Western Railway company to deliver; that the distance of the side tracks of the Chicago & North-Western Railway company to the stock yards of the Agar Packing company was too great to admit of driving the hogs across, and they asked the Board to take immediate action for their relief.

Thereupon telegram was sent to the general freight agent of the Chicago & North-Western Railway company, Mr. E. D. Brigham, asking for an explanation of the matter, and about 5 o'clock P. M., Mr. L. F. Berry, general agent of the Chicago & North-Western Railway company at Des Moines, Iowa, telephoned that he had orders from Chicago to deliver the car of hogs in question, under protest, to the Des Moines Union Railway company for the purpose of being transferred to the stock yards of the Agar Packing company.

At a later hour the Agar Packing company advised the Board that the car had been switched, and withdrew the complaint.

Des Moines, Iowa, April 4, 1902.

No. 2517—1902.

GEO. MORITZ, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.
Cattle guards at farm crossing.

Complaint filed April 5, 1902.

The complainant wrote the Board that he would like to have cattle guards at his private farm crossing and his request was forwarded to the railway company and on May 23, 1902, the Commissioners were advised that the company would grant the request of the complainant.

Des Moines, Iowa, November 15, 1902.

No. 2518—1902.

SAM BLOSSER, PATTERSON,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
Open farm crossing.

Complaint filed April 9, 1902.

The complainant in this case sent a sketch of his farm which indicated that in order to reach the highway he must cross the track of the respondent company. The complainant stated that he had not been provided with an open crossing, that some six or seven years ago wing fences and cattle guards were provided although the gates still remained, but now the wing fences were down so that they would not turn stock and he desired the gates removed. He desired the crossing to be made an open one, fully protected.

The railway company, as the Commissioners were advised, repaired the fences and cattle guards and constructed new gates.

Des Moines, Iowa, November 15, 1902.

No. 2519—1902.

GOSSMANN & REGAN, ELKADER,
v.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
Overcharge—interstate.

Complaint filed April 9, 1902.

The Board received the following request from the complainants in this matter:

"Please investigate the following: We bought a car load of furniture in Chicago at forty cent rate. Postville gets a rate at thirty cents, Decorah at thirty cents, and Sioux City at same—300 miles further west. Can the railway company do the same under the interstate law? All we want is justice. Please advise"

The case being interstate in its character the Board, of course, had no jurisdiction but asked the railway company to explain, if they could, the seeming discrimination.

Replying to this request, Assistant General Freight Agent R. M. Calkins, on April 11th, stated:

"Replying to your favor of the 9th in reference to complaint made by Gossmann & Regan, Elkader, Iowa. Memorandum next attached will show how the rates are applied upon furniture to that point. You will note that they have been correctly charged. While we apply the Chicago-Sioux City rate of 30 cents to points on the Iowa & Dakota division (which would include Elkader) the minimum is 20,000 pounds per car, and instead of shipment costing them $48.00 it would have cost them $60.00 per car. The only way that they can take advantage of Sioux City basis of rates would be to load their cars to 20,000 pound capacity and they would be entitled to 30 cent rate."

The complainants were advised of Mr. Calkins' explanation.

Des Moines, Iowa, November 15, 1902.

No. 2520—1902.

J. W. HILLYARD, DOWS,

v.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY

Stopping train at platform.

Complaint filed April 10, 1902.

The complainant in this case made statement that:

"The Burlington, Cedar Rapids and Northern Railroad today put into effect an order at this place stopping the passenger train for dinner here one block south of the depot in the street, instead of at the depot as formerly, this being near the Hotel Dows, which they seem to wish to favor, whereas formerly another eating house near the depot had an equal chance. This, if continued, will result in driving out of business the other party. He has requested me to write you in regard to it, and see if it lies within your province to have the trains stopped at the regular place, the depot."

Mr. W. P. Brady, general agent, explained the arrangement which they had made in letter of May 12, 1902, as follows:

"Complete investigation of this complaint has been delayed on account of my absence from the city on a brief trip east for recreation. This company formerly owned an eating house at Iowa Falls, which was destroyed by fire and not rebuilt. We persuaded the proprietor, Mr. Hopkins, to purchase the hotel at Dows with the understanding that we would continue the arrangements made at Iowa Falls under which he furnished patrons meals. This new arrangement relative to the stopping of trains was brought about as a matter of convenience to our passengers, and in order that they might reach Mr. Hopkin's hotel as comfortably and conveniently as possible, and because we are under obligations to him on account of his largely yielding to our persuasion in making his new hotel venture at that point."

Complainant was furnished copy of Mr. Brady's letter and made no further objections to arrangements as indicated therein.

Des Moines, Iowa, November 15, 1902.

No. 2521—1902.

C. O. HOWARD, WAUKON,

v

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Additional side track facilities.

Complaint filed April 11, 1902.

The complainant in this case wrote the Board at some length stating his reasons for requesting more side track facilities, sending with his statement tracing of the station as well as photographs showing exact conditions at the time he made his complaint. The complainant's letter is inserted herewith:

WAUKON, IOWA, April 10, 1902.

Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN:—I regret very much the necessity for appealing to you to act in your official capacity by requiring the Chicago, Milwaukee & St. Paul Railway company to provide me with reasonable side track facilities for handling my freight, but am compelled to do so because of the company's refusal to make the necessary improvements.

My business is located on block 32 in Waukon, as shown by the plat herewith, all of which I own. My business consists in the handling of grain, seed, and other farm products, lumber, lime, brick, sand, cement, hard plaster, land plaster, coal, salt, sewer pipe, baled hay, sawdust, etc., and owing to the inaccessibility to freight cars, to delays caused by trains waiting for each other, to long and frequent delay in consequence of switching several trains a day while cars are being loaded and unloaded, and to the difficulty of getting goods which have been unloaded directly from the car into the elevator basement, it has been costing me nearly double for loading and unloading what it would have cost me with the customary facilities afforded shippers.

My freight tonnage for the past year has amounted to about 9,000,000 pounds. By referring to the photographs and plat you will see the condition of the team yard (located on the right of way through the center of my block, 32) the position of cars and their numbers as they stood on the 9th day of this month. This condition is no exception, but is frequent and sometimes worse. The space between the cars on either track, as indicated on the plat, is nine feet ten inches at the north end, and twenty-two feet at the north line of the Pacific street. From these cars three dray teams, a merchant's team and two of my teams were unloading freight. Among the cars I had two cars of lumber, one of coal, one of cement and one of baled hay. The narrow space between the cars is accessible only from the south end. There is no way of reaching the cars from the west side because of my elevator and the high ground, or bank, on that side. At the north end, off from Shutluck street, teams cannot enter the yard on account of the bare rails and ties, and we are cut off from the east side by the ditch. About eight years ago I built two bridges over this ditch in order to reach cars from my lumber yard, and to cross the railway tracks to the elevator for freight stored in the basement of same. Some three years ago I was requested by the company to take out the south bridge, and one year ago the remaining bridge located at a point about fifty feet south of Shutluck street, was condemned and a sign erected by the side of it, as shown in the picture; the company refusing to keep up the bridge at this point at their own expense.

Now I respectfully ask you to come here and investigate the situation, and, if found as I represent, require the company to build a side track on the east side of their right of way the length of my lumber yard, and to plank the railway tracks where the teams have to do this work.

Asking your attention to the above at your earliest convenience, I am

Yours very respectfully

C. O. HOWARD.

The general manager of the railroad company assured the Board that the case would be given prompt consideration, and later in the season the Commissioners were advised that since the improvements the company had made in the conditions at that place, the facilities were ample and everything was satisfactory.

Des Moines, Iowa, November 15, 1902.

No. 2522—1902.

H. F. COLLVER, MECHANICSVILLE,

v

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Train service.

Complaint filed April 18, 1902.

Complaint in this case was as follows:

"We have very poor passenger accomodations at this point going west. There is no passenger that we can get out on from 10:38 P. M. to 1:35 P. M. There is a passenger west at about 6 o'clock A. M. that we would like to have stop here to let off passengers and stop on flag if they do not want to make a regular stop. I wish you would look this matter up and get us a regular train here in the morning."

The company in answering this complaint said:

"We should be pleased if it were possible to arrange this, but No. 3 being a Pacific coast train with particular heavy travel and important connections to make, it would be impossible to schedule it with any additional stops. The stop at Stanwood is for coal and water and at Wheatland for connection with another railway, thus allowing those points to be made flag stations for that train. The communication addressed to the Board enclosed with yours of the 15th is herewith returned."

Under the circumstances the Commissioners did not feel warranted in making any order as petitioned for by the complainant.

Des Moines, Iowa, November 15, 1902.

No. 2523—1902.

LAFAYETTE DUDGEON, HEDRICK,
v.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
} *Undergrade farm crossing.*

Complaint filed April 19. 1902.

Complaint in this case was as follows:

"You are no doubt aware that the Chicago, Milwaukee & St. Paul Railway company made a survey and are now grading on the same from Muscatine to Rutledge and the right of way through Wapello county was secured by their agent, E. E. McElroy, of Ottumwa. I was unable, at the time of signing the deed of right of way to secure an undergound crossing on my farm, located in township seventy-three (73), range twelve (12) west of Wapello county. I have written the chief engineer concerning the matter but have up to the present time received no satisfactory answer, though their division engineer examined conditions and reported same to Chief Engineer Whitmore, and thought there would be no trouble in securing an underground crossing at the place mentioned.

"But Mr. Whitmore informs me that he thinks he can make a sufficient overgrade crossing. Not desiring to waste any time in corresponding with them I refer the matter to you for your consideration. I will enclose a diagram of the farm that is crossed by the Milwaukee cut-off showing the location of the improvement, water-ways, etc.

"The underground crossing is something near 100 feet either east or west of the place indicated on the map as a dry slough, where the grade is from twelve to fifteen feet in height. You will notice on the diagram that the living water is all on the south side of the right of way and divides pasture so as to cut all north off from water. I further state that it would be very inconvenient for me to have a grade crossing so far from my residence, and I feel out of justice I should have an underground crossing as I gave no trouble in securing right of way over a mile through one of the best stock and grain farms in Wapello county. After they have damaged my farm they seem to want to give me no convenience. The cash value of this farm is at least $75.00 per acre.

"I refer this matter to you now with the hope that you can bring them to some satisfactory terms concerning this underground crossing. Any information that you may desire about this matter write to me and I will gladly give the same."

In acknowledging receipt of this complaint the Commissioners wrote Mr. Dudgeon that:

"Your case will be taken up with the railway company and it is hoped by the Board that something may be accomplished for you, but we can give you no assurance, as our supreme court has decided that grade crossings are the rule in this state, and that simply because it is inconvenient to open gates is not sufficient reason to warrant the Commissioners in ordering an undergrade crossing.

"Of course it is needless to tell you now that you should have made arrangements in writing for the kind of crossing you wanted when you deeded the right of way. However, the Commissioners will do the best they can for you."

The railway company in answering this complaint through its general manager, Mr. H. R. Williams. on May 7th, said:

"I beg to say that we have had this matter carefully investigated and find that settlement for right of way was made by our paying him $3,400 and this was without any provision or understanding that he should have anything but the ordinary grade crossings and you will note by the profile that satisfactory grade crossings can be furnished at almost any point on his farm with the exception of a short distance near the point where he requests an under crossing.

As we paid Mr. Dudgeon for the right of way on the basis of grade crossings, we feel that if he now wishes an under crossing he should reduce the amount which we paid him to that extent.

As near as we can estimate, the cost of a permanent cattle pass 6x6x8 feet high, which is probably all that he would want, would be about $700.00 and we are willing to furnish him a cattle pass on this basis.

If this is satisfactory to Mr. Dudgeon I will have our right of way agent see him and arrange the details.

If, after looking into the matter and examining the profiles, you do not think that our position is correct, I should be glad to have your views on the subject."

Copy of Mr. William's letter was sent the complainant who responded on May 17th, as per the following:

"A short time ago I received a letter from Chief Manager Williams in reference to the matter of an undergrade cattle pass and he made about the same statement to me that he did to you, that is he would make a cattle pass for $700.00, which I cannot consent to pay, for I think I am justly entitled to one without any expense to me whatever. I consider it their business to furnish me a suitable and convenient pass at their own expense.

"I reason the matter this way; first, they located the road on my place without my consent, and secured the right of way by condemning same, and thus compelling me to take a much less price than I asked. I offered to give them deed for right of way with barrow pits over a mile in length through my place for $5,000.00, which sum was cut down to $3,400.00 by condemnation jury. In the second place I feel that they transgressed on my rights by forcing the road through my farm, which represents my life-time work and which I prize as a home, and furthermore, they want to now put me off without any convenience whatever. At the time I signed deed for right of way I was misled by their agent whom I put confidence in as a lawyer; he told me that my signing the deed would interfere in no way with my securing crossings as I wanted them. Now if you would come down and look the situation over you would order them to put cattle pass in without any further trouble about it. I appeal to you because I thought my rights would be respected, because you have more weight and influence with the company than individuals. And now I ask you to do your utmost to secure for me an undergrade cattle pass at some convenient place in my pasture. Now I rest the case with you hoping to hear from it favorably in the near future."

The Commissioners, on May 19th, again wrote Mr. Dudgeon, a copy of which letter follows and closed the case:

DEAR SIR:—"Your communication of the 17th, inst. received, and will be given attention. In this connection please refer to letter from this Board of April 21. The Commissioners do not know what they can accomplish for you, for the supreme court has stated that the rule in this state is the grade crossing with gates, and that to entitle a land owner to an undergrade or overhead crossing it must be shown that a grade crossing cannot be constructed at any reasonable place on the farm; that simply because it is inconvenient to open gates or remove bars would be sufficient reason for the ordering of any other than a grade crossing.

The commissioners have recommended to the legislature the past two or three sessions that some law should be passed on the subject of farm crossings defining the duties of railway companies, etc. and although some effort was made by some of the members to have such a law passed, the measure was killed, and the conditions at present are the same as they have been for many years.

Please also refer to letter of May 7th from this office wherein it is suggested that you write Mr. Williams with reference to a possible compromise of your differences."

Des Moines, Iowa, November 15, 1902.

No. 2 24—1902.

C. EMORY HARRISON, DAVENPORT,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY,
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY, AND THE
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Discrimination in through rate, interstate.

Complaint filed April 23, 1902.

The following correspondence explains the situation as presented by Mr. Harrison:

DAVENPORT, IOWA, April 23, 1902.

Chairman Board Railroad Commissioners, Des Moines, Iowa:

DEAR SIR:—There are several factories that are talking strongly of leaving Davenport for Rock Island because of a lower rate for southern incoming freight in the latter city. These factories deal in southern lumber or in some way use southern goods. Davenport has been trying to get fair play in this matter for several years past. The difference in the rate on incoming goods from southern points appears to be from one and a half to two cents on the one hundred pounds, a difference of considerable importance to a big factory.

The bonus mentioned in the accompanying newspaper clipping amounts to very little. The principal trouble lies in the freight rate discrimination. The article referred to is taken from the Davenport *Leader* of April 21, 1902. If this matter is not settled immediately the Butter Tub Company moves from Iowa to Illinois.

I trust that the Commission will see if it can give any relief. Hoping to hear from you immediately I am Yours truly,

C. EMORY HARRISON.

DES MOINES, IOWA, April 24, 1902.

Mr. C. Emory Harrison, Davenport, Iowa:

DEAR SIR—Yours of 23d inst. received and will be laid before the commissioners at their next meeting; in the meantime please advise over what roads the butter tub people ship their lumber from the south and whether the lower rates to Rock Island are granted by the company that charged the higher rate to Davenport.

Of course you will understand that this is interstate commerce and not under the control of this Board, yet the Commissioners are very glad to do anything they can to remedy such conditions as you cite in your letter.

Very respectively yours,

DWIGHT N. LEWIS,
Secretary.

DAVENPORT, IOWA, April 29, 1902.

Secretary Railroad Commissioners, Des Moines, Iowa.

DEAR SIR—I am informed by the Fremont Butter Tub Company that their lumber from the south is shipped over the following roads:

The Chicago, Milwaukee & St. Paul, Chicago, Rock Island & Pacific, Rock Island & Pacific, Burlington, Cedar Rapids & Northern and the Chicago, Burlington & Quincy.

The same company states that the lower rates to Rock Island are granted by the same companies that charged the higher rate to Davenport. Where or at what point this extra rate of two cents per one hundred pounds is charged I have not been able to ascertain. The extra rate might be applied somewhere in the south. In Davenport, however, it is generally referred to as the "bridge toll."

The lumber used by the Butter Tub company is ash lumber and is shipped in car load lots. The Butter Tub company receives its lumber from the following points; Memphis, Tenn., Washington, La., Little Rock, Ark., and Jonesboro, Ark.

Thanking you for your courtesy and trusting that you will get this matter of different freight rates between Rock Island and Davenport before the Interstate Commerce Commission, I remain,

Very respectfully,

C. EMORY HARRISON.

Although the matter was interstate, the railway companies interested were asked to advise the Board whether something might not be done to remedy the evils complained of.

The railway companies interested very kindly took the matter up and adjustment was made in the rates to the satisfaction of the people of Davenport, as is evidenced by the following letter of Mr. Harrison, dated May 11, 1902-

"I received your letter of several days ago, and desire greatly to thank you for the interest the Iowa Board has taken in the adjustment of railroad rates. It is certainly a source of satisfaction that Davenport and Rock Island have at last been 'placed on a parity in the matter of rates on southern lumber.' I sincerely trust that you have been correctly informed by the railroad companies and that the matter has been settled for good. If you should receive still more definite information as to the adjustment of rates referred to, I would be greatly pleased to hear from you again. In closing, I again desire to thank you for the interest you have taken in the matter, which is of such concern to a number of Davenport industries."

Des Moines, Iowa, November 15, 1902.

No. 2525—1902.

CHAS. BATTERN, STORM LAKE,
v.
MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.

Cattle guards and farm crossings.

Complaint filed April 29, 1902.

The complainant in this case desired cattle guards for his private crossing on his farm one-half mile south of Truesdale, which request was communicated to the railway company.

The request was granted.

Des Moines, Iowa, November 15, 1902.

No. 2526—1902.

E. J. SCHROEDER, OYENS,
v.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Site for elevator.*

Complaint filed May 16, 1902.

The complainant in this case stated that he desired an elevator site at Oyens and had requested the company, on January 25, 1902, to grant him the same. On May 9th the company answered stating that they would not give him a site even though he would pay for extending the sidetrack.

Answering this complaint Mr. J. T. Harahan, second vice-president of the railroad company, on May 26th, said:

"I have had this matter looked into and find that there are now two elevators in operation at Oyens, which have ample facilities for handling all the grain that is offered at that point. An additional elevator would not mean any additional business for the railroad, but would simply divide it up between three shippers instead of two, in which case there would be no money in it for any of them. I consider it would be an injustice to the other two firms now established there to permit a third elevator to be erected. You will understand that the railroad company would be only too glad to have an additional elevator at Oyens, if there was business enough for it, but I do not think we would be justified in giving Mr. Schroeder a site for an elevator under the circumstances. Our local freight officials met Mr. Schroeder recently and explained the situation to him, at the same time offering to give him a location at another point where there seems to be a good opportunity of making a profitable investment.

"The two firms now doing business at Oyens afford good competition in the matter of prices. Another elevator is neither necessary nor advisable, and I do not at this time care to consider any application for lease of this company's ground at Oyens for the purpose named."

As Mr. Schroeder made no response to letter sent him, it is presumed he adjusted the matter of elevator site with the railway company direct.

Des Moines, Iowa, November 15, 1902.

No. 2527—1902.

J. S. HOFER, DES MOINES, IOWA,
v.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY, AND
IOWA CENTRAL RAILWAY COMPANY. } *Overcharge on household goods.*

A copy of the letter sent Mr. Bechtel, on May 24th, will explain the complaint made by Mr. Hofer:

"About August 14, 1902, Mr. J. S. Hofer shipped his household goods to Wayland from Perry, paying therefor first-class rates, $16.04, weight of goods as shown on expense bill being 3,370 pounds. On May 13th he shipped his goods from Wayland to Des Moines, the shipment going via the Iowa Central to Maxon,

thence over your line. Weight shown by expense bill 4,440 pounds, of which Mr. Hofer doesn't complain, although he does not see why his stuff weighed so much more. However, he does think the charge of $26.14 is too great an increase in the charges. I think the charge originated from the fact that the billing agent did not note "Owner's Risk" on bill of lading, but Mr. Hofer tells me that regular agent was sick and that some young man did the billing. He also says that the regular agent told him he would send the goods at same rate as received, and that inasmuch as he (Mr. Hofer) did not understand anything about such matters, supposed of course that he was getting the same rate. When the shipment reached Des Moines he was surprised at the amount of charges imposed, and found also that a stove and chair had been broken in transit for which he has made no claim.

"Inasmuch as this seemed to be a case of misunderstanding, I take it up with you in the hope that you may have adjustment made and refund on basis of first-class rates. Mr. Hofer will waive claim for damages to property in transit upon adjustment of rate.

"I enclose you expense bill which please preserve and return if future developments require it."

Considerable correspondence followed the sending of this complaint all of which, however, resulted a few weeks later in Mr. Hofer getting full refund for all overcharge.

No. 2528—1902.

D. W. TOWNSEND, CHEROKEE,
v.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Delay in furnishing cars.*

Complaint filed May 31, 1902.

This was complaint that cars of coal were delayed in transit, that he could not get cars for shipment, etc;

Considerable correspondence was had in endeavoring to find the cause of the trouble and the matter seems to have been finally cleared up with reasonable satisfaction to all concerned.

Des Moines, Iowa, November 15, 1902.

No. 2529—1902.

L. S. HELPHREY, METZ,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Farm crossing.*

Complaint filed June 17, 1902.

This complaint was made to the Board over the telephone, but as it was difficult to get the facts, the Board requested Mr. Helphrey to make his complaint in writing. The complainant did so sending a sketch of his farm therewith:

"Now the bridge is thirty feet long and they are cutting it down to 6x6. Mr S. P. Lind has been on the road for twenty-two years and he says 6x6 will not carry

the water. Mr. Ferguson, road master, says there is too much drift for that size culvert. I know the water backs on me now and a 6x6 culvert must back it more, besides the drift will be more apt to dam it up; then I have had an underground crossing for about fourteen or fifteen years I could drive through and I claim six feet high is not high enough for horses to run through. My attorney and also Mr. Ferguson, road master, told me to lay the case before the Commissioners. Right is all I want."

Considerable correspondence passed between the Board and the railway company and on October 20, 1902, the Board was advised by the railway company that it had been decided to build a stone culvert six feet by eight, and that the company would permit Mr. Helphrey to use this culvert as a stock pass, although they did not admit that he was entitled to an under crossing, in addition to his two grade crossings. This was satisfactory to Mr. Helphrey.

Des Moines, Iowa, November 15, 1902.

No. 2530—1902.

F. W. KNIGHT, MILFORD,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Obstructing streets by trains and cars.

Complaint filed June 20, 1902.

The complainant in this case stated that trainmen at Milford were very negligent in obstructing crossings and not properly protecting same when switching, etc., etc.

Upon attention being called to it, Mr. H. R. Williams, general manager, stated that particular instructions had been issued to the trainmen and he believed there would be no further cause for complaint.

Des Moines, Iowa, November 15, 1902.

No. 2531—1902.

HENRY HOLSCHLAG, NEW HAMPTON,

v.

CHICAGO GREAT WESTERN RAILWAY CO.

Farm corssing.

Complaint filed June 24, 1902.

Complainant in this case stated that cattle pass in his pasture had been closed, and, although he had notified the section foreman and the agent at New Hampton, the company had not opened the same. He stated that they had kept him out of the use of his pasture for two months.

The complaint was sent to Mr. S. C. Stickney, general manager of the railway company, who advised the Board, on September 25th, that crossing complained of had been put in proper condition.

Complainant was asked to advise the Board if he had any further cause for complaint but nothing was ever heard from him.

Des Moines, Iowa, November 15, 1902.

No. 2532—1902.

A. J. KENDIG, WINTERSET,

v.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

Loss in transit.

Complaint filed June 27, 1902.

This was a case where a package of medicine had been lost in transit through error of one of the clerks in the employ of the railway company at Chariton, Iowa. The trouble was located and the complainant was advised to take up his claim for damages direct with the claim agent of the railway company, as the Board had no jurisdiction in such matters.

Des Moines, Iowa, November 15, 1902.

No. 2533—1902.

JOHN HAVER & CO., ET AL., TINGLEY,

v.

KEOKUK & WESTERN RAILWAY COMPANY.

Routing of live stock.

Complaint filed July 8, 1902.

This complaint was as follows:

"I write you to know why the stock shippers of this place are not entitled to a transfer from this road (the Keokuk & Western railway) to the Great Western at Diagonal? The Commissioners forced them to put in a 'Y' at Mt. Pleasant, and if it is for the benefit of the shippers, then why not make them use it? Car of stock is now routed from this place (Tingley) to St. Joe via Shenandoah and Hamburg, which is twice the distance that it would be to transfer at Diagonal and go by the Great Western, which means a great deal in way of shrink, especially on hogs this hot weather. So please look the matter up and see if you cannot help us out on this."

The complaint was replied to as follows:

DES MOINES, IOWA, July 11, 1902.

Mr. John Haver, Tingley, Iowa:

DEAR SIR—Your favor without date is received.

In the first place it may be well to say that shipments from Iowa points to St. Joe are interstate and not subject to the jurisdiction of this Board.

It is probably true that the railway company desiring to keep its car upon its own line and inasmuch as it has not an unreasonably long line to St. Joe, may insist upon carrying the stock over its own lines. Also would not your rates be higher in shipping stock over the two lines together with the cost of the transfer, than the rate over the single line?

If you could show a substantial prejudice to your interests in the routing employed by the railway company receiving your stock, you might compel the company to change the same.

By reference to the distance table I find that your distance from St. Joe by the Great Western is 92 miles, by the Burlington lines the distance is 101. It would seem that the difference in distance is hardly great enough to account for very much shrinkage and it may be that your shipments have been delayed on the Burlington from some cause or other that might be remedied on proper complaint being made to those responsible for the movement of the freight.

The Board would be pleased to do anything it can for you, but would hardly feel justified in taking up this matter with the railway company without more specific information with reference to the disadvantage to shippers by reason of the Burlington line declining to transfer live stock at Diagonal when same is to be shipped to St. Joe.

Very respectfully yours,

DWIGHT N. LEWIS,
Secretary.

Mr. John Haver again wrote the Board on July 9th and stated:

"In the first place I over looked the matter of being interstate. But I was not kicking on the rate, it was just simply on the long haul this hot weather. You say that the distance of the Great Western is ninety-two miles which I presume is true, and by the Burlington the distance is 101. I don't know what route you take for this, and were this correct it wouldn't make any particular difference. But the way they rout us is seventy-two miles to Shenandoah, twenty miles from Hamburg to St. Joe, making the distance in all 182 miles, making the distance eighty-one miles greater than you figure. And this makes quite a difference in the shrink, especially when it is worth eight cents per pound. Should think a man would save at least 10,000 per car besides paying transfer charges, especially in hot weather, and if there is any way you can help us any please do so and oblige."

Upon receipt of the foregoing the complaint was taken up with the railway company and on July 21st, after some further correspondence, Mr. A. McCrae, general freight agent for the Keokuk & Western, wrote the Board, stating:

"I have run this thing down, and it appears to be a false alarm. They got the impression there was a change in our train service, which would interfere with good time on the movement of their hogs to St. Joe. There has been no change in the service, and I am inclined to think you are not likely to hear any more complaints on the particular service in question."

As no further complaints were ever made the Board assumed that no cause was given for making any.

Des Moines, Iowa, November 15, 1902.

No. 2534—1902.

A. HUYSER, ET AL., PELLA,
v.
WABASH RAILROAD COMPANY.
Obstruction to drainage.

Complaint filed July 16, 1902.

Complaint in this case was as follows:

To the Secretary Iowa State Railroad Commission:

DEAR SIR.—We, the undersigned owners of land contiguous to track of the Wabash Railroad, between Howell station and railroad bridge across Des Moines river in Marion county, this state, respectfully petition your honorable body to request said Wabash Railroad to build a good and substantial trestle work so as to serve as a waterway and thereby lessen the volume of water that now comes on our lands in times of high water just passed through. The lack of a proper trestle or waterway, at some point to be hereafter indicated, not only backs water upon our lands at least twenty inches higher than it otherwise would, but causes it to stay there very much longer than it would could it pass off through a sluice or waterway. We have mentioned this matter repeatedly to the roadmaster in charge but have received no reply. While we are asking this as a measure of relief for ourselves, in case of high water such as we have just passed through, it would also relieve the roadbed of a great amount of pressure of water which cannot find any means of escape at present.

Please attend to this matter at once so we may be saved from future disaster as much as possible. We shall be pleased to forward you whatever information you may need by applying to the undersigned. We do not wish at this time to push this matter to the extent of making out a claim for damages, but only demand prompt action to prevent future disaster, as we have already suffered serious damages at this time.

A. T. HUYSER,
G. KAMINK,
MRS. M. KAMINK.

The Board was advised on August 5th, by General Superintendent Magee, that instructions had been issued to arrange for proper openings to properly take care of drainage in the vicinity indicated and this disposition of the matter was satisfactory to the complainants.

Des Moines, Iowa, November 15, 1902.

No. 2535—1902.

KARL BRAND, NEW HAMPTON,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY.
Farm crossing.

Complaint filed July 22, 1902.

Mr. Brand, in his letter to the Board, stated that the Chicago Great Western Railway company had raised the track where his crossing was located about two feet, but had never fixed the crossing. As he wished to haul some grain and hay very soon, he wanted the crossing repaired. He stated that, although he had made several complaints to the company, no attention, apparently, had been paid to them.

In answer to the complaint, General Manager Stickney stated that neither their division nor chief engineer had ever heard of any complaint and that they would have the crossing repaired at once, if possible.

Later the Board was advised that the crossing had been put in first class condition.

Des Moines, Iowa, November 15, 1902.

No. 2536—1902.

T. C. REID, CORNING,
v.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.
Loss and damage to goods in transit.

Complaint filed July 22, 1902.

Complainant in this case stated that on a consignment of windmills from Sandwich, Ill., they had declined to receive a portion of the shipment on account of breakage and loss and that the agent would not let them have any of the goods unless all were taken and freight paid thereon, etc.

The company advised the Board, that although the matter was interstate they would say the damage was very slight and that the company was entitled to their freight charges before the adjustment for loss was made.

Des Moines, Iowa, November 15, 1902.

No. 2537—1902.

A. J. DAVIS, SEWAL,
v.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY. } *Overcharge on shipment of corn.*

Complaint filed July 25, 1902.

Complaint in this case was made by Mr. Davis, as follows:

"On or about January 20, 1902, I bought a car of corn of H. Huffman, of Wellman, Iowa, which he loaded in Burlington, Cedar Rapids & Northern Railroad car No. 4774 at Wellman and shipped to Kniffin, Iowa, a station on the Chicago, Rock Island & Pacific Railroad. Freight was paid at Wellman but the agent at that place made an overgharge of about $16.00. The agent at Wellman and the general freight agent, W. H. Simmons, at Cedar Rapids, both admit the overcharge and the latter promised to refund it if I would sign certain papers which I did, but have not heard from him except a statement that he had asked Mr. C. T. Banks, general freight claim agent for the Chicago, Rock Island & Pacific Railroad, at Chicago, to settle it. Now, it seems to me that six months is ample time to adjust a little matter like that. I would be glad if you could call their attention to this as I am anxious to have it settled. Or possibly you can suggest something to help me get the money."

Mr. T. H. Simmons, assistant general freight agent of the Chicago, Rock Island & Pacific Railway company (the Burlington, Cedar Rapids & Northern being now a part of the Chicago, Rock Island & Pacific Railway system) wrote the Board on July 26th explaining the error and stating that the overcharge would be refunded. On July 28th Mr. Davis was asked to advise the Board if he did not receive the refund within a reasonable time.

Des Moines, Iowa, November 15, 1902.

No. 2538—1902.

BURLINGTON & WESTERN RAILWAY COMPANY.
v.
CHARLES PHELPS, OSKALOOSA. } *Petition for right to condemn land.*

This was an application for permit to condemn certain land in Oskaloose belonging to Mr. Charles Phelps, but before the matter came up for hearing, adjustment was made and the petition was withdrawn.

Des Moines, Iowa, November 15, 1902.

No. 2539—1902.

C. DEITKEN, COUNCIL BLUFFS,
v.
MASON CITY & FT. DODGE RAILWAY CO. } *Farm crossing.*

Complaint filed August 7, 1902.

The complainant sent the Board copy of his application to the Mason City & Ft. Dodge Railway company for a private crossing, accompanied by the following letter dated August 9, 1902:

"I enclose a request for a private crossing which I made to the Mason City & Ft. Dodge Railway company, and as I have no answer from them and they have, in fact, obstructed my outlet so that I cannot get in or out from the land on account of a sixty-feet embankment (fill) which comes within a few feet of Little Mosquito Creek. I hereby appeal to you to look into this matter and see to it that I get an outlet from one part of my land lying north and the other part lying south of said sixty-foot fill. The railroad company acts outrageously thus obstructing my driveway when they could fix it without much trouble.

"Kindly peruse the enclosed papers and let me know what I can do or order the railroad company to give me immediately an outlet. I am the owner of the above land."

Some further correspondence was had with reference to this complaint both with the complainant and with the railway company and on September 1st Mr. J. W. Colt, president of the company, stated that a perfectly practicable undercrossing had been provided for Mr. Deitken and that it was necessary for the complainant to cross the company's right of way in order to get to the highway.

Des Moines, Iowa, November 15, 1902.

No. 2540—1902.

ALBERT STEVENS, ACME,
v.
CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Farm crossing.*

The complainant wrote the Board as follows:

"I have asked the Chicago Great Western Railway company to put in two gates north of the grain house which two will be situated between two of my pastures. When I wish to change my stock from one pasture to the other, I am compelled to drive them along a hazardous way to cross at a road crossing. Those gates would be very convenient and do away with the danger attending the present way of changing. They have done nothing about the matter so far, so I wish you to attend to the matter, if you please, at your earliest convenience.

"The place in question is situated in Lowther station on the Chicago Great Western railway, between Elma and Riceville, in Howard county."

The matter was taken up with the railway company and the Commissioners were advised later that the company had put in a crossing which was satisfactory to the complainant.

Des Moines, Iowa, November 15, 1902.

2541—1902.

R. H. MARSHALL, CASEY,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Condition and management of stock yards.

Complaint filed August 16, 1902.

This complaint was in effect that the stock yards were located within a short distance of quite a number of the dwellings. That the stock yards were used for feeding, selling, buying etc., which made it very unpleasant for those living in the neighborhood. That the flooring was improperly constructed allowing accumulation of filth which made the yards particularly offensive in warm weather. Considerable correspondence followed the filing of this complaint and the management of the railway company advised the Board that positive instructions had been given the agent not to allow the yards to be used for yarding of cattle and that the yards must be used strictly for the purpose intended.

Des Moines, Iowa, November 15, 1902.

No. 2542—1902.

C. SHELLHAMER, FROELICH,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Obstruction o drainage.

Complaint filed August 16, 1902.

The complainant in this case stated that the Chicago, Milwaukee & St. Paul Railway company had obstructed the natural water course of Bloody Run creek adjoining his premises, thus causing the water to back over his land above the railroad bridge, and had also caused the creek to change its course into the tillable land below the bridge.

The case was immediately taken up with the railway company who wrote the Board, under date of September 1st, as follows:

"Referring to the complaint of Mr. Shellhamer, of Froelich, Iowa. He is located in the valley of Bloody Run, and where, during the past few years they have been subjected to higher water than ever was known before.

"In 1896 our entire railroad was washed out in that vicinity, and when we rebuilt it ample provision was made for waterways and we have had no trouble since, although the water has been up just as high as it was in 1896.

"The opening which he refers to is a steel girder span, fifty feet of clear opening and thirteen feet above the natural stage of water. During the highest water this season the water did not come within five feet of the bottom of the girder, and it appears to us that there is ample waterway."

After considering the correspondence carefully the Board advised Mr. Shellhamer that his proper remedy in the matters complained of by him would be suit in court to recover damages.

Des Moines, Iowa, November 15, 1902.

No. 2543—1902.

ROSINA D. SHRIMPER, ROBINS,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Farm crossing.

Complaint filed August 12, 1902.

The complainant in this case wrote the Board concerning farm crossing and upon request for some specific statement the following was received:

"Your favor bearing date the 12th inst. at hand. Complying with your request for sketch of farm, I have this day under another cover mailed you an exact copy of map drawn by the civil engineer at the time the road was surveyed through my place. As to the kind of crossing I desire either an under crossing or an open crossing. As you well know that a closed crossing is not only very inconvenient but also dangerous, compelling you as it does to stop a loaded wagon inside the right of way to open and close gates. The present crossing as you will observe by looking at the map is situated at the fartherest extremity of my place or about a mile from the house, and in order to reach it from either side of the track you are compelled to cross a slough making it impossible to reach the crossing with a loaded wagon. Part of this land on each side of the right of way where these crossings are marked, is grass land and under present conditions I am compelled to haul all this hay south of the track about —— miles in order to reach the barn. There has not been for the past two years even an attempt by the railroad company at maintaining any kind of a crossing. For water for my stock on the greater portion of this land lying north of the track, I must depend upon that on the south side of the track and you will see at once that nothing but a crossing that would let the stock have free access to this would be of any use to me. As I think you will agree with me when I say that it would be next to impossible for me to go something over a mile every day, or oftener, to turn the stock across to water. The heighth of the grade across my place varies all the way from perhaps eight or ten to twenty feet. At place on map marked under crossing it is about twenty feet, at place marked where crossing now is it is very nearly level. Where I should like the crossing to be it is perhaps ten or twelve feet high.

"Any further information or assistance which I can give in acquainting you with the existing conditions, will be promply forwarded on request."

The case was sent to Mr. Williams for attention. November 1, 1902, Mr. H. R. Williams, general manager of the Chicago, Milwaukee & St. Paul Railway company, said:

"I find on investigation that these parties have not used the crossing for a couple of years, and when we re-ballasted there, the plank was taken out and never put back. We have since had them replaced and the crossing put in a satisfactory condition for their use whenever they care to use it."

Des Moines, Iowa, November 15, 1902.

No. 2544—1902.

A. N. BULL AND J. A. DAY, GILMORE CITY,
v.
CHICAGO, ROCK ISLAND & PACIFIC RY. CO.
Condition of stock yards.

Complaint filed August 18, 1902.

Complaint in this case was as follows:

GILMORE CITY, August 14, 1902.

State Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIRS.—I write you in regard to the railroad stock yards at this place on the Chicago, Rock Island & Pacific Railroad. I am quite an extensive shipper of stock and am very desirous of having them put in a safe and proper condition for handling my stock. The yards are over twenty years old and are badly rotted down and out of repair and it is unsafe to leave stock in them over night. I have notified the railroad company repeatedly during the last year and they have as often promised to repair the yards but have failed to do it each time. I trust that you, by virtue of your authority to look after the traffic accommodations of railroads, will prompt them to make the necessary repairs without delay.

Yours very truly,

A. N. BULL,
J. A. DAY.

Mr. C. A. Goodnow, in answer thereto, wrote the Board on September 19, as follows:

"Replying to your favor of the 18th ultimo, having reference to the condition of the stock yards at Gilmore City, Iowa. I have had these yards looked over and find that some repairs are necessary, which I have ordered. We will entirely rebuild the yards next year."

Des Moines, Iowa, November 15, 1902.

No. 2545—1902.

TOWNSEND & MERRILL COMPANY, CEDAR FALLS.
v.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
Site for coalhouse at Dike.

Complaint filed August 20, 1902.

This is a case wherein their appeared to be some misunderstanding and when the matter was brought to the attention of the company the matters in dispute were adjusted and cause for complaint removed.

Des Moines, Iowa, November 15, 1902.

No. 2546—1902.

D. C. WATERMAN, TOWNSHIP CLERK, CLAY TOWNSHIP, WASHINGTON COUNTY,
v.
IOWA CENTRAL RAILWAY COMPANY.
Drainage.

Complaint filed August 27, 1902.

Complaint in this case was as follows:

To the Railroad Commissioners of the state of Iowa:

You are hereby notified that the Iowa Central Railroad company discharges its surface water upon the highway leading from Clay to Brighton, Iowa, at a point thereon one quarter of a mile east of said railroad company's station located at the southeast corner of section thirty, township seventy-four north, range nine west, in Washington county, Iowa, which station is known as "Clay" station on said road. That the surface water from the railway company's right of way flows on to said road and renders it muddy and impassable, and that a box culvert is necessary to carry off said surface water flowing off of the railway company's right of way on said highway, and that said highway can be rendered passable and in good condition by said company constructing said box culvert across said highway.

You are respectfully requested and notified to visit said premises and make investigation thereof, and are further notified and requested upon making said investigation thereof, to make your finding therein all of which is respectfully submitted.

D. C. WATERMAN,
Township Clerk of Clay Township, Washington County, Iowa.
F. E. MIKSCH,
Road Supervisor, District No. 5, Clay Township, Washington County, Iowa.

The matter was taken up with the railway company at once and the Board was advised later that conditions had been made satisfactory to all concerned.

Des Moines Iowa, November 15, 1902.

No. 2547—1902.

In the matter of condition of depot building at Albia used jointly by the Wabash Railroad and the Iowa Central Railway companies.

The Board adressed letter, dated August 29, 1902, as follows to the general management of the railway companies named above:

"The attention of the Board has been called to the ursanitary condition and insufficient size of the depot used jointly by your company and the Wabash Railroad at Albia in this state. The room used there as a waiting room is very small, probably not exceeding 8 x 12 feet in size, and many times when ladies and children are waiting there for trains, loafers both white and colored (especially the latter) nearly fill the room and with their smoking, chewing and uncleanly persons and speech, make the place disgusting in the extreme. Added to this we are informed, things have occurred there that are not proper to speak of in a letter. At other times in rainy weather, freight had been piled in the waiting room leaving only a narrow avenue whereby purchasers of tickets could get to the ticket window. This condition of affairs calls for a sure and speedy remedy and the Commissioners hope that action will be taken at once to furnish proper depot accommodations to the traveling public."

In response thereto the Board received the following letters:

ST. LOUIS, MO., SEPTEMBER 2, 1902.

Mr. Dwight N. Lewis, Secretary, Board of Railroad Commissioners, Des Moines, Iowa.

DEAR SIR:—In reply to yours of August 29th, in regard to the condition of the station at Albia, Iowa:

This depot is furnished by the Iowa Central Railroad and I have had the matter up with the officials of that company and they have agreed to put in a new brick passenger station, which they promise to erect this fall.

I trust that this will be satisfactory to the Commission.

Yours very truly,
J. RAMSEY, JR.,
President.

MINNEAPOLIS, SEPTEMBER 2, 1902.

Mr. Dwight N. Lewis, Secretary, Iowa Board of Railroad Commissioners, Des Moines, Iowa.

DEAR SIR:—This will serve to acknowledge receipt of your favor of the 29th ult., being complaint of the commissioners of the insufficiency of the depot accomodations and certain annoyances to passengers at Albia, Iowa, and to advise the Commission that the plans for a new passenger station at that point are now under consideration by the Iowa Central and Wabash Railway companies. It is possible the contemplated improvement may be made during the present year, in which case the conditions complained of will no longer exist, and in the meantime steps will be taken to prevent annoyances to the traveling public such as you mention.

Yours truly,
L. F. DAY.

Des Moines, Iowa, November 15, 1902.

No. 2548—1902.

G. J. BOYD, HERNDON,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
} *Condition of road to depot.*

Complaint filed September 3, 1902.

Mr. Boyd stated that the road leading to the freight depot at Herndon was impassable and he desired to have it fixed so that he might drive his team over it.

The Board was assured by the railway company that the road would be put in good condition at once and that there would be no further cause for complaint. This was confirmed by further letter from Mr. Boyd in which he stated that the company had fixed the road "all O. K."

Des Moines, Iowa, November 15, 1902.

No. 2549—1902.

JOE BUFFHAM, LOHRVILLE,
v
CHICAGO GREAT WESTERN RAILWAY COMPANY.
} *Farm crossing.*

Complaint filed September 5, 1902.

Complaint in this case was as follows:

LOHRVILLE, IOWA, September 4, 1902.

Railroad Commissioners, Des Moines, Iowa.

MESSRS:—The Great Western Railway goes through my farm as shown in the diagram below. D. D. D. being the pasture from the barn gave me an easy way to my pasture, and if I have an under crossing at the point marked G. on the railroad it still leaves me fair access to my pasture land which at no time can be used for anything else with any profit. The railroad will not grant me an under crossing and thus cut me from my pasture. At the place where the railroad crosses the creek the grade is about thirty-four feet high and reaches the hill just east of where I want the under crossing. Eight feet wide and eight feet high is all I ask.

I want you to come and view it before it is all graded and the road finished. What are the the expenses to have you view it? Please let me hear from you soon. I live in Lohrville, Iowa.

Very truly,
JOE BUFFHAM.

Mr. Buffham was advised by the Board that the supreme court in this state had held the grade crossing to be the rule, and that to entitle the land owner to any other kind of a crossing extra conditions must be presented rendering a grade crossing unreasonable. Further, that because it might be inconvenient to open gates would not be sufficient reason to entitle the land owner to other than a grade crossing.

The complaint was laid before the officials of the railway company who advised, on September 9th, that the company was ready to provide a grade crossing at any point where the complainant desired the same and that the drainage on that part of the line was taken care of by the bridge from Purgatory creek.

Des Moines, Iowa, November 15, 1902.

No. 2550—1902.

ALBERT KINNEY, HERNDON,
v.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
} *Obstruction to drainage.*

Complaint filed September 8, 1902.

The complainant in this case made complaint as follows:

HERNDON, IOWA, September 6, 1902.

Railroad Commissioners, Des Moines, Iowa:

DEAR SIRS—The Chicago, Milwaukee & St. Paul Railway have turned the water out of its natural course and now it overflows my lot and makes my livery barn untenantable in time of big rains. I send you a diagram. At No. 1 they have an eight-inch tile to carry the water from a twenty-inch tile at No. 2. The way it ran before it followed No. 8 along the west side of the track. I would like if you would attend to this matter soon, or, perhaps, one of you better.

Yours respectfully,
ALBERT KINNEY.

The railway company assured the Board that the matter would receive prompt attention and on November 10th the Commissioners were notified that the company had arranged to have a culvert south of the depot lowered and have necessary ditches constructed to connect with it which would remove cause for complaint.

Des Moines, Iowa, November 15, 1902.

No. 2551—1902.

CHICAGO GREAT WESTERN RY. CO., v. ABEDNEGO DAVIS, ALLISON. — *Petition for right to condemn.*

Complaint filed September 15, 1902.

This was an application for right to condemn certain lands named in said application in Butler county as provided by section 1998 of the code and amended by chapter 70 of the Twenty-eighth General Assembly and chapter 79 of the Twenty-ninth General Assembly. Date was fixed for hearing, notices given, etc., but prior to the date fixed for hearing, the Commissioners were advised that settlement had been made and application was withdrawn.

Des Moines, Iowa, November 15, 1902.

No. 2552—1902.

GRAND JURY, BOONE COUNTY, BY J. H. EADE, CLERK OF THE DISTRICT COURT, BOONE, v. CHICAGO & NORTH-WESTERN RAILWAY COMPANY. — *Overcharge in passenger fare.*

Complaint filed October 2, 1902.

The complaint in this case was as follows:

To the Honorable J. R. Whitaker, Judge of the Eleventh Judicial District of Iowa:

Grand jury's report of the investigation of the Chicago & North-Western Railway company overcharging for transportation from Boone to Ogden, Iowa:

We, the grand jury of Boone county, Iowa, respectfully state, after a full and thorough investigation of the rates of the transportation of passengers from Boone, Iowa, to Ogden, Iowa, and return, that we find the following facts:

That the Chicago & North-Western Railway company charges for transportation of passengers from Boone, Iowa, to Ogden, Iowa, the sum of thirty-four cents. We also find from the actual measurement of the county surveyor of Boone county, Iowa, that the distance between said towns of Boone, Iowa, and Ogden, Iowa, is eight and 14-100 miles. That we believe that this excessive rate should be remedied, and respectfully ask your honor to submit this finding to the Railroad Commissioners of the state of Iowa, in order that this overcharging may be remedied.

C. M. BROOKS,
Foreman.

The matter was taken up with the Chicago & North-Western Railway company at once and the matters complained of were adjusted by the railway company on October 7, 1902.

Des Moines, Iowa, November 15, 1902.

No. 2553—1902.

M. F. YAKISH, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. — *Failure to receive freight.*

Complaint filed September 17, 1902.

This was complaint that the train men refused to load into the car 30 sacks of plaster in one hundred pound sacks. The attention of the company was called to it and the Commissioners were advised that the train men had been reprimanded and there would be no future cause for complaint.

Des Moines, Iowa, November 15, 1902.

No. 2554—1902.

C. H. HENDERSON, COIN, v. WABASH RAILROAD COMPANY. — *Fencing and farm crossings.*

Complaint filed October 6, 1902.

Complaint in this case was as follows:

"The Wabash railroad runs through my farm. Three years ago they built a fence on one side of the railroad but left the other side with the old fence. It has been unsafe for several years. I have been trying to get them to build the fence and put in proper gates and crossings, so I thought I had better write and notify the railroad commissioners and see if they could assist me so I could get a fence built this fall so I can use my field for pasture."

Upon presentation of the complaint to the railway company, assurance was given that the same would have immediate attention, and on November 3d, Mr. Henderson stated that the company had built the fence and had left him no crossing. At later date the Board was advised that the crossing had been provided by the railway company.

Des Moines, Iowa, November 15, 1902.

No. 2555—1902.

O. B. EMERSON, ET AL., AFTON, v. CHICAGO, BURLINGTON & QUINCY RY. CO. — *Condition of approach to sidetrack.*

Complaint filed October 8, 1902.

Complaint in this case was in form of petition, as follows:

To the Railroad Commissioners of the State of Iowa:

The undersigned, citizens of the town of Afton, Iowa and vicinity, patrons of the Chicago, Burlington & Quincy Railway company, would represent to your honorable body that the depot grounds and the highway leading thereto, of the said Chicago, Burlington & Quincy Railway com-

pany, at Afton, Iowa, are in such a deplorable condition that it is almost utterly impossible to move freight to or from said depot; that the patrons of said railway have repeatedly appealed to the officers of said railway company to put said grounds, and the road leading thereto, in a passable condition for teams, and have been met with persistent neglect and inattention.

Now, therefore, failing to get any recognition whatever from the authorities of said Chicago, Burlington & Quincy Railway company, we appeal to you that you, by the proper action, compel the said railway company to put said station grounds in proper condition for the use of the public, that freight may be delivered to and received of said railway company without said public being compelled to haul through a swamp.

Dated at Afton, Iowa, this 1st day of October, 1902.

O. B. EMERSON, *General Merchandise*,
E. J. SULLIVAN, *General Merchandise*.
W. S. SIMPSON, *Stockman*.
F. E. AYRES & CO., *Lumber*.
And thirty-five other merchants, draymen, etc.

In replying to the same Mr. H. C. Nutt, superintendent of the Iowa lines, wrote the Board under date of October 10th as follows;

"I have just received your letter of October 8th enclosing a copy of a petition from some citizens of Afton complaining of the condition of our station grounds there.

I looked over the situation in Afton yesterday and arranged to put in a tile drain and grade the driveways on our station grounds so that I think they will be in a satisfactory condition. This work will be commenced at once and if the weather is reasonably good will be completed this fall. As I had not received your letter at that time I did not see the men whose names are attached to the copy of petition, but I met Mr. Glattly and Mr. Beamer, who do a great deal of teaming around our tracks and they expressed themselves as satisfied with the improvements we are to make.

This disposition of the companies was satisfactory to the complainants.

Des Moines, Iowa, November 15, 1902.

No. 2556—1902.

WILLIAM SCHACHEL, BURLINGTON,
v.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Farm crossing*.

Complaint filed October 11, 1902.

As this complaint was withdrawn two days after its filing, no further record of it is deemed necessary.

Des Moines, Iowa, November 15, 1902.

No. 2557—1902.

J. W. RILEY, DEFIANCE,
v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
} *Failure to furnish cars*.

Complaint filed October 21, 1902.

The complainant in this case stated that he had difficulty in obtaining cars for shipping potatoes. Replying to the complaint the railway company stated that every effort had been made to keep grain houses open and keep people supplied with coal and in consequence Mr. Riley was compelled to wait several days, but by the time complaint had reached the Board, car had been furnished him.

Des Moines, Iowa, November 15, 1902.

No. 2558—1902.

E. B. HIGLEY COMPANY, MASON CITY,
v.
WILLMAR & SIOUX FALLS RAILWAY COMPANY.
} *In the matter of applicaton of class "B" freight rates*.

Complaint filed November 6, 1902.

This complaint was in reality more of an inquiry as to whether the Sioux City & Northern (now the Willmar & Sioux Falls) Railway company had a right to charge class "C" rates. The railway company having been classified as class "B" road, the proper officials of said railroad were at once notified. The officers of the railway company who responded on November 16th said that they had been charging the rate under missapprehension and that tariffs had been issued correcting the error.

Des Moines, Iowa, November 15, 1902.

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 OELWEIN, ON CHICAGO GREAT WESTERN RAILWAY.

DES MOINES, IOWA, December 31, 1901.

Mr. Dwight N. Lewis, Secretary of Railroad Commissioners, Des Moines:

DEAR SIR—We have been asked to furnish you certain information requested of the general manager of the Chicago Great Western Railway company, in your letter of December 17th, in relation to accident occurring upon company's line.

The names and addesses of the train crew of engine No. 2, being the construction engine were Davie E. Dutton, Oelwein, Iowa, engineer, and———Bruel, Sumner, Iowa, fireman.

On the other engine, No. 6, were the following:

C. K. Rowe, Minneapolis, Minn., engineer, who was killed. H. Groshner, St. Paul, Minn., fireman. Peter McErland, 258 Winifred St., St. Paul, Minn., conductor.

We understand engine No. 6 was a regular train and running on time, but the only dispatch under which No. 2 could claim to run reads as follows: "Oelwein, December 16, 1901. Engine 2, Dutton, will run light extra, Oelwein to Sumner, and has right to track over all extras, south." The dispatch seems clear enough and reads only over extras. It seems that the moment the engineer got the message, he started for Sumner without considering No. 6. All trainmen are supposed to look out for regular trains without any orders to that effect.

The dispatcher, A. M. Defoe, was operator and dispatcher on Great Northern Railroad, 1881 to 1886; dispatcher on Burlington, Cedar Rapids & Northern Railway, 1886 to 1889; dispatcher and chief dispatcher on Great Northern, 1889 to 1897: dispatcher on Northern Pacific, 1898 to 1899; dispatcher on Illinois Central, October to November, 1899; Santa Fe operator and dispatcher, January 1900 to May, 1901; dispatcher, Chicago Great Western Railway, November 12th to date.

We are informed this accident occurred where there was a straight stretch of track for several miles, and it would seem that both engineers could have seen the danger in time to avoid it, but it was one of those unaccountable occurances that are sometimes difficult to understand.

Hoping that the above will furnish you with the information desired, we are,

Very truly yours,

WRIGHT, HEWITT & WRIGHT,
Attorneys for Chicago Great Western Railway Company.

ACCIDENT AT GIFFORD, ON IOWA CENTRAL RAILWAY.

MINNEAPOLIS, MINN., March 18, 1902.

Mr. Dwight N. Lewis, Secretary Iowa Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR:—Noting your favor of the 27th inst. relative to accident near Gifford station February 15th.

The accident occurred at 11:20 P. M. on the date named at the curve about three-fourths of a mile north of Gifford station. It was a collision between light engine No. 62 and regular train No. 4, consisting of engine No. 57, combination baggage and mail car and two coaches.

Engine No. 62 left Marshalltown at 10:05 P. M. with orders to run extra from that point to Eldora, meeting train No. 10 at Union. The order was regular and in accordance with the rule adopted by the American Railway association, which are in effect on the Iowa Central road and practically all other railroads of the country. The extra engine No. 62 should have taken siding for No. 4 at Gifford, but failed to do so, although it stopped for the Chicago & North-Western crossing at that point and also stopped at the tank and took water. It is supposed that the engineer and fireman forgot No. 4. Both men were killed, as were also the engineer and fireman of No. 4. There were no other personal injuries. Both engines were badly wrecked, as was also combination baggage and mail car on No. 4.

Yours truly,

L. F. DAY,
Vice-President.

ACCIDENT AT AMES, ON CHICAGO & NORTH-WESTERN RAILWAY.

CHICAGO, June 9, 1902.

Mr. E. A. Dawson, President Railway Commissioners, Des Moines, Iowa:

SIR—In reply to your favor of May 30th:

On May 8th, about 1:20 A. M., east bound fast mail No. 10 was derailed about two miles west of Ames, caused by slide and settlement in roadbed over or near bridge No. 567, on a one degree curve. The settlement was at the end of the ties and was about three hundred feet in length. This bank was built in 1900, when the double track was constructed. Section men were over this track at 6 P. M. the night before the accident and at that time the track was perfect. There was no difficulty experienced with this particular section of bank beyond the usual slight settlement, from the time it was put into service up to this derailment; in fact, when the frost came out this spring, although we had a watchman there, it was impossible to detect any inequalities in the bank. It is thought that the heavy rains about this time percolated through the bank and caused a change in the layers of the earth which was not visible to the naked eye and only made itself apparent when the bank suddenly settled. There was no neglect on the part of this company; on the contrary, I do not believe there is any other railway which has had the experience with banks that we have for the last few years, since we have been putting second track through the state of Iowa; we have learned the peculiarities of the different kinds of soil and have taken advantage of our experience in every respect; furthermore, have given this matter the closest scrutiny, both on the part of the officials and by the establishment of watchmen at all places where it was possible, in our judgement, for any settlement to occur. Certainly enough time has elapsed since the period we first commenced to use this bank to give us full confidence in its stability.

A number of trains went over this piece of track that night. The last one was a freight, just forty minutes before No. 10 was due there. They reported that there was a rough spot in the track at this particular place, but the report did not indicate that there was anything dangerous. The train dispatcher should have notified No. 10 to this effect, but he failed so to do and for that failure was dismissed from the service.

The train crew consisted of Engineer Geo. Clark, Conductor J. A. Perry, Fireman C. Spaulding, with engine 216, one of our regular fast mail locomotives. There were four cars, one of them express, two mail, and one storage, all of them equipped with high speed brakes, probably running sixty miles an hour. The train was under control of employes; in fact, the engineer stuck to his post and stopped it, therefore the air worked.

If there is any other information which you would like in this connection, we shall be pleased, indeed, to give it to you.

Yours truly,

W. A. GARDNER.

ACCIDENT NEAR RHODES ON THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

MARION, August 22, 1902.

Dwight N. Lewis, Secretary, Des Moines, Iowa.

DEAR SIR:—At about 1:20 P. M. August 6, 1902, at a point about two and a half miles west of Rhodes, Iowa, a head-on collision occurred between a work train west, W. S. Craig, conductor, F. M. Braman, engineer, and freight train No. 92, east bound, L. C. Newell, conductor, S. D. Markress, engineer. The accident was the result of a misunderstanding of an unusual flagging arrangement, contrary to practice and unauthorized, which was made in person between the conductors of two work trains at 11:30 A. M. on the day of the accident. Both of these work trains

had orders to work under the protection of a flagman. Instead of moving under the protection of his own flagman as is required by the rules, Conductor Craig claims he arranged with Conductor Hollingsworth, who was on the other work train stationed at Collins, to hold trains leaving Collins after 1 P. M. for him; this was differently understood by Conductor Hollingsworth and he did nothing to hold train No. 92 which left Collins at 1:08 P. M. The latter train was moving very slowly at the time of collision, having just been stopped by section men who were working on the track. Craig's work train was running quite fast and the collision occurred on a curve so neither train could see the other but a very short distance. A large number of laborers were on the work train.

Following are the names of the dead and injured:

Dead: S. D. Markress, Perry, engineer on No. 92; F. M. Braman, Perry, engineer on Craig's work train; Wm. E. Thorpe, Manilla, fireman on Craig's work train; Mike Flynn, New Jersey; Ed. Fitzgibbon, South Omaha; L. Bingham, residence not known; Jack Richardson, Desloge, Mo.; Mike Doyle, Chicago; John Allen, Omaha; F. Ray, Cincinnati, Ohio; Pat. Sullivan, Baltimore, Md.; Thos. Casey, Worcester, Mass.; one unknown.

Those injured are: Otto M. Klanger, olecranum process broken; hip bruised; abrasions and contusions; end of finger cut off. Thos. Morgan, fracture of three ribs; also of tibia and fibula of left leg; contusions and abrasions. Ed. Donovan, clavicle fractured; several absrasions and contusions. Esa Mackey, injury to spine and abdomen. Thos. Noon, compound fracture of tibia and fibula; contusions and abrasions about body. Jos Miller, many abrasions and contusions; clavicle fractured; wounds on thigh and knee-joint. John Grace, concussion of brain, and numerous contusions about body. Michael Kearns, lacerated wound on top of head; sprain of back and chest; flash burn of face and hands. Albert Miller, sprain of back and left side. James Dacey, sprain of neck and brush burn of face. Thos. Hunt, bad bruise of right fore-arm; and slight bruise of left fore-arm; cuts and brush burn of both sides of face; slight sprain of neck and back. Lewis Nodine, bruises of left side of head and face; fracture of two ribs and sprain of chest, and brush burns of left side and hand. Jos. Patrick, fracture of right clavicle, and brush burns of head. Henry Blackwood, bruise of head and right shoulder. Thos. Haurahan, bruise of right side, and sprain and bruise of foot. Geo. Huffman, fracture of two left ribs. Jerry Collins, fracture of right clavicle, sprain of right wrist and brush burn of head and face.

These men were sent to the hospital for proper care. A number of others received minor injuries such as bruises.

Yours truly,

H. B. EARLING,
Superintendent.

Digest of Decisions of Supreme Court

DIGEST OF DECISIONS

OF SUPREME COURT REFERRING TO MATTERS AFFECTING RAILROADS.

RAILROADS—RIGHT OF WAY—FENCE—SUFFICIENCY—ANIMALS—DAMAGES—EVIDENCE—TRIAL—REOPENING—DISCRETION OF COURT.

A railway constructed in its fence at a private crossing on plaintiff's farm an ordinary slide gate on ground sloping to the west, at which end the gate was hung. Subsequently the projecting ends of the boards on the east end of the gate were partly destroyed by fire. There was no fastening on the gate and witnesses testified that a slight move or a little shake would open the gate. Animals belonging to plaintiff were killed by a train during the night, and the gate, which a witness testified was closed on the previous evening, was found swung open a few feet, and had hair on it, indicating that the animals had passed through. *Held*, that it was for the jury to determine whether the gate was sufficient, and, if not, whether its insufficiency was the cause of the animals being killed.

Where plaintiff closed his testimony before adjournment on the first day, but in the morning was permitted, over objection, to examine another witness, and the defendant closed just prior to the noon adjournment, after which the court refused to allow him to examine another witness for the purpose of impeaching plaintiff's last witness, such refusal was not such plain abuse of discretion as to cause a reversal.

An instruction that the jury should inquire whether or not the circumstances in evidence "fairly and naturally led to the conclusion" that plaintiff's stock opened the gate, and thus entered on defendant's right of way, was correct, and it was not necessary that the evidence must exclude every other reasonable hypothesis. Kling v. Chicago, Milwaukee & St. Paul Railway company, 88 N. W. Rep, 355.

RAILROAD—EXPELLING TRESPASSER—FORCE—DANGEROUS SITUATION—NEGLIGENCE—CHARGE—VIOLATION OF STATUTE—DEFENSE.

Plaintiff, without a ticket, boarded defendant's freight train, clinging to a ladder on the side of the car. At the next station a brakeman discovered him, and put him off. As the train started he again mounted a ladder, but, on the approach of the brakeman, jumped on the ground. Before the train had entirely passed he again caught a ladder, and climbed up the side of a car. A brakeman went to him, demanded money, and ordered him off, and then stepped on plaintiff's fingers. He then retreated down the ladder, but, as the train was going ten or fifteen miles an hour, was afraid to jump. The brakeman followed, kicked plaintiff on the head or neck, and forced him to lose his hold and fall to the ground. One of his feet was caught and crushed under the wheels. *Held*, that the direction of a verdict for the defendant was error; the brakeman's act being the eviction of a trespasser, and not the prevention of a trespass.

Where a brakeman on a railroad train expels a trespasser at such a time or in such a manner as to unreasonably imperil his life and limb, though the act is willful, it may, in an action against the company, properly be alleged as negligent.

Where plaintiff was injured by being forcibly ejected from a rapidly moving train, the fact that he was a trespasser on such train, does not constitute contributory negligence which deprives him of remedy.

Where plaintiff was injured by being forcibly ejected from a rapidly moving train, the fact that he had boarded the train while it was moving, in violation of the statute making such act a misdemeanor, does not afford a defense to his claim of damages for such injury. Johnson v. Chicago, St. Paul, Minneapolis & Omaha Railway company, 88 N. W. Rep., 811.

RAILWAYS—CROSSING—DEATH—NEGLIGENCE—LOOKING AND LISTENING—INSTRUCTIONS—ORDINARY CARE.

Where, in an action for the killing of plaintiff's decedent at a railway crossing, the evidence as to whether defendant's train gave the proper signals was conflicting, the question of negligence was for the jury.

Where plaintiff's decedent was struck by defendant's train at a street crossing while decedent was attempting to drive back a cow which had escaped from him, his failure to look and listen was not contributory negligence, as matter of law, but the question was for the jury.

An instruction that it was decedent's duty to exercise such care for his own safety as a person of ordinary care would exercise "in a case of like danger" was not open to the objection that it imposed merely "ordinary care" on a person approaching a railway track. Lorenz v. Burlington, Cedar Rapids & Northern Railway company, 88 N. W. Rep., 885.

INJUNCTION—TEMPORARY WRIT—BONA FIDE PURCHASERS—DEEDS—RAILROADS—CONDEMNATION OF ROAD—CROSSINGS.

A mandatory temporary injunction transferring possession of property is improper.

Temporary injunction to stop a railroad company from proceeding with its work of building a road or operating the part already constructed, being granted without the notice provided by code, § 4359, is properly dissolved.

Deed is not void as against subsequent deed to another party because consideration had not been paid, the grantor having delivered it, intending that it should become operative, and consented to delivery on guaranty of a third person that he would see the price was paid.

Mere expression of consideration in a deed is not sufficient evidence of payment of consideration to support it as against a prior deed to another.

A quitclaim deed is no protection as against a prior deed.

Under code, § 1935, authorizing a railway company to condemn land "for the location, construction, and convenient use of its railway" no prior location or survey is necessary, and if made, is not the commencement of condemnation proceedings, so as to give a prior right as against another company.

A railroad company may cross a right of way condemned by another company.

A railroad company, which has purchased land for right of way, and is in possession, is not affected by condemnation proceedings against the grantor by another company.

A railroad company acquires land by purchase, and not by condemnation, where it takes a deed therefore before the award is made and paid.

The owner of land not having refused to make a deed, and there being no disagreement as to compensation, proceedings by a railroad company to condemn are without jurisdiction. Minneapolis & St. Louis Railway Company v. Chicago, Milwaukee & St. Paul Railway Company. 88 N. W. Rep. 1082.

EMINENT DOMAIN—RAILROAD RIGHT OF WAY—TRIAL—INSTRUCTIONS—EVIDENCE.

Where defendant's objection to the introduction of evidence showing the value per acre of a railroad right of way through plaintiff's land is sustained in a suit to determine the damages from the condemnation of the right of way, defendant cannot complain that it is not allowed, on cross-examination, to show the value per acre of a portion of the land so taken.

A railroad right of way was condemned through a tract of land alleged by its owner to form part of a farm including other tracts, and the jury was instructed, in a suit to determine damages, that, in determining if the several tracts constituted but one farm, they should consider the connection, relation, adaptation, convenience, character, location, and uses of the land, and whether the market value of either tract would be reduced if separated from the other. *Held* to negative a contention that the court submitted the cause on the theory that the manner in which the owner used the lands was the test as to whether the separate tracts constituted but one farm.

A railroad right of way was condemned over a tract of land alleged to be a part of a farm, which included another tract, separated from it by an intervening tract, over which a private way existed by license of the owner. There was also a highway connecting the tracts. A father held an estate for life in the farm, remainder in his children, and they joined in a proceeding against the railroad company to recover damages resulting to the entire farm from the condemnation of the right of way. The father owned the intervening tract in fee. *Held*, that the fact that the way over the intervening tract existed only by license was not sufficient to show that the two tracts connected thereby did not constitute a single farm. Westbrook *et al.* v. Muscatine North & South Railway company. 88 N. W. Rep., 202.

RAILROADS—CONDEMNATION PROCEEDINGS—MEASURE OF DAMAGES—INSTRUCTIONS—BREVITY—EVIDENCE—IRRESPONSIVE ANSWER.

In condemnation proceedings, an instruction that the measure of damages was the difference between the value of the premises before and after the construction of the railroad was not erroneous because too terse and brief, where the court also charged that the jury should consider the obstruction to the use of the property, and that, if the property was especially available by reason of its location, to the use to which it was being and had been put, this fact should be considered.

A party cannot complain of an irresponsive answer to a question not asked by him. Diamond Jo Line Steamers *et al.*, the Davenport, Rock Island & Northwestern Railway company *et al.*, 88 N. W. Rep., 959

CARRIERS—EXTRA TERMINAL LIABILITY—LIMITATION OF LIABILITY—VALIDITY OF CONTRACT—PUBLIC POLICY—DELIVERY.

At common law a common carrier is not liable for the negligence of the employe of a connecting carrier, in the absence of any contract to that effect.

Code, §2074, providing that no contract shall exempt a railway corporation from a liability which would have existed had no contract been made, does not invalidate the limitation of liability in a contract by which a railroad company contracted to transport property from one point to another, necessarily involving the use of connecting lines, and by the same instrument provided that it should not be liable for negligence of such connecting carriers.

Where a common carrier contracts to transport goods from one point to another, necessarily over connecting lines, it is not prevented on grounds of public policy from contractually limiting its liability for the negligence of the connecting carriers.

Where the consignor of property which a railroad company agreed to transport from one point to another, partially over connecting lines, signed and received from the connecting lines bills of lading in which they assumed all liability, there was sufficient evidence that such consignor did not regard the original carrier as having assumed a carrier's liability for the entire distance.

Where a carrier contracted to ship stock beyond its own line on a connecting line, it is not liable to the consignor for stock loaded at a point beyond its terminus, and for which the consignor accepted a bill of lading from the carrier operating it at such place. Hartley v. St. Louis Kansas & North Western Railroad company, 89 N. W. Rep. 88.

CARRIERS—STATION AGENT—CONTRACTS—FREIGHT RATES—RATE BEYOND CARRIER'S LINE.

Where the contract between a carrier and a shipper, as evidenced by the bill of lading, is that the goods shall be transported over the carrier's line to a certain place, and delivered to another carrier for transportation to their destination, the receiving carrier is not bound by statements of its station agent as to the rate that would be chargod by the connecting carrier.

In an action by the shipper against the receiving carrier to recover the difference between the amount alleged to have been stated by the agent as the rate over the lines of the connecting carrier and that actually charged, the burden of proof to show that the station agent had authority to bind his company was on plaintiff.

A general denial by defendant raised an issue as to whether the agent's statements bound the receiving carrier. McLagan v. Chicago & North-Western Railway company, 89 N. W. Rep., 233.

RAILROADS—CONDEMNATION FOR RIGHT OF WAY—EVIDENCE—VALUE OF LAND—VALUATION OF SEPARATE PARTS—ADAPTATION TO PARTICULAR PURPOSE—MEASURE OF DAMAGES—BENEFITS—INSTRUCTIONS—CROSSINGS—INTEREST ON—DAMAGES—QUESTION FOR THE COURT—FAILURE TO ASK INSTRUCTION.

In condemnation proceedings by a railroad company to obtain a right of way over land used as a single farm, it was proper for the jury, in estimating damages to the farm, to consider the duty required of the company by code, § 2022, to construct an adequate crossing over or under its road.

An instruction that the law presumed that the railroad company would construct a sufficient crossing, and that in estimating the damages it should be assumed that such crossing would be provided; that the landowner is entitled to one adequate crossing; and that upon the landowner's

request the company would be bound to furnish such crossing at a place designated, but that the damages should be fixed without regard to whether the crossing would be a surface or an under crossing,—was a proper guide in estimating the damages.

Although the owner had testified that a certain portion of his farm crossed by the railroad was adapted for pasturage, and that he had intended to use it for stock purposes, it was error to limit the witnesses testifying to the market value of the farm to a consideration of this particular purpose.

It was error to allow the railroad company to examine its witnesses as to the value of a part of the farm crossed by its road, separate from the other portions thereof, since the owner was entitled to have his farm valued as a whole.

The error in allowing the witnesses to testify as to a portion of the farm separately from the other portions was not cured by the testimony of the same witnesses as to the value of the farm as a whole.

The proper measure of damages in a condemnation proceeding to secure a railroad right of way across a farm is the difference between the fair market value of the farm before and after the taking of the right of way, exclusive of any benefits which might accrue to the land by reason of the construction of the road.

Where land is condemned and possession taken before damages are paid, interest should be allowed on the amount of the award.

Where there was evidence that possession was taken of the land condemned during a certain month, and award of interest from the first day of the following month would be justified.

Where the evidence as to when possession was taken of the condemned land was undisputed, the question of allowance of interest was for the court. Lough *et al* v. Minneapolis & St. Louis Railway company, (two cases.) 89 N. W. Rep., 77.

RAILROADS—ABANDONED RIGHT OF WAY—CONDEMNATION—REFUNDING PREVIOUS DAMAGES—COMPENSATION—PRIOR DECISIONS—CONCLUSIVENESS.

Code, section 2015, relating to the nonuser of rights of way, provides that if the railway is not used or operated for eight years, or if, its construction having been commenced, work has ceased and has not been in good faith resumed for eight years, the right of way, including the roadbed, shall revert to the owners of the land from which it was taken. Section 2016, relating to the condemning of abandoned rights of way, provides that in case of abandonment any other corporation may enter on the abandoned work and acquire the right of way, but that parties who have previously received compensation in any form for such abandoned right of way, which has not been refunded by them, shall not be permitted to recover the second time, and the value of such road bed, excluding the work done thereon, shall be assessed for the benefit of the former company. *Held*, that where a right of way previously condemned has not been used for over eight years, another company cannot condemn it as an abandoned right of way without compensation to the owners, though damages previously paid to prior owners have not been refunded, since by such nonuser the right of way reverted to the owner of the fee and ceased to be an "abandoned right of way," within section 2016.

Where statutes are explicit, and their purport is not to be doubted, previous decisions giving them a wrong construction, made in passing on a question not argued, and overlooking a portion of the statute involved, will not be adhered to.

Deemer and Sherwin, JJ., dissenting.

Remey, *et al.*, v. Iowa Central Ry. Co., 89 N. W. Rep., 218.

FIRES SET BY LOCOMOTIVES—NEGLIGENCE—EVIDENCE—QUESTION FOR THE JURY—HARMLESS ERROR—WITNESSES—OPINIONS AS TO VALUE—COMPETENCY.

Defendant conceded that sparks from its locomotive engines set fire to plaintiff's property, but introduced evidence that the engine was equipped with the best spark arresters, which were in proper repair, and that the engine was in charge of competent employes, and operated with due care. Plaintiff's evidence tended to show that one of the two engines attached to the train was not properly equipped and managed. *Held*, that the question of defendant's negligence was for the jury.

The admission of evidence that plaintiff had partially replaced the hedge fence destroyed by the fire, if erroneous, was not prejudicial, where the court's instructions on the measure of damages did not permit a recovery for the expenses of replacing the fence.

Plaintiff was properly allowed to testify as to how much of his farm was in cultivation.

Testimony as to the value of the farm before and after the fire, though largely based on the cost of replacing the fences destroyed, was not erroneous.

A witness who testified to having had experience with timothy meadows, and knew the cost of restoring them, and who had lived for over thirty years a little over a mile from plaintiff's farm, and was familiar with it, was qualified to testify as to the cost of restoring plaintiff's meadow, destroyed by fire. Thompson v. Keokuk & Western Railway company. 88 N. W. Rep., 975.

RAILROADS—PERSONS NEAR TRACK—INJURY TO MAIL CARRIER—PUTTING ON MAIL AT UNUSUAL PLACE—CONTRIBUTORY NEGLIGENCE—QUESTIONS FOR COURT.

Plaintiff, who was a mail carrier, and used a push cart in his work, was accustomed to deliver his mail at the postal car when defendant's train stopped at the depot platform; but the approach to this point being difficult, though not impossible in wet weather, he began to deliver the mail when the train stopped at a water tank. On the night of the accident, as soon as the train stopped at the tank he pushed his car close under the mail car, when the train moved, overturning the cart and injuring plaintiff. *Held*, that in the absence of anything to show that any one in charge of the train had any knowledge of plaintiff's new custom of delivering the mail at the tank, or of his being where he was when the accident occurred, defendant was not liable.

It appearing that plaintiff knew that the train stopped at the tank only long enough to take water, and that it often had to move again after stopping before water could be taken, he was guilty of contributory negligence in placing his cart so near the train.

Where the facts relied on in a damage suit as showing contributory negligence are such that only one conclusion can be drawn from them, the question is for the court. Mabott v. Illinois Central Railroad company, 89 N. W. Rep. 1076.

RAILROADS—FIRES—ACTION FOR DAMAGES—SUFFICIENCY OF EVIDENCE—SPECIAL FINDINGS—SUPPORT IN EVIDENCE—PREJUDICE OF JURY—VALUE OF FARM INJURED—ADMISSIBILITY OF EVIDENCE—CONCLUSION OF WITNESS—STRIKING OUT ANSWER—VALUE OF HEDGE—EXPERT EVIDENCE—HYPOTHETICAL QUESTION—HARMLESS ERROR.

Plaintiff's premises were set on fire while defendant's freight train was passing. Defendant's witnesses testified that both engines being used on that occasion were equipped with the most modern appliances for arresting sparks, and that both had been inspected on leaving a station eight miles distant, and found in perfect order. It was also shown that the engineers were competent men. Plaintiff testified that on examination he found coal cinders under the right of way fence, the largest of which was too large to pass through the engine netting if the latter was in the condition testified to by defendant's witnesses. *Held*, that it could not be said, as matter of law, that a verdict finding defendant guilty of negligence was without support in the evidence.

When there was evidence supporting special findings of the jury in answer to specific questions, a contention that such answers showed the jury to have been prejudiced was not tenable.

In fixing the value of plaintiff's farm in an action for damages from fire set by defendant's engines, it was not error to permit plaintiff to testify as to the price paid for it.

In an action for damages to plaintiff's farm by fire started by defendant's engines, the fact that the cross-examination of witnesses showed that their testimony as to the value of the farm before and after injury was based on their estimates as to the value of a hedge destroyed did not render their testimony in chief incompetent; the measure of damages for the destruction of a hedge being the difference in value of the farm before and after its destruction.

There was no error in striking out the answer of a witness to the effect that the opening in the spark arresters would allow only a small spark to escape, such answer being but a conclusion.

Where a fire alleged to have been set by defendant's engines occured in October, 1899, and the trial of plaintiff's action for damages took place in April, 1900, it was error to permit defendant to show the value of certain meadow alleged to have been destroyed, by comparison with the condition of the remainder of the meadow at the time of the trial, without showing that the latter was in substantially the same condition as when the fire occurred.

In an action for the destruction of a hedge alleged to have been set on fire by defendant's engines, error in excluding a witness' answer to a question as to the appearance of parts of the hedge after the fire, and as to whether it was damaged by the fire, was not prejudicial, where the witness practically covered the question before his examination was concluded.

Where the witness testified that the hedge burned off was dead hedge—"been dead, I judge, a couple of years,"—and the answer was stricken out, notwithstanding which he was asked and

permitted to answer how he determined that the hedge was dead, a reversal would not be granted for this alone, it being evident that counsel supposed the latter part only of the previous answer had been stricken out.

Where a witness testified that he had had experience with hedges, and had observed the effect of fire on them, it was error to refuse to permit him to answer the question whether fire would kill a green hedge similar to the one in question.

The objection that the answer was incompetent because the question was put hypothetically, and did not show the exact conditions, was not tenable where it was based on the record so far as it went.

It was error to exclude such witness' testimony as to the difference in the value of the farm before and after the fire.

It was proper to exclude testimony offered to the effect that such a hedge was a detriment to a farm. Swanson *et al.*, v. Keokuk & W. R. Co., 89 N. W. Rep. 1088.

CARRIERS—CONSTRUCTION TRAINS—APPARENT AUTHORITY OF CONDUCTOR—LIABILITY TO PERSONS ACCEPTED AS PASSENGERS.

Plaintiff, who had formerly been a railroad employe, when passengers were carried on all trains, purchased a ticket, and was accepted by the conductor of a construction train as a passenger thereon, which was against defendant's orders, except on official permit, of which plaintiff had no notice. Plaintiff knew nothing about the construction train, except that he had ridden thereon before as a passenger, and that other passengers were on the train when he took it. Construction trains were not on defendant's passenger time tables, but two other freight trains were, and the train in question looked like an ordinary freight train, except that it carried only a single car. *Held*, that the conductor had such an apparent authority to accept plaintiff as a passenger that such acceptance made him a passenger, and as such he could recover for injuries caused by defendant's negligence. Spence v. Chicago, Rock Island & Pacific Railway company, 90 N. W. Rep., 346.

CARRIERS—INJURY TO PASSENGER—EVIDENCE—BURDEN OF PROOF—RES IPSA LOQUITUR—INSTRUCTIONS—NEW TRIAL—NEWLY DISCOVERED EVIDENCE.

In an action for injuries to a passenger, caused by a broken rail, evidence that witnesses had seen broken rails on other sections of the road was inadmissible to show that the rail was broken before the train went on it.

Where a passenger was injured by reason of a broken rail, evidence that witnesses had seen broken rails lying untouched in position was inadmissible to rebut defendant's testimony that its servants had passed over the track a short time before the wreck, and discovered no broken rails, and that they would have noticed a broken rail had there been one.

Where, in an action for injuries to a passenger, the only evidence that plaintiff was of unsound mind when she signed a release was some evidence tending to show mental deterioration following the accident, which related to the question of damages only, and not to plaintiff's condition of mind when the settlement was made, evidence of a physician as to whether persons that are insane or have deranged minds at some times appear sane and converse in a sane manner was inadmissible.

Where a witness answers a question to which an objection has been sustained, the party asking the question is not prejudiced by the ruling.

Where, in an action for injuries to a passenger, the defense was a release, and the court in a previous instruction had fully charged on the issue of plaintiff's capacity when she signed the settlement, an instruction that, if plaintiff knowingly signed the agreement, but at the time she signed it she gave little attention to its contents, or did not read it, or ask that it be read to her, then she was bound thereby, while an insufficient presentation of the question itself, was not misleading or erroneous when considered with reference to the entire charge.

Where a carrier in an action for injuries to a passenger denied the extent of the injury, an instruction that, if the jury believed plaintiff was injured and suffered pain, etc., and that the injury was caused by the carelessness of the defendant in operating its train, plaintiff would be entitled to recover, in the absence of a finding of a valid settlement, was not erroneous as assuming that there was a controversy as to the fact of injury.

The instruction was not erroneous on the ground that it placed on plaintiff the burden of proving defendant's negligence, for, though such burden was on plaintiff, it was sustained by proof of the accident resulting from a broken rail.

A new trial of an action by a passenger for injuries will not be granted for newly discovered evidence relating to matters of expert knowledge of railroading which could have been furnished by other witnesses at the trial. Whittlesey v. Burlington, Cedar Rapids & Northern Railway company. 90 N. W. Rep., 516.

CARRIERS—NEGLIGENCE—DAMAGES—ELEMENTS—PAIN—EVIDENCE—INSTRUCTIONS.

Though, in an action against a railroad company for injuries sustained by a passenger, the greater number of witnesses support defendant's theory of the manner in which the injuries were received, on appeal the supreme court cannot weigh the preponderance of evidence, such determination being with the jury.

Where, in an action against a railroad company for injuries sustained by a passenger, there is evidence of permanent disability, a verdict for $1,750 is not excessive.

In an action against a railroad company for injuries sustained by a passenger, pain and suffering are to be considered as elements of damage.

In an action against a railroad company for injuries sustained by a passenger, it was proper to admit testimony as to an arrangement plaintiff had with her daughter, whereby plaintiff earned her living, her injury being such as to render her incapable of earning her living under such contract.

Where, in an action against a railroad company for injuries, evidence regarding plaintiff's health before the accident, not strictly rebuttal in character, was admitted in rebuttal over defendant's objection, it not appearing defendant was prejudiced, the order of the admission of evidence was no ground for reversal of a verdict for plaintiff.

In an action against a railroad for injuries, defendant requested an instruction that if plaintiff, having stepped on the first step of one of the cars, and before getting into the car, attempted to get off whether the train was in motion or not, and fell while attempting to get off, or just after getting off, and was injured, defendant was not liable for the injuries. The court gave the instruction, with the addition, "Unless she was directed to get off by an employe of defendant in charge of the train, and obedience to such direction would not lead her into any apparent danger, such as an ordinarily prudent person would not assume." *Held*, that the charge, as given, was a correct statement of law.

Defendant requested the court to charge that if plaintiff undertook to board the train while in motion, and was injured, she was guilty of contributory negligence, and the court added, "Unless she was directed by some employe of defendant in charge of the train, and her obedience to such instruction would not lead her into apparent danger, such as a prudent person would not assume." *Held*, that the instruction as given was a correct statement of the law.

The instruction, without the modification was more favorable than defendant was entitled to.

Defendant could not complain of the instructions, it appearing that the court subsequently instructed that if the train was not stopped a sufficient length of time to enable plaintiff to get aboard safely, and she attempted to board it while in motion, and was injured, she was guilty of contributory negligence.

A contention that the modified instructions were erroneous, as not sustained by any evidence, was without merit, plaintiff having testified that the train was in motion, and that she was directed to board it by a brakeman. Pence v. Wabash Railway Co., 90 N. W. Rep., 59.

RAILWAY—LOCATION—DAMAGES—SEPARATE TRACKS—EVIDENCE—INSTRUCTIONS—APPEAL—ERRORS—ASSIGNMENT—ARGUMENT—RECORD.

Where an assignment of error relates to a ruling which does not appear in the record, it presents nothing for consideration.

Assignments of error which are not argued will not be considered.

Arguments with reference to rulings which are not assigned as error will not be considered.

Plaintiff owned two tracts of land—one of 80 acres, on which he lived; and one of 40 acres, situated 80 rods from the other tract. A railroad crossed a corner of the 80 acre tract, and on appeal from the award of damages therefor there was but one witness who testified that the 120 acres constituted one farm, and his testimony as to damages was stricken out. Other witnesses for plaintiff testified that the 40 acres were in no manner affected by the location of the railway, or that it was not a part of the farm at all. *Held*, that the question of damage to the 40 acre tract was properly withdrawn from the jury.

In a proceeding to assess damages to land on account of the location of a railway thereon, an instruction that, in connection with the testimony as to the damages, the jury may use and be guided by their own judgment in such matters, was not error.

Where, in the proceeding to assess damages to land on account of the location of a railway thereon, the court, in its instruction, made a mistake to the extent of one-tenth of an acre in stating the amount of land taken, and the company offered to add the value of one tenth of an acre to the amount of the judgment, the judgment should not be reversed on that ground. Hoyt v. Chicago, Milwaukee & St. Paul Railway company. 90 N. W. Rep. 724.

RAILROADS—RIGHT OF WAY—ABANDONMENT—NONUSER—WAIVER—EVIDENCE—ADMISSIBILITY.

Where the only use made of a railroad right of way over plaintiff's lands is to occasionally shove an old worn-out car thereon, and allow it to stand there for months, but other portions of the right of way are usad, the right of way reverts to the landowner, under a deed to the railroad providing that the right of way shall revert to the grantor if the railroad company or its assignees cease permanently to use the road, or abandon the same; or it reverts after eight years of such nonuse, without regard to the deed, by operation of code, section 2015, providing that a railroad right of way shall revert to the landowner if not used for a period of eight years.

A deed of a right of way to a railroad company, given to correct a prior deed therefor, and expressly reserving to the grantor all rights under the former deed, is not a waiver of a former abandonment of the right of way by the company.

Evidence is admissible in an action by a landowner to recover a right of way from a railroad company for nonuser, that the road was originally built to reach certain coal mines, which have been abandoned, and that the coal company obtained the right of way. Gill v. Chicago & North-Western Railway company, 90 N. W. Rep., 603.

RAILROADS—CROSSING ACCIDENT—SOUNDING WHISTLE—POLICE REGULATION—INTERFERENCE WITH INTERSTATE COMMERCE—CONTRIBUTORY NEGLIGENCE—EVIDENCE—ADMISSIBILITY.

Under code, § 2072, requiring railroad companies to sound a whistle before a railroad crossing is reached, a railroad company, though engaged in interstate commerce and in conveying the mails, cannot escape liability for disobeying the statute, though the whistle was out of order through no negligence of the company, and to have procured another would have delayed the train, as such provision is a valid police regulation, and its enforcement does not interfere with interstate commerce.

Where a husband and wife, traveling together in a conveyance which the former is driving, are injured in collision on a railroad crossing, the court cannot properly instruct that, if the wife relied on her husband to look and to listen and to exercise reasonable care, she was relieved from so doing herself, since she was bound to the same degree of care as her husband and whether she exercised such care was for the jury.

Where the driver of a vehicle is injured by collision on a railroad crossing, his failure to stop to look and to listen is not negligence as matter of law, as it was for the jury whether, under the circumstances, he was in the exercise of ordinary care.

In an action for injuries by collision on a railroad crossing it is not prejudicial error to permit a witness to state that when he and others were going to plaintiff's assistance his attention was called to the fact that no signal was given, where it was admitted that the whistle was not sounded, and it does not appear whether he meant to state that the bell was not rung. Willfong v. Omaha & St. Louis Railway company (two cases), 90 N. W. Rep, 858.

STREET RAILROADS—PREMATURE STARTING OF CAR—APPEAL VERDICT—EVIDENCE TO SUPPORT—CONFLICTING EVIDENCE—REVIEW—INSTRUCTIONS—REFUSAL OF REQUESTS—NURSING—SERVICES OF DAUGHTER—VALUE - DAMAGES.

Where, in an action for injuries to a passenger by the premature starting of a street car, the evidence warranted a finding that the conductor knew plaintiff was attempting to alight, and, while seeing her in that attitude, permitted the car to start before she had safely alighted, a judgment for plaintiff will not be reversed on appeal for lack of evidence, though it also tended to show that the car had not stopped to discharge passengers, but in the middle of a block, to repair a wire.

Where, in an action for injuries to a passenger by the premature starting of a street car, the evidence was conflicting as to whether or not the car was in motion when plaintiff attempted to leave it, a verdict in her favor would not be reversed on appeal because of her alleged contributory negligence in attempting to alight while the car was in motion.

Where plaintiff was injured by the premature starting of a street car, an instruction that if the car was stopped near the middle of a block, and, while it was still, plaintiff attempted to alight, and was seen by the conductor either when she arose or when she was on the footboard, and while she was there the cars were started by the conductor, and she was thrown to the ground and injured, and the conductor, seeing her about to get off the car or on the footboard, started the car, and did nothing to stop it or prevent the starting, if he saw her attempt to get off before it was started, that was negligence, etc., was proper.

Where a physician stated that he knew the value of services for nursing, his evidence as to value was properly admitted.

In an action for injuries, evidence of plaintiff's daughter that she would not charge her mother anything for nursing, because the mother had nothing, but, if she was to do the nursing for a stranger, she would want $200, "and that she did that as a daughter would do it for a mother," and did not expect her brother to pay for it, did not preclude the mother from recovering for the nursing, the value of which was fully proved.

Where requests to charge are fully covered by the charge of the court, a refusal thereof is not error.

Where plaintiff suffered a fracture of the neck of the femur by the premature starting of a street car as she was attempting to alight, a verdict of $3,000 was not excessive. Beringer v. Dubuque Street Railway company, 91 N. W. Rep., 931.

WATER COURSES—RAILROADS—INSUFFICIENT CULVERTS—LIABLITY FOR REPULSION OF FLOW—DEFENSES — EMPLOYMENT OF SKILLFUL ENGINEERS — DEBRIS — DAMAGES — WITNESSES — EVIDENCE.

A railroad company is liable for damages sustained by a landowner during a flood from back water caused by an insufficient culvert, where the evidence tended to show that the flood was due to a heavy, but not unprecedented rainfall.

It is no defense to a railroad company, in an action for damages caused by high water flowing over plaintiff's land by reason of an insufficient culvert over a stream, that the culvert was erected according to plans of skillful and competent engineers employed by the company, since it is not the danger which a competent and skillful engineer does in fact anticipate, but that which, in the reasonable exercise of his skill, he ought to have anticipated, which the company is bound to provide for.

In an action for repulsion of the flow of a water course by an insufficient culvert, an instruction that defendant was not liable for the result of the clogging of the culvert by debris likely to be carried down by the stream during a freshet was properly refused where the freshet was not limited to an extraordinary and unprecedented one.

In an action for repulsion of the flow of a water course by an insufficient railroad culvert, evidence as to the length of defendant's trestlework over the stream before the construction of the culvert was competent as tending to show that the opening for the passage of water had been restricted by the culvert.

In an action for damages to clothing and furniture having no market value, any witness familiar with its nature and use is competent to testify as to its value.

Where, in an action for repulsion of the flow of a water course, it was claimed that defendant's act in erecting an insufficient culvert was willful and malicious, a written notice of such insufficiency, delivered to defendant before the culvert was completed, signed by various property owners, advising defendant that the structure as planned would be insufficient, was admissible. Houghtaling v. Chicago Great Western Railway company, 91 N. W. Rep., 811.

RAILROADS—FENCES—STATUTES—KILLING CATTLE—INSTRUCTIONS—LANDLORD AND TENANT—EASEMENTS—OBSTRUCTION.

The acceptance of a deed which in terms reserves to the grantor a private way is a recognition of the way.

The owner of a tract of land conveyed a portion thereof, reserving a private way for cattle. Subsequently the grantee obstructed the way, and, in an action by the lessee of the balance of the tract for damages from the obstruction, defendant contended that, as the lessee was only a tenant for years he could not avail himself of the reservation. *Held*, that the tenancy gave the lessee a right to the way, and the covenant in the deed as to the reservation did not affect the case.

Under code, §§ 5078, 5081, imposing a penalty for the obstruction of a way, a lessee of land may proceed under the statute for an obstruction of a way appurtenant to the land, though the obstruction was placed there before his term commenced.

In an action against a railroad for the killing of cattle, evidence as to the height of the right of way fence between the time of the killing and a subsequent date was proper; it appearing that there had been no change in the height.

In an action against a railroad for the killing of a horse, the court charged as to what constituted a proper right of way fence under the statute, and, in stating the issues, mentioned the allegation of a failure to maintain a legal fence, and the claim that the horse was killed "while running at large by reason of the want of such fence." In another part of the charge the court said a railroad company, where the right to fence exists, "shall be liable to the owner of any stock killed or injured by the want of such fence." The evidence as to the condition of the fence, and whether there was an open gate, was in conflict. *Held*, that a contention that the jury might have believed defendant liable for mere failure to maintain a fence was without merit, as, in view of the evidence and statements of the court, they must have known recovery depended on the horse having reached the track because of failure to fence as required. Morrison v. Chicago & North-Western Railway company, 91 N. W. Rep., 793.

FIRE INSURANCE—NEGLIGENT DESTRUCTION OF INSURED PROPERTY—RECOVERY FROM TORT FEASOR—RELEASE OF INSURER—RAILROADS—LIABILITY FOR FIRES—PRESUMPTION—LEASES—COVENANTS RUNNING WITH THE LAND.

Under code, section 2056, providing that railroad corporations shall be liable for all damages occasioned by fire set out or caused by the operation of the railway, negligence is presumed after a showing of the fact of a fire so caused.

Where insured property is destroyed by the negligence of another than the insured, a recovery from the tort feasor extinguishes the liability of the insurer.

Where a fire policy provided that it should be void if insured should make any contract whereby any person should not be liable for any act or neglect causing the fire, and the lease by which insured held the land on which the insured property was located stipulated that the lessee should assume all risk of fire caused by proximity of the insured building to lessor's railway track, insured could not recover on the policy for a loss caused by the negligence of lessor.

A railroad company leased land to a partnership for one year at a rental of $1.00, the lease providing that the premises should be used for an elevator and cornerib, that all grain should be shipped over lessor's road, and that the risk of loss occasioned by the proximity of the leased premises to the railway track should be born by the lessee. The lease was not renewed at its expiration, and the rent was never paid, but the lessee partnership continued in possession. The partnership, which was composed of a father and three sons, was changed by the purchase of the father's interest by the sons. The new firm took all the property, continued the business of the old, and continued to occupy the leased land. *Held*, that the provision that the lessee should bear losses ran with the land and bound the new firm. Kennedy, *et al.*, v. Iowa State Ins. Co., 91 N. W. Rep., 831.

RAILROADS—TRESPASSER ON TRACK—EVIDENCE—SUFFICIENCY.

Plaintiff's intestate was walking on a railroad bridge, when he was struck by a train and killed, and in an action for the death there was nothing to show that the fireman was looking ahead previous to the collision, or that he had seen the deceased before he was struck. But the jury found that the fireman knew that deceased "was on the bridge in time to give some warning and have the engine stopped before injuring him." *Held* that, as the jury had found the engineer negligent, a verdict for plaintiff would not be disturbed on appeal because of the finding as to the fireman.

In an action for the death of one killed by a train while walking on a railroad bridge, evidence held sufficient to warrant a finding that the engineer saw deceased in time to have stopped the train and avoided the accident.

In an action for the death of one killed by a train while walking on a railroad bridge, that the engineer ought to have seen deceased, but did not, did not amount to negligence.

In an action for the death of one killed by a train while walking on a railroad bridge, if it were error to instruct as to whether the employes of defendant were negligent in failing to give any signals, the same was harmless; the jury having found the engineer negligent in not stopping the train. Purcell v. Chicago & North Western Railway company, 91 N. W. Rep., 983.

RAILROADS—RATE OF SPEED—ORDINANCES—INJURY TO EMPLOYE—ASSUMPTION OF RISK—EVIDENCE.

An ordinance of a city prohibiting trains from moving within the corporate limits at a speed exceeding six miles an hour has not for its sole object the protection of those crossing the tracks, but its benefit may be claimed by any person coming within its protection.

Where a brakeman enters into the employ of a railroad with the knowledge that in running through a city it exceeds the rate of speed allowed by an ordinance of the city, he assumes the risk of such increased speed, though it arises from the violation of the ordinance.

Where a brakeman enters into the employ of a railroad, assisting in operating trains at a rate of speed in excess of the rate allowed by an ordinance of the city, he cannot recover of the railroad company, when injured when the train was running in excess not only of the speed permitted, but of its customary speed, unless that speed was not only negligence, but was the operating cause of his injury. Martin v. Chicago, Rock Island & Pacific Railway company, 91, N. W. Rep., 1084.

SYLLABI OF DECISIONS OF INTERSTATE COMMERCE COMMISSION.

SYLLABI OF DECISIONS.

NATIONAL WHOLESALE LUMBER DEALERS' ASSOCIATION

v.

THE NORFOLK & WESTERN RAILWAY COMPANY; THE CUMBERLAND VALLEY RAILROAD COMPANY; THE PENNSYLVANIA RAILROAD COMPANY; AND THE BALTIMORE & OHIO RAILROAD COMPANY.

Decided December 11, 1901.

Lumber in carloads is shipped from points in West Verginia and southwestern Virginia to New York City over the Norfolk & Western Railway to Hagerstown, and thence via the Pennsylvania Railroad to destination, and over the Norfolk & Western to Shenandoah Junction and thence via the Baltimore & Ohio Railroad, under rates made by adding to those of the Norfolk & Western to Hagerstown and Shenandoah Junction a specific or arbitrary of 13 cents per 100 pounds charged by the Pennsylvania and Baltimore & Ohio, respectively, therefrom. This specific rate was advanced from 12 to 13 cents in 1898, and Norfolk & Western charges were generally increased in 1899 and 1900 about 1½ cents per 100 pounds. Much lower rates on competing lumber have been and are maintained from neighboring points in the same shipping section to New York by the Baltimore & Ohio and by the Cincinnati & Ohio Railway connecting with the Baltimore & Ohio at Staunton and the Pennsylvania Railroad at Washington. The Norfolk & Western line is considerably longer than the Cincinnati & Ohio line, but present rates by the Norfolk & Western yield higher rates per ton per mile than those of the Cincinnati & Ohio line. The rates from Norfolk & Western points to Philadelphia, Pa., are 6 cents lower than those for the 90 miles greater distance to New York, while on the Cincinnati & Ohio the difference in favor of Philadelphia against New York is only 2 cents. *Held*, upon all the facts and circumstances, that the through rates complained of are unreasonable and unlawful, and that there should be an aggregate reduction in the through rates of 2½ cents per 100 pounds. 9 I. C. C. Rep.

THE WILMINGTON TARIFF ASSOCIATION OF WILMINGTON, NORTH CAROLINA,

v.

THE CINCINNATI, PORTSMOUTH & VIRGINIA RAILROAD COMPANY; THE PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY; THE CINCINNATI, HAMILTON & DAYTON RAILWAY COMPANY; THE CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY COMPANY; THE LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY, and George T. Jarvis, Receiver thereof; THE SOUTHERN RAILWAY COMPANY; THE GEORGIA RAILROAD COMPANY; THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY COMPANY; THE WESTERN & ATLANTIC RAILROAD COMPANY; THE CHESAPEAKE & OHIO RAILWAY COMPANY; THE NORFOLK & WESTERN RAILWAY COMPANY; THE CAPE FEAR & YADKIN VALLEY RAILWAY COMPANY, and Jno. Gill, Receiver thereof; THE SEABOARD & ROANOKE RAILROAD COMPANY; THE RALEIGH & GASTON RAILROAD COMPANY; THE RALEIGH & AUGUSTA AIR LINE; THE CAROLINA CENTRAL RAILROAD COMPANY; THE GEORGIA, CAROLINA & NORTHERN RAILWAY COMPANY, comprising what is called and known as THE SEABOARD AIR LINE SYSTEM; THE RICHMOND & PETERSBURG RAILROAD COMPANY, THE PETERSBURG RAILROAD COMPANY; THE WILMINGTON & WELDON RAILROAD COMPANY; THE MANCHESTER & AUGUSTA RAILROAD COMPANY; THE WILMINGTON, COLUMBIA & AUGUSTA RAILROAD COMPANY, comprising what is called and known as THE ATLANTIC COAST LINE SYSTEM; and THE LOUISVILLE & NASHVILLE RAILROAD COMPANY.

Decided December 17, 1901.

Preferences existing under relative rates to competing localities must be shown to result from wrongful action of the carrier before it can be required under the act to regulate commerce to readjust the rates in question.

The present adjustment of rates on freight traffic from Chicago, St. Louis and other related points of shipment to Wilmington, N. C., operates largely to deprive that city in its competition for trade in common territory with Norfolk and Richmond and other Virginia cities of the benefits of those primary markets and to limit Wilmington to such intermediate points of supply as Cincinnati and Louisville, from which points the rate relations appear to be fair and reasonable, and this subjects Wilmington to disadvantages which are in substantial degree undue and unreasonable and for which the defendant carriers are to that extent responsible.

Rates from Cincinnati and Louisville to Norfolk are much lower than those from St. Louis and Chicago to Norfolk, and the competitive conditions governing the rates from Cincinnati and Louisville appear to be of the same general character as those which apply to rates from Chicago or St. Louis. The same is true of rates to Wilmington from Cincinnati, Louisville, Chicago and St. Louis. No substantial difference appears to exist in the really forceful conditions governing rates from these points of supply, except that of distance, which favors Cincinnati and Louisville. Carriers north of Cincinnati, Louisville and other Ohio river points obtain in most instances shares of the rates to Wilmington which equal their local charges, while they accept much less than their local rates on traffic destined to Norfolk and other Virginia cities, and the rates charged by carriers south of Norfolk, Richmond or other Virginia gateways on Wilmington business are upon a high basis. *Held*, That what constitutes just rate relations from Cincinnati and Louisville to Norfolk and Wilmington is a fair basis for relative rates from St. Louis and Chicago, and that basis should be adopted, with the modification in favor of the carriers that the readjustment may be made on the basis of East St. Louis rates, and the established practice of charging practically the same rates from St. Louis and Chicago to Wilmington continued. *Held, further*, That substantial compliance with such rule of adjustment would result by making the rates from Chicago, St. Louis and East St. Louis to Wilmington 135 per cent. of the rates in force from East St. Louis to Norfolk. 9 I. C. C. Rep.

THE MAYOR AND COUNCIL OF TIFTON, GEORGIA,

v.

THE LOUISVILLE & NASHVILLE RAILROAD COMPANY; THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILROAD COMPANY; THE WESTERN & ATLANTIC RAILROAD COMPANY; THE CENTRAL OF GEORGIA RAILWAY COMPANY; THE GEORGIA & ALABAMA RAILWAY COMPANY; THE GEORGIA SOUTHERN & FLORIDA RAILWAY COMPANY; THE TIFTON & NORTHEASTERN RAILROAD COMPANY; THE SAVANNAH, FLORIDA & WESTERN RAILWAY COMPANY; AND THE BRUNSWICK & WESTERN RAILROAD COMPANY.

Decided March 27, 1902.

Neither the absence nor presence of competition by carriers alone, nor the extent of its operation measured solely by their financial interests, can be relied on to adjust rates reasonable and just to all.

It is the duty of the Commission to consider all circumstances and conditions that reasonably apply to the situation, the legitimate interests of the carrying companies as well as those of traders and shippers and the welfare of the communities at localities where the goods are delivered as well as that of communities in the places of shipment (*Texas & P. R. Co. v. Interstate Commerce Commission*, 162 U. S., 197, 40 L. ed. 940, 5 I. C. C. Rep., 405, 16 Sup. Ct. Rep., 666), and to give effect to this rule a much broader view must be taken than that of the competition of carriers alone.

Freight passes from New York and other eastern cities over water and rail lines via. Savannah to Tifton, Ga., and through Tifton to Albany, Ga. Freight also passes by all rail routes from Cincinnati, Louisville, Evansville and Nashville to Tifton and through Tifton to Valdosta, Ga. The circumstances and conditions at Tifton are substantially similar to those at Albany on traffic from the east, and the circumstances and conditions of Tifton are substantially similar to those at Valdosta on traffic from the north and west. *Held*, That freight rates from New York and other eastern cities over such water and rail lines to Tifton which are higher than those to Albany, the longer distance point, are in violation of the act to regulate commerce; that freight rates from Cincinnati, Louisville, Evansville and Nashville which are higher to Tifton than those to Valdosta, the longer distance point, are in violation of the act to regulate commerce; that freight rates to Tifton which are less than those to Albany or Valdosta from the points named are not authorized to be increased by this decision; that the present rates enforced for the transportation of sugar from New Orleans to Tifton are unjust and unduly prejudicial to Tifton, and such rates to be lawful should not exceed the rates on the same commodity from New Orleans to Valdosta. 9 I. C. C. Rep.

SHIPPERS' UNION OF PHOENIX

v.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY; THE SOUTHERN PACIFIC COMPANY; THE MARICOPA & PHOENIX & SALT RIVER VALLEY RAILROAD COMPANY; THE SANTA FE, PRESCOTT & PHOENIX RAILWAY COMPANY; THE SANTA FE PACIFIC RAILROAD COMPANY; THE SOUTHERN CALIFORNIA RAILWAY COMPANY; AND THE SAN FRANCISCO & SAN JOAQUIN VALLEY RAILWAY COMPANY.

Decided May, 1902.

The Santa Fe and Southern Pacific Systems reach Los Angeles, Cal., a point to which rates from the east are affected by water competition. Phoenix, Ariz., is not upon either of these through lines, but is connected therewith by two lateral lines, one on the north connecting with the Sana Fe at Ash Fork and one on the south connecting with the Southern Pacific at Maricopa. On complaint that freight rates between New York, Chicago, St. Louis and other eastern points and Phoenix are unjust and unreasonable in themselves and relatively as compared with rates on like traffic between New York and such other eastern points and Los Angeles, *Held*—

That when water competition permits the establishment of classifications and rates below the rates to non-competitive points, such lower rates, while possessing value as standards of comparison, are not always conclusive in fixing rates to shorter distance points not affected by such competition, and there is no evidence in this case upon the reasonableness of the rates to and from Phoenix except comparison with Pacific Coast rates.

That the evidence in this case is insufficient to constitute the basis of a decision requiring defendant carriers to modify their long-standing system of rate-making, which also applies over other transcontinental lines throughout a great belt of territory and affects numerous localities and interests which have not been heard in this proceeding, and this being so the relief sought by complainant is for the present denied, but the case is retained for further consideration pending the investigation and disposition of other cases involving the same general question. 9 I. C. C. Rep.

THE NATIONAL HAY ASSOCIATION

v.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY; THE MICHIGAN CENTRAL RAILROAD COMPANY; THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY; THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD COMPANY; THE NEW YORK, ONTARIO & WESTERN RAILWAY COMPANY; THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY; THE CLEVELAND, CINNCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY; THE ERIE RAILROAD COMPANY; THE LEHIGH VALLEY RAILROAD COMPANY; THE BALTIMORE & OHIO SOUTHWESTERN RAILROAD COMPANY; THE BALTIMORE & OHIO RAILROAD COMPANY; THE CENTRAL RAILROAD COMPANY OF NEW JERSEY; THE GRAND TRUNK RAILWAY COMPANY OF CANADA; THE PENNSYLVANIA COMPANY; THE PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY, THE PENNSYLVANIA RAILROAD COMPANY; THE DELAWARE & HUDSON COMPANY; THE PHILADELPHIA & READING RAILWAY COMPANY; THE PERE MARQUETTE RAILROAD COMPANY; THE GRAND RAPIDS & INDIANA RAILWAY COMPANY; THE CINCINNATI, HAMILTON & DAYTON RAILWAY COMPANY; THE ANN ARBOR RAILROAD COMPANY; THE TOLEDO, ST. LOUIS & WESTERN RAILROAD COMPANY; THE WABASH RAILROAD COMPANY; THE CANADIAN PACIFIC RAILWAY COMPANY; THE CANADA ATLANTIC RAILWAY COMPANY; THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY; THE CENTRAL VERMONT RAILWAY COMPANY; THE BOSTON & MAINE RAILROAD COMPANY; AND THE BOSTON & ALBANY RAILROAD COMPANY.

Decided October 16, 1902.

Carriers are entitled under the act to regulate commerce to determine for themselves what are proper rates in the first instance, but when they, as in this case, make numerous rate advances by concerted action and under circumstances not showing justification for increased revenue, they cannot successfully plead the excuse of financial necessity where the legality of such action as applied to any given commodity is challenged; and the controlling question must be as to the reasonableness and justice of the advance in classification and rate upon the facts shown in each case.

The legal duty of common carriers to so classify traffic and fix charges thereon that the burdens of transportation shall be reasonably and justly distributed among the articles they carry

arises under the obligation imposed upon them not to charge unreasonable or unjust rates or to inflict any unjust discrimination or undue prejudice in any respect whatsoever; and even in cases where the need of additional revenue is apparent the carrier cannot arbitrarily select some one or more articles upon which to apply higher rates regardless of the relation which such article or articles bear to other commodities commonly offered for transportation.

The defendant carriers, by keeping hay and straw in the sixth class, and charging sixth class rates thereon for thirteen years or more, with the exception of a short period in 1894, were furnishing evidence that such classification and rates are reasonably high, and while the continuance of such classification and rates is not conclusive evidence of their reasonableness, it is in the nature of an admission against them which tends to show the unreasonableness of the advance of hay and straw to fifth class rates in January, 1900, and the force of this admission becomes great in view of the largely increased business and profits of the defendants in 1899 and subsequent years.

In the carriage of great staples, which supply enormous business, and which, in market value and actual cost of transportation, are among the cheapest articles of commerce, rates yielding only moderate profit to the carriers are both necessary and justifiable; and although the defendant carriers may be at some greater expense to handle and transport hay than some other articles in the fifth or sixth class of their freight classification, the character, value, volume and use of that commodity are such as to require relatively low charges for its carriage.

In a freight classification like the Official, which contains but six general classes, it is manifestly impossible to bring together in each class only such articles as resemble each other in character, use, value, volume, bulk, weight, risk, expense of handling and competition; the best that can be done under such a scheme of classification is to place two or more articles possessing general similarity in the same class, and where an article is not analogous to any other to put that article in the class containing commodities which are most nearly related to it in general character and other essential respects.

On January 1, 1900, defendants and other carriers using the Official Classification, advanced hay and straw in carloads from sixth to fifth class rates, and have since enforced such advanced charges. It is conceded that hay and straw should take the same rates. Hay, in respect of character, use, value and volume corresponds more nearly with articles taking sixth class, or lower commodity rates, than with those in the fifth class. Apparently, all commodities which come to defendants in aggregate volume or tonnage, equal to or exceeding that of hay, are given commodity rates. Hay, as compared with grain and some other articles, when carried between the same points, gives the carriers less revenue per car, but it does not follow therefrom, taking the whole traffic, local as well as through, that hay may not give the carriers an average revenue per car per mile nearly as great, or even greater, than that derived from grain or such other articles. Though hay may be less desirable than grain as an article of traffic it is much more profitable to the carriers, considering its greater volume and the certainty of large quantities seeking transportation each year, than many, if not all, other commodities actually taking fifth or even sixth class rates. Hay is a raw agricultural product which is grown, shipped and consumed in all parts of Official Classification territory, and coming to the carriers in steady and large volume, is profitable to them at sixth class rates. The cost to the shipper of transporting hay from the Middle West to eastern markets constitutes a large part of its value in such markets, and when added to the cost of baling and sale the total approximates or exceeds the price realized by the producer. The increased rates have added to the cost of hay and straw to consumers or diminished the price to producers, or both, and prejudiced in some degree the business of middlemen. The advance in hay rates changed a long existing rate adjustment as between American and Canadian hay shipped to New England and parts of New York in favor of a producing section in a foreign country from which hay shipments into the United States are required by law to pay a duty as high as $4.00 per ton. *Held*, upon all the facts and circumstances, that the action of defendants on January 1, 1900, whereby hay and straw were advanced from sixth to fifth class, and thereafter charged fifth class rates for transportation, was unreasonable and unjust and resulted in unlawful discrimination and prejudice against hay and straw, localities in Official Classification territory wherein those commodities are produced, and against producers, shippers, dealers and consumers of such articles in that section of the country. 9 I. C. C. Rep.

THE BUSINESS MEN'S LEAGUE OF ST. LOUIS

v.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY; THE BURLINGTON & MISSOURI RIVER RAILROAD COMPANY IN NEBRASKA; THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY; THE COLORADO MIDLAND RAILWAY COMPANY; THE DENVER & RIO GRANDE RAILROAD COMPANY; THE GREAT NORTHERN RAILWAY COMPANY; THE MISSOURI, KANSAS & TEXAS RAILWAY COMPANY; THE MISSOURI PACIFIC RAILWAY COMPANY; THE NORTHERN PACIFIC RAILWAY COMPANY; THE OREGON RAILROAD & NAVIGATION COMPANY; THE OREGON SHORT LINE RAILROAD COMPANY; THE OREGON & CALIFORNIA RAILROAD COMPANY; THE RIO GRANDE WESTERN RAILWAY COMPANY; THE ST. LOUIS & SAN FRANCISCO RAILROAD COMPANY; THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY COMPANY; THE SANTA FE PACIFIC RAILROAD COMPANY; THE SOUTHERN CAIFORNIA RAILWAY COMPANY; THE SOUTHERN PACIFIC COMPANY (ATLANTIC SYSTEM). THE SOUTHERN PACIFIC COMPANY (PACIFIC SYSTEM); THE TEXAS & PACIFIC RAILWAY COMPANY; AND THE UNION PACIFIC RAILROAD COMPANY.

HIBBARD, SPENCER, BARTLETT & CO., REID, MURDOCH & CO., SPRAGUE, WARNER & CO., FRANKLIN MCVEAGH & CO., KELLY, MAUS & CO., AND S. D. KIMBARK; THE MERCHANTS' & MANUFACTURERS' ASSOCIATION OF MILWAUKEE; THE KANSAS CITY TRANSPORTATION BUREAU OF KANSAS CITY, MO.; THE COMMERCIAL CLUB OF ST. JOSEPH, MO.; THE DULUTH CHAMBER OF COMMERCE OF DULUTH, MINN.; AND SANTA ANA, CAL., CHAMBER OF COMMERCE, INTERVENERS ON BEHALF OF COMPLAINANT.

THE PACIFIC COAST JOBBERS' AND MANUFACTURERS' ASSOCIATION, INTERVENER ON BEHALF OF DEFENDANTS.

Decided November 17, 1902.

With water competition compelling low all-rail freight rates from New York to San Francisco and other Pacific coast terminals, a showing that the distance is less and that graded rates were formerly in force is not sufficient to warrant an order requiring lower rates from St. Louis, Chicago and other interior points than from New York on traffic carried by rail to Pacific coast destinations.

The differences between carload and less than carload rates from St. Louis, Chicago and other points in the middle west to Pacific coast territory, which are the subject of complaint herein, and which average about 50 cents per 100 pounds, are not, taking the rate adjustment as a whole, and giving due consideration to the controlling force of water competition between the eastern seaboard and the Pacific coast, difference in the cost of service by rail, the interests of the parties, preservation of reasonable competition between the middle west and the Pacific coast jobbers, and other material circumstances, shown to be unjust; but while the tariff cannot be condemned as a whole upon grounds urged by complainants, many of the details in such tariff are in violation of law.

The commodity tariff applying on traffic from the middle west to Pacific coast territory names rates upon over 400 commodities in carloads only, leaving the movement of these commodities in less than carloads to be governed by the greatly higher class rate provided for such shipments and producing a differential as between carload and less than carload quantities, which, even under the peculiar circumstances of this traffic, is in many cases excessive where there is any general movement in less than carloads or other commercial reason for a corresponding less than carload rate; and the tariff is also to some extent unlawful in that it specifies a number of varied commodity rates, especially for the hardware schedule, and unduly prevents in some instances the shipment of articles of the same class in mixed carloads at carload rates.

In the adjustment of carload and less than carload rates circumstances often render the application of a greater differential proper in one case than in another, but taking the traffic generally from the middle west to Pacific coast territory, it is held that a differential as between carloads and less than carloads which is at once more than 50 cents per 100 pounds and more than 50 per cent of the carload rate is *prima facie* excessive. It does not follow that every differential may equal this or that every differential which exceeds this is unlawful, but any differential in excess of this requires special justification.

While on traffic from the middle west to the Pacific coast many differentials in the rates named for carloads and less than carloads are too great, while varied commodity rates in the hardware schedule and perhaps in some others should be readjusted, and while in some instances greater latitude should be given in the shipment of practically the same articles in mixed carloads, the present record, which pertains almost wholly to the general aspects of the controversy, furnishes no facts from which it can be intelligently determined what ought to be done in specific instance, and further hearing is accordingly ordered.

The question whether on traffic from the middle west the present rates to intermediate points which are higher than those to Pacific coast terminals are lawful was not litigated at the hearing, and while the commission will not of its own motion proceed in that branch of the case complainants are granted leave to do so if they desire. 9 I. C. C. Rep.

VOLUME INDEX.

See Appendix for Topical Index to all Volumes, 1878—1902.

ABANDONMENT OF STATION: Page
Kingston, Sharp, Ed. H., et al , Leon, v. K. & W. 238
ABSORPTION OF RAILWAY LINES. 5
ACCESS TO DEPOT—see *Depot.*
ACCIDENTS TO PERSONS IN IOWA, comparative table 8
ACCIDENTS TO PERSONS IN IOWA, table of 144
ACCIDENTS IN IOWA, reports concerning 307
Ames, on C. & N.-W 308
Gifford, on Iowa Central 307
Oelwein, on C. G. W 307
Rhodes, on C., M. & St. P. 308
ACME, Albert Stevens v. C. G. W., farm crossing 293
AFTON, O. B. Emerson, et al. v. C., B. & Q., condition of approach to side track 301
AGAR PACKING CO., Des Moines, v. C. & N.-W., refusal to switch, 278
AIR BRAKES—see *Train Brakes.*
AKRON, FIELDS & SLAUGHTER CO. v. C., M. & St. P., failure to furnish cars 254
ALBIA, Commissioners v. Wabash and Iowa Central, condition of depot 297
ALBIA & CENTERVILLE RAILWAY CO., mileage, officers and directors 184
ALGONA, Ben Bertels v. Iowa Central, failure to furnish cars 250
ALLISON, C. G. W. v. Abednego Davis, petition for right to condemn 300
ALVORD, Mrs. Otto Schnoor v. U. S. Express Co., overcharge 257
AMES & COLLEGE RAILWAY CO., mileage, officers and directors 149
ANITA, Geo. E. Thurman v. C., R. I. & P., axle broken in transit 228
APPANOOSE COUNTY, petition to condemn land by Iowa & St. Louis Ry 210
ARMSTRONG, HENRY, Glidden v. C. & N.-W. Ry., location of stockyards 245
ASSETS & LIABILITIES, Current 86, 89
ATCHISON, TOPEKA & SANTA FE RAILWAY CO., mileage, officers and directors 150, 151, 152
AUTOMATIC COUPLERS, comparative table 7, 106, 109
AYERS, JAS. E., Sioux City v. C. & N.-W., failure to furnish cars 260

BADGER GRAIN & LIVE STOCK CO., Badger, v. M. & St. L. site for elevator 276
BAGGAGE, extra and storage, earnings from 48, 49
BATTERN, CHAS., Storm Lake, v. M. & St. L., cattle guards and farm crossings 285
BECK, W. J. R., Ft. Madison, v. A. T. & S. Fe, trainservice 271
BENSON, LEE, Canfield, v. I. C. R. R., train service 275
BERTELS, BEN, Algona, v. Iowa Cent., failure to furnish cars 250
BLOSSER, SAM, Patterson, v. C., R. I. & P., open farm crossing 279
BOARD OF CONTROL, v. M. C. & Ft. D., location of right of way 265
BOARD OF SUPV., Story Co., v. D. M., I. F. & N., highway crossing 272
BONDS, table of 14-23
BONDS AND STOCKS OWNED, table 24-25
BOONE COUNTY, Grand Jury of, v. C. & N.-W., overcharge in passenger rates. 300
BOONE VALLEY RAILWAY NOW MARSHALLTOWN & DAKOTA 5
BOSQUET, H. F. . et al., Pella, v. Wabash, shelter for passengers 268
BOYD, G. J., Herndon, v. C., M. & St. P., condition of road to depot 298
BRAKES, train or air—see *Train Brakes.*
BRAND, KARL, New Hampton, v. C. G. W., farm crossing 291
BREDA, JOHN J. LUCEY, JR., v. C. & N. W., damage on account delay 242
BRIDGES, number and length of in Iowa 102

Page

BROWN, ED. C., elected commissioner ... 8
BROWN, W. S., Manson, v. I. C. R. R., overcharge ... 253
BUFFHAM, JOE, Lohrville, v. C. G. W., farm crossing ... 298
BULL, A. N., et al., Gilmore City, v. C., R. I. & P., condition of stock yards ... 296
BURLINGTON, Wm. Schackel v. C., R. I. & P., farm crossing ... 302
BURLINGTON, CEDAR RAPIDS & NORTHERN, mileage, officers and directors ... 152, 158
BURLINGTON & NORTHWESTERN RAILWAY CO., mileage, officers and directors ... 197
BURLINGTON & WESTERN RAILWAY CO., mileage, officers and directors ... 193
BURLINGTON & WESTERN v. Charles Phelps, Oskaloosa, petition to condemn ... 292
BUTT, JAS., Knowlton, v. C. G. W., drainage ... 230

CALHOUN COUNTY, petition to condemn land by M. C. & Ft. D. ... 206
CAMBRIDGE, E. H. Parish v. C., M. & St. P., site for coal house ... 227
CANFIELD, LEE, Benson, v. I. C. R. R., train service ... 275
CAPITAL STOCK, table ... 10- 13
CAPITAL STOCK, amount held in Iowa ... 12
CAPITAL STOCK AND DEBT PER MILE ... 22- 23
CAPRON, F. G. Wickersham v. C. G. W., highway crossing ... 229
CARROLL COUNTY, petition to condemn land by M. C. & Ft. D. ... 209
CARS, average number of in train, Iowa and entire line ... 117, 125
CARS, equipped with train brakes and automatic couplers ... 106-109
CARS, number of, comparative table ... 7
CARS, passenger and freight, number of ... 106-109
CASES CLOSED BY CORRESPONDENCE ... 225
CASEY, R. H. Marshall v. C., R. I. & P., condition of stock yards ... 294
CASH AND CURRENT ASSETS, ETC ... 86
CATTLE GUARDS, number and kind of in Iowa ... 103
CATTLE GUARDS: Battern, Charles, Storm Lake, v. M. & St. L. Ry., at farm crossing ... 285
Moritz, George, Storm Lake, v. M. & St. L. Ry., at farm crossing ... 278
Nelson, Bertha, Keokuk, v. C., R. I. & P., at farm crossings ... 247
CEDAR FALLS, Townsend & Merrill Co., v. C. & N. W., site for coal house ... 296
CEDAR FALLS, Townsend & Merrill Co., v. C. & N. W., discrimination ... 269
CHANGES IN RAILWAY LINES ... 5
CHEROKEE, D. W. Townsend v. I. C. R. R., delay in furnishing cars ... 287
CHICAGO & NORTH WESTERN RAILWAY CO., mileage, officers and directors ... 167-169
CHICAGO, BURLINGTON & QUINCY RAILROAD CO., mileage, officers and directors ... 154-158
CHICAGO GREAT WESTERN v. Abednego Davis, Allison, petition for right to condemn ... 300
CHICAGO GREAT WESTERN RAILWAY CO., mileage, officers and directors ... 160, 161
CHICAGO, IOWA & DAKOTA RAILWAY CO., mileage, officers and directors ... 159
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., mileage, officers and directors ... 162-164
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., mileage, officers and directors ... 165, 166
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO., mileage, officers and directors ... 170, 171
CHURDAN, M. M. Wright, v. C., M. & St. P., failure to furnish cars ... 261
CLARION, M. C. & Ft. D. v. J. D. Dennison et al., petition for right to condemn ... 278
CLASSIFICATION, No. 12, Amendment No. 3 to ... 217
CLASSIFICATION: Roadmaking materials, stone, sand etc ... 236
CLAY TOWNSHIP, Washington Co. v. Iowa Central, drainage ... 297
COIN, E. C. Damewood v. O. & St. L., condition of fence ... 245
COIN, C. H. Henderson v. Wabash, fencing and farm crossings ... 301
COIN, F. J. Thrap v. O. & St. L., improper condition of highway ... 242
COLFAX NORTHERN RAILROAD CO., mileage, officers and directors ... 175
COLLVER, H. F., Mechanicsville, v. C. & N.-W., train service ... 281
COMMISSIONERS, decisions ... 199
COMMISSIONERS, convention of ... 5
COMMISSIONERS v. Illinois Central, condition of depot at Waverly ... 229
COMMISSIONERS v. Omaha & St. L. (now Wabash Ry.) condition of roadbed ... 227
COMPARATIVE STATISTICS OF RAILWAY OPERATIONS ... 6
COMPILED RETURNS OF RAILWAY COMPANIES ... 9
COMPLAINTS ADJUSTED WITHOUT DECISION OF BOARD ... 225
COMPOTINE, B. F. Davis v. C., M. & St. P. undergrade farm crossing ... 267
CONDITION OF ROAD AND TRACK OF OMAHA & ST. LOUIS RY ... 227

Page

CONE, interlocker at, approved ... 216
CONVENTION OF RAILROAD COMMISSIONERS, NATIONAL ... 5
CORNING, T. C. Read v. C. B. & Q., loss and damage to goods ... 291
CORRECTIONVILLE, Mayor, et al., v. I. C. R. R., location of bins etc ... 265
COST OF ROAD AND EQIPMENT ... 28- 29
COUNCIL BLUFFS, Board of Control v. M. C. & Ft. D. location of right of way ... 265
COUNCIL BLUFFS, C. Deitken v. M. C. & Ft. D. farm crossing ... 293
COUPLING CARS, number killed and injured in, comparative table ... 7
COUPLERS, automatic, comparative table ... 7, 106- 109

CONDEMNATION PROCEEDINGS—
Allison, by C. G. W. Ry. Co ... 300
Appanoose county, by Iowa & St. Louis Ry ... 210
Butler county, by C. G. W ... 300
Calhoun county, by M. C. & Ft. D. Rd ... 206
Carroll county, by M. C. & Ft. D Rd ... 209
Clarion, Wright county, by M. C. & Ft. D ... 278
Fayette county, by C. G. W. Ry ... 207
Kossuth county, by C. & N.-W. Ry ... 201
Mahaska county, by B. & W. Ry ... 292
Marshall county, by C. G. W. ... 203
Oskaloosa, by B. & W ... 292
Poweshiek county, by Iowa Central ... 205
Sioux City, by C., St. P., M. & O ... 202
Webster county, by M. & St. L ... 209
Wright county, by M. C. & Ft. D. Rd ... 208
Wright county, by M. C. & Ft. D. Rd ... 204
Wright county, by M. C. & Ft. D. Rd ... 201

CROOKED CREEK RAILROAD & COAL COMPANY, mileage, officers and directors ... 176
CROSSINGS, FARM, number of and kind in Iowa ... 103

COMPLAINTS CONCERNING—
Battern, Charles, Storm Lake, v. M. & St. L. Ry., cattle guards at ... 285
Blosser, Sam, Patterson, v. C., R. I. & P. Ry., open ... 279
Brand, Karl, New Hampton, v. C. G. W. Ry., repair of crossing ... 291
Buffham, Joe, Lohrville, v. C. G. W. Ry., undergrade ... 298
Davis, B. F., Compotine, v. C., M. & St. P. Ry., undergrade ... 267
Deitken, C., Council Bluffs, v. M. C & F. D., undergrade ... 293
Dudgeon, Lafayette, Hedrick, v. C., M. & St. P. Ry., undergrade ... 282
Evans, ——, Elma, v. C. G. W., undergrade ... 249
Helphrey, L. S., Metz, v. C., R. I. & P. Ry., undergrade ... 287
Holschlag, Henry, New Hampton, v. C. G. W. Ry., cattle pass ... 288
Moritz, George, Storm Lake, v. M. & St. L. Ry., cattle guards at ... 278
Nelson, Bertha, Keokuk, v. C., R. I. & P. Ry., cattle guards at ... 247
Nichols, John, East Peru, v. C. G. W. Ry., undergrade ... 271
Rimathe, Casper, Slater, v. C. & N.-W. Ry., undergrade ... 243
Schachel, Wm., Burlington, v. C., R. I. & P. Ry ... 302
Shrimper, R. D., Robins, v. C., M. & St. P. Ry., repairs of ... 295
Stevens, Albert, Acme, v. C. G. W. Ry., location of ... 293
Tice, F. L. J. H., Monroe, v. C., R. I. & P. Ry., with cattle guards ... 275
Van Zante, Tunis, Otley, v. C., R. I. & P. Ry., with cattle guards ... 275

CROSSINGS, HIGHWAY, number of and kind in Iowa ... 103

COMPLAINTS CONCERNING—
Durant, town of, v. C., R. I. & P. Ry., warning bell at ... 250
Kubish, M. A., county supervisor, Ft. Madison, v. C., M. & St. P. Ry., establishment of ... 278
Manchester, city of, v Ill. Cent. Ry., dangerous ... 251
Shannon, E. S., Jamaica, v. C., M. & St. P. Ry., opening of street ... 270
Storm Lake, city of, v. M. & St. L., opening of street ... 280
Story county, supervisors of, v. D. M., I. F. & N. Ry., proper construction of ... 272
Thrap, F. J., Coin, v. O & St. L., improper condition of ... 242
Wickersham, F. G., Capron, v. C. G. W. Ry, dangerous ... 229
Wulff, H. J., county supervisor, Davenport, v. C., R. I. & P., relocation of ... 246

Page

DAMEWOOD, E. C., Coin, v. O. & St. L., condition of fence..... 245
DANBURY, G. W. Seibold v. C. & N.-W., failure to furnish cars..... 260
DAVENPORT, C. Emory Harrison v. C., R. I. & P., C., B. & Q., B., C. R. & N., and C., M. & St. P., discrimination..... 284
DAVENPORT, Robert Krause Co. v. C., R. I. & P., loss in transit..... 266
DAVENPORT, H. J. Wulff, supervisor, v. C., R. I. & P., relocation of crossing..... 246
DAVENPORT, ROCK ISLAND & NORTHWESTERN RY. CO., mileage, officers and directors..... 177
DAVIS, ABEDNEGO, Allison, v. C. G. W., petition to condemn..... 300
DAVIS, A. J., Sewal, v. B., C. R. & N., overcharge..... 292
DAVIS, B. F., Compotine, v. C., M. & St. P., undergrade farm crossing..... 267
DAWSON, ED. A., elected chairman..... 8
DEBT—see *Funded debt.*
DECISIONS OF COMMISSIONERS..... 199
DECISIONS OF INTERSTATE COMMERCE COMMISSION, digest of..... 327
DECISIONS OF SUPREME COURT OF IOWA AFFECTING RAILWAYS, digest of..... 313
DEDHAM, M. Slifer v. C., M. & St. P., failure to furnish cars..... 263
DEDUCTIONS FROM INCOME, table..... 32-38
DEFIANCE, J. W. Riley v. C., M. & St. P., failure to furnish cars..... 303
DEFICITS, tables of..... 35-41
DEITKEN, C., Council Bluffs, v. M. C. & Ft. D., farm crossing..... 298
DELAY IN FURNISHING CARS—see *Failure to furnish cars.*
DELAY, Lucey, John J. Jr., Breda, v. C. & N.-W., damage on account of..... 242
DENNISON, J. D., et al., M. C. & Ft. D. v., petition to condemn..... 278
DEPOT, Albia, condition of depot used by Wabash and Iowa Central..... 297
Boyd, G. J., Herndon, v. C., M. & St. P., condition of road to depot..... 298
Howell Station, petition for depot at, on Wabash, by Bosquet et al., Pella..... 263
Waverly, condition of, Illinois Central..... 229
DES MOINES, Agar Packing Co., v. C. & N.-W., refusal to switch..... 278
DES MOINES, J. S. Hofer v. C., B. & Q., and Iowa Central, overcharge..... 286
DES MOINES, IOWA FALLS & NORTHERN RY. CO., first report..... 5
DES MOINES, IOWA FALLS & NORTHERN RY. CO., mileage, officers and directors..... 178
DES MOINES UNION RY. CO., mileage, officers and directors..... 181
DIKE, site for elevator at..... 296
DIRECTORS, officers and mileage of railway companies..... 147
DISCRIMINATION—
Harrison, C. Emory, Davenport, v. C., R. I. & P., et al., in through interstate rates..... 284
Townsend & Merrill Co., Cedar Falls, v. C. & N.-W., in coal rates..... 269
DIVIDENDS, paid..... 10, 34, 40
DIXON, H. J., Wulff, et al., in re reduced rates on road material..... 236
DOWS, J. W., Hillyard, v. B., C. R. & N., stopping train at platform..... 280
DRAINAGE—see also *Obstruction and Overflow.*
DRAINAGE—
Butt, James, Knowlton, v. C. G. W., changing water course..... 230
DUBUQUE & SIOUX CITY RAILROAD COMPANY, mileage, officers and directors..... 179
DUDGEON, LAFAYETTE, Hedrick, v. C., M. & St. P., undergrade farm crossing..... 243
DUNDON, JOHN, Whiting, v. C. & N.-W., overcharge in passenger fare..... 248
DUNDON, Mary, Whiting, v. C. & N.-W., stock killed..... 268
DURANT, Town of, v. C., R. I. & P., warning bell at crossing..... 250

EADE, Clerk District Court, Boone Co., v. C. & N.-W., overcharge in passenger fare..... 300
EARNINGS, comparative table of..... 6
EARNINGS, Iowa and entire line, per mile of road, train mile, etc..... 112-125
EARNINGS, Iowa and entire line, detailed tables of..... 42-53
EARNINGS AND EXPENDITURES, table of..... 30-41
EAST PERU, John Nichols, v. C. G. W., undergrade farm crossing..... 271
ELECTRIC RAILWAYS..... 5
ELKADER, Grossmann & Regan, v. C., M. & St. P., overcharge, interstate..... 279
ELLSWORTH, W. M. Price, v. C. & N.-W., failure to furnish car..... 270
ELMA, EVANS, v. C. G. W., undergrade farm crossing..... 249
EMERSON, O. B., et al., Afton, v. C., B. & Q., condition of approach of side track..... 301
EMPLOYEES AND SALARIES, tables of..... 94-191
EMPLOYEES, number, and compensation, comparative table..... 7

Page

EQUIPMENT, description of..... 106-109
EQUIPMENT, comparative table of—see *Cars.*
EQUIPMENT, cost of, table..... 28-29
EQUIPMENT, cost of maintenance of..... 57, 70
EVANS, ELMA, v. C. G. W., undergrade farm crossing..... 249
EXPENSES, comparative table of..... 6
EXPENSES, operating, detailed tables of..... 54, 81
EXPENSES, recapitulation of..... 66-80
EXPRESS, earnings from..... 43, 49

FAILURE TO FURNISH CARS. Ayers, James E., Sioux City, v. C. & N.-W. Ry., for grain..... 260
Bertels, Ben, Algona, v. Iowa Central Ry., for produce..... 250
Fields & Slaughter Co., Akron, v. C., M. & St. P. Ry., for grain..... 254
Ledyard, citizens of, v. C. & N.-W. Ry., grain..... 251
Medbury & Darnell, Hornick, v. C., M. & St. P. Ry., grain..... 263
Miller, H. E., Stanwood, v. C., M. & St. P. Ry., for stone..... 249
Price, W. M., Ellsworth, v. C. & N.-W. Ry..... 270
Riley, J. W., Defiance, v. C., M. & St. P. Ry., potatoes..... 303
Seibold, G. W., Danbury, v. C. & N.-W. Ry., for grain..... 260
Slifer, M., Dedham, v. C., M. & St. P. Ry..... 263
Southall, Wm. & Sons, Pierson, v. C. & N.-W. Ry., for corn..... 257
Stevenson, W. H., Hamburg, v. K. C., St. J. & C. B. Ry., corn..... 268
Thompson & Knutson, Wadena, v. C., M. & St. P. Ry., for wood..... 268
Townsend, D. W., Cherokee, v. Illinois Central Ry..... 287
Wayland-Wright Grain Co., Kansas City, v. C. & N.-W. Ry., for grain..... 252
Wright, M. M., Churdan, v. C., M. & St. P. Ry., for corn..... 261
FALLING FROM TRAIN, number killed and injured by, comparative table..... 7
FARMERS INC. CO-OP. SOC., Goldfield, v. B., C. R. & N., site for elevator..... 259
FAYETTE COUNTY, petition to condemn land by C. G. W. Ry..... 297
FENCING—
Damewood, E. C., Coin, v. O. & St. L., condition of right of way..... 245
Gallentine, D. M., Van Cleve, v. Iowa Central Ry., right of way..... 272
Henderson, C. H., Coin, v. Wabash Ry., right of way..... 301
Love, Mrs. B., Shenandoah, v. O. & St. L., condition of right of way..... 246
FIELDS & SLAUGHTER CO., Akron, v. C., M. & St. P., refusal to furnish cars..... 254
FT. MADISON, W. J. R. Beck v. A., T. & S. Fe, train service..... 271
FT. MADISON, M. A. Kubish v. C., M. & St. P., highway crossing..... 275
FREIGHT. Earnings from..... 44, 50
FREIGHT HAULED IN IOWA AND ENTIRE LINE, classified tonnage..... 126-139
FREIGHT, tons of, carried, Iowa and entire line..... 112, 120
FREMONT, ELKHORN & MO. VALLEY RY., first report to Board..... 5
FREMONT, ELKHORN & MO. VALLEY RY., mileage, officers and directors..... 172, 178
FROELICH, C. Shellhamer v. C., M. & St. P., obstruction to drainage..... 294
FUEL CONSUMED BY LOCOMOTIVES IN IOWA..... 140, 141
FUNDED DEBT, table of..... 14-23

GALLENTINE, D. M., Van Cleve, v. Iowa Cent., right of way fence..... 272
GALT, citizens of, v. B., C., R. & N., train service..... 245
GILMORE CITY, A. N. Bull et al. v. C., R. I. & P., condition of stock yards..... 296
GLADBROOK, interlocker at, approved..... 211
GLIDDEN, Henry Armstrong v. C. & N.-W., condition of stock yards..... 245
GOLDFIELD, Farmers Inc. Co-Op. Soc. v. B., C. R. & N., site for elevator..... 259
GOSSMANN & REGAN, Elkader, v. C., M. & St. P., overcharge interstate..... 279
GRAND JURY, Boone county v. C. & N.-W., overcharge in passenger rates..... 300
GREEN ISLAND, interlocker at, approved..... 211
GREENVILLE, interlocker at, approved..... 215
GRINNELL, J. P. Skinner v. C., R. I. & P., loss in transit..... 269

HAINES, A. L., Seymour, v. C., R. I. & P., train service..... 285
HAMBURG, W. H., Stevenson v. K. C., St. J. & C. B., failure to furnish cars..... 268
HAMPTON, interlocker at, approved..... 215

Page

HARRISON, C. Emory, Davenport, v. C., R. I. & P., C., B. & Q., B., C. R. & N., and C., M. & St. P., discrimination 284
HAVER & Co., John, et al., Tingley, v. K. & W., routing of live stock 289
HEDRICK, Lafayette Dudgeon v. C., M. & St. P., undergrade farm crossing 282
HELPHREY, L. S., Metz, v. C., R. I. & P., farm crossing 287
HENDERSON BROS., Traer, v. B., C. R. & N., loss in transit 256
HENDERSON, C. H., Coin, v. Wabash, fencing and farm crossings 301
HERNDON, G. J. Boyd v. C., M. & St. P., condition of road to depot 298
HERNDON, Albert Kinney v. C., M. & St. P., obstruction to drainage 299
HERNDON, A. J. Murphy v. C., M. & St. P., stopping trains at platform 272
HIGLEY Co., E. B., Mason City v. Willmar & S. F., application of rates to class of roads 303
HILLYARD, J. W., Dows, v, B., C. R. & N., stopping train at platform 280
HOFER, J. S., Des Moines v. C., B. & Q., and Iowa Cent., overcharge 286
Holschlag, Henry, New Hampton, v. C. G. W., farm crossing 238
HORNICK, MEDBURY & DARNELL v. C., M. & St. P., failure to furnish cars 263
HOWARD, C. O., Waukon v. C., M. & St. P., additional side track facilities 280
HOWELL STATION, petition for depot at 263
HUYSER, A. et al., Pella, v. Wabash, obstruction to drainage 290

ILLINOIS CENTRAL RAILROAD CO., mileage, officers and directors 179

INCOME ACCOUNT IOWA AND ENTIRE LINE, tables of 30-41
INTEREST PAID ON BONDS, ETC., table of 14-23
INTERLOCKING SWITCH SYSTEMS, list of 4

INTERLOCKERS APPROVAL OF—
Cone, crossing of C., R. I. & P. and C. M. & St. P 216
Gladbrook, crossing of C. & N.-W. and C. G. W. Rys 211
Green Island, crossing of C. M. & St. P. and C. M. & St. P 211
Greenville, crossing of G. & N.-W. and M. & St. L 215
Hampton, crossing of C. G. W and Iowa Central 215
Laurens, crossing of G. & N.-W. and C. & N.-W 210
Mason City, crossing of C. & N.-W. and M. C. & Ft. D. Rys 212
Marshalltown, crossing of C. G. W. and C. & N.-W 213, 214
Moravia, crossing of Wabash and C. M. & St. P 213
Sargent's Bluffs, crossing of C. & N. W. and C., M. & St. P 212
Webb, crossing of C., M. & St. P. and G. & N.-W 214
INTERSTATE COMMERCE COMMISSION, digest of decisions of 327
IOWA CENTRAL RAILWAY Co., mileage, officers and directors 182, 183

JAMAICA, E. S., Shannon v. C., M. & St. P., street crossing 270
JOHNSON, D. J. et al., Kalo Jct., v. M. & St. L., train service 256

KALO JUNCTION, D. J. Johnson, et al., v. M. & St. L., train service 256
KANSAS CITY, Wayland-Wright Grain Co., v. C. & N.-W., failure to furnish cars 252
KELLER, B. F., Knowlton, v. C. G. W., drainage 270
KENDIG, A. J., Winterset, v. C., B. & Q., loss in transit 289
KEOKUK, Christian Lock, v. K. & N. W., refusal to allow switch 287
KEOKUK, Bertha Nelson, v. C., R. I. & P., cattle guards 247
KINNEY, ALBERT, Herndon, v. C., M. & St. P., obstruction to drainage 299
KNIGHT, F. W., Milford, v. C., M. & St. P., obstructing streets by trains and cars 288
KNOWLTON, Jas. Butt, v. C. G. W., drainage 280
KNOWLTON, B. F. Keller, v. C. G. W., drainage 270
KOSSUTH COUNTY, petition to condemn land by C. & N.-W 201
KRAUSE COMPANY, Davenport, v. C., R. I. & P., loss in transit 266
KUBISH, M. A., Co. Supv., Ft. Madison, v. C., M. & St. P., highway crossing 278

LAURENS, interlocker at, approved 210
LEDYARD, citizens of, v. C. & N.-W., failure to furnish cars 251
LEHIGH citizens of, v. M. C. & Ft. D., train service 229
LEON, Ed. H. Sharp, et al., v. K. & W., abandonment of station 288
LEWIS, DWIGHT N., elected secretary 8

Page

LIABILITIES AND ASSETS, current 86, 89
LOCATION OF CORNCRIBS, ETC—
Randolph, H. F., Mayor, et al., Correctionville, v. Illinois Central 265
LOCATION OF RAILWAY—
Board of Control, v. M. C. & Ft. D., near school for deaf 245
LOCK, CHRISTIAN, Keokuk, v. K. & N. W., refusal to allow switch 287
LOCOMOTIVES, number of 106
LOHRVILLE, Joe Baffham, v. C. G. W., farm crossing 298
LOSS IN TRANSIT—
Henderson Bros., Traer, v. B., C. R. & N., crab apples 256
Kendig, A. J., Winterset, v. C., B. & Q., medicine 289
Krause, Robert Co., Davenport, v. C. R. I. & P 266
Read, T. C., Corning, v. C., B. & Q., breakage 291
Skinner, J. P., Grinnell, v. C., R. I. & P., sample case 269
Smith, James A., Westgate, v. C. G. W., coal in transit 253
Thurman, Geo. E., Anita, v. C., R. I. & P., axle broken in transit 228
LOVE, MRS. BELLE, Shenandoah, v. O. & St. L., condition of fence 246
LUCEY, JOHN J. JR., Breda, v. C. & N.-W., damage on account of delay 242

MACEDONIA, citizens of, v. C., B. & Q., train service 258
MAILS, earnings from 43, 49
MANCHESTER, city of, v. I. C. R. R., dangerous crossing 251
MANCHESTER & ONEIDA RAILWAY Co., mileage, officers and directors 185
MANSON, W. S. Brown, v. I. C. R. R., overcharge 253
MARSHALL, R. H., Casey, v. C., R. I. & P., condition of stock yards 294
MARSHALL COUNTY, petition to condemn land by C. G. W. Ry 208
MARSHALLTOWN & DAKOTA RAILWAY Co., mileage, officers and directors 186
MARSHALLTOWN, interlocker at, approved 213, 214
MASON CITY, E. B. Higley Co. v. Willmar & S. F., application of rates to class of road 303
MASON CITY & FT. D. RY., v J. D. Dennison, et al, petition for right to condemn 278
MASON CITY, interlocker at, approved 212
MASON CITY & FT. DODGE RAILWAY Co., mileage, officers and directors 187
MASON CITY & FT. DODGE, operated by C. G. W 5
MECHANICSVILLE, H. F. Collver, v. C. & N.-W., train service 281
MEDBURY & DARNELL, Hornick, v. C., M. & St. P., failure to furnish cars 263
MERGING OF RAILWAY LINES 5
METZ, L. S., Helphrey, v. C., R. I. & P., farm crossing 287
MILEAGE, officers and directors of railway companies 147
MILEAGE TRAFFIC, Iowa and entire line, tables of 110-125
MILEAGE RAILWAY IN IOWA, comparative table 6
MILEAGE, entire line and Iowa 90, 93
MILES RUN BY DIFFERENT KINDS OF TRAINS, Iowa and entire line 116, 117, 124, 125
MILFORD, F. W. Knight v. C., M. & St. P., obstructing streets by trains and cars 288
MILLER, H. E., Stanwood, v. C., M. & St. P., failure to furnish cars 249
MINNEAPOLIS & ST. LOUIS R. R Co., mileage, officers and directors 183
MISSISSIPPI RIVER, tonnage crossing 142, 143
MISSOURI RIVER, tonnage crossing 142, 143
MONROE, F. L. J. H. Tice, v. C., R. I. & P., farm crossing 275
MORAVIA, interlocker at, approved 213
MORITZ, GEO., Storm Lake, v. M. & St. L., cattle-guards 278
MOWRY, WELCOME, term expired 8
MURPHY, A. J., Herndon, v. C., M. & St. P., stopping trains at platform 272
MUSCATINE NORTH & SOUTH R. R. Co., mileage, officers and directors 189

NATIONAL CONVENTION OF RAILROAD COMMISSIONERS 5
NEFF, G. W., Wayland, v. C. & N.-W., stock killed 249
NELSON, BERTHA, Keokuk, v. C., R. I. & P., cattle guards 247
NET EARNINGS, comparative table, per mile 6
NEW HAMPTON, Karl Brand v. C. G. W., farm crossing 291
NEW HAMPTON, Henry Holschlag v. C. G. W., farm crossing 288
NICHOLS, John, East Peru, v. C. G. W., undergrade farm crossing 271

OBSTRUCTION AND OVERFLOW— Page
Huyser, A., et al., Pella, v. Wabash Ry., obstruction to drainage 290
Keller, B. F., Knowlton, v. C. G. W., caused by dam in right of way 270
Kinney, A., Herndon, v. C., M. & St. P. Ry.. 299
Shellhamer, C., Froelich, v. C., M. & St. P. Ry 294
Waterman, D. C., town-hip clerk, v. Iowa Central Ry. 297
OBSTRUCTING STREET BY TRAINS AND CARS, Knight, F. W., Milford, v. C., M. & St P. Ry. 258
OFFICERS, MILEAGE AND DIRECTORS OF RAILWAY COMPANIES. 147
OMAHA & ST. LOUIS R. R. Co., mileage 190
OMAHA & ST. LOUIS—part of Wabash. 5
OPERATING EXPENSES—see *Expenses*.
ORGANIZATION OF BOARD 8
OSKALOOSA, B. & W. v. Charles Phelps, petition for right to condemn 292
OTLEY, Tunis Van Zante v. C., R. I. & P., farm crossing 275
OVERCHARGE—
Brown, W. S., Manson, v. Illinois Central Ry., on account minimum weight 253
Davis, A. J., Sewal, v. B., C. R. & N. Ry., on corn 292
Gossmann & Regan, Elkader, v. C., M. & St. P. Ry., interstate 279
Hofer, J. S., Des Moines, v. C., B. & Q. Ry et al., on household goods 286
Oyens, E. J., Schroeder, v. I. C. R. R., site for elevator 286
Schnoor, Mrs. O., v. U. S. Express Co., on box of merchandise 257
Younger, J. W., Winterset, v. C. & N. W. Ry., car of wheat 269

PARISH, E. H., Cambridge, v. C., M. & St. P., site for coal house 227

PASSENGER FARE, overcharge in, see also *Overcharge*.
Dundon, John, Whiting, v. C. & N.-W. Ry., overcharge in 248
Grand Jury, Boone county, v. C. & N.-W. Ry., illegal and excessive. 300
PASSENGERS, earnings from 42, 48
PASSENGERS, number of, carried in Iowa and entire line 110, 118
PATTERSON, Sam Blosser, v. C., R. I. & P., open farm crossing 2.9
PELLA, H. F. Bosquet et al. v. Wabash, shelter for passengers 288
PELLA, A. Huyser et al. v. Wabash, obstruction to drainage 290
PETERS, B. F., Runnels, v. Wabash, enforced removal of mill 274
PHELPS, Charles, Oskaloosa, Burlington & W. Ry. Co v. Petition to condemn 292
PIERSON, Wm. Southall & Sons v. C. & N.-W., failure to furnish cars. 257
POWESHIEK COUNTY, petition to condemn land by Iowa Central Ry. 205
PRICE, W. M., Ellsworth, v. C. & N.-W, failure to furnish car. 270

RAILROAD COMMISSIONERS v. Wabash and Iowa Central, condition of depot. 297
RAILS, new, laid during the year 105
RANDOLPH, H. F., Mayor, et al. Correctionville, v. I. C. R. R., location of bins, etc. 265
RATES, change in, by amendment to classification No. 12 217
RATES—
Higley, E. B. Co., Mason City, v. Willmar & S. F., Ry., improper application of class C rates 308
Read, T. C., Corning, v. C., B. & Q., loss and damage to goods 291
REFUSAL TO RECEIVE AND FORWARD FREIGHT:
Yakish, M. F, Van Horn, v. C, M. & St. P. Ry. plaster in sacks 301
REFUSAL TO SWITCH—see *Switching*.
REMOVAL OF MILLS, ETC.—see *Site*.
RENTALS RECEIVED AND PAID, table 26-27
RETURNS OF RAILWAY COMPANIES, compiled 9
RIGHTS OF SHIPPERS—
Haver, John & Co., et al., Tingley, v. K. & W. Ry., routing of live stock 289
Riley, J. W., Defiance, v. C., M. & St. P., failure to furnish cars 303
Rimathe, Casper, Slater, v. C. & N. W. Ry., undergrade farm crossing 243
Roadbed and track, condition of on Omaha & St. Louis Ry 227
Road, cost of, table 28, 29
Robins, Rosina D. Shrimper, v. C., M. & St. P., farm crossing. 295
ROUTING OF LIVE STOCK—
Haver, John & Co., et al., Tingley, v. K. & W. Ry 289
RUNNELLS, B. F. Peters, v. Wabash, removal of mill 274

SALARIES OF EMPLOYES, Iowa and entire line 94 101
SALARIES OF RAILROAD EMPLOYES AND GENERAL EXPENSES 64, 78
SARGENT'S BLUFFS, interlocker at, approved 212
SCHACHEL, WM., Burlington, v. C., R. I. & P., farm crossing 302
SCHNOOR, MRS OTTO, Alvord, v. U. S. Exp Co., overcharge 257
SCHROEDER, E. J, Oyens, I. C. R. R., site for elevator 286
SEIBOLD, G. W., Danbury, v. C. & N.-W. Ry., failure to furnish cars. 200
SEWAL, A. J., Davis, v. B., C. R. & N., overcharge 292
SEYMOUR, A. L, Haines, v. C., R. I. & P., train service 255
SHANNON, E. S., Jamaica, v. C., M. & St. P., street crossing 270
SHARP, ED H., et al., Leon, v. K. & W., abandonment of station 238
SHELLHAMER, C., Froelich, v. C., M. & St. P, obstruction to drainage 294
SKINNER, J. P., Grinnell, v. C., R. I. & P., loss in transit 269
SLATER, Casper Rimathe v. C. & N.-W., undergrade farm crossing 243
SLIFER, M., Dedham, C., M. & St. P., failure to furnish cars 263
SMITH, Jas. A., Westgate, v. C. G. W., failure to deliver coal 253
SOUTHALL, Wm. & Sons, Pierson, v. C. & N.-W., failure to furnish cars. 257
STACYVILLE RAILROAD CO., mileage, officers and directors 180
STANWOOD, H. E. Miller v. C., M. & St., P., failure to furnish cars 249
STATIONS, IN IOWA AND ON ENTIRE LINE 104- 105
STATION SERVICE: Kingston, abandonment of, complaint E. H. Sharp, et al., Leon v. K. & W 238
STATISTICS OF RAILWAY COMPANIES 4
STATISTICS OF RAILWAYS, compiled 9
STEVENS, Albert, Acme, v. C. G. W., farm crossing 293
STEVENSON, W. H., Hamburg, v. K. C., St. J. & C. B., failure to furnish cars 268
STOCKHOLDERS, number of 12
STOCKS AND BONDS OWNED, table 24- 25
STOCK—see *Capital Stock*.
SHENANDOAH, Mrs. Belle Love v. O. & St. L., condition of fence 246
SHRIMPER, ROSINA D., Robins, v. C., M. & St. P., farm cros-ing 295
SIDETRACK. Emerson, O. B. et al., Afton, v. C., B. & Q. Ry., condition of approach to ... 301
Howard, C. O., Waukon, v. C., M. & St. P. Ry,, additional facilities. 280
SIOUX CITY & PACIFIC RAILROAD CO., mileage, officers and directors 174
SIOUX CITY & PACIFIC, absorption of by C. & N.-W 5
SIOUX CITY, Woodbury county, condemnation by C., St. P. M. & O 202
SIOUX CITY, James E. Ayers v. C. & N.-W., failure to furnish cars. 260
SITE: Badger Grain & Live Stock Co., v. M. & St. L. Ry., for elevator 276
Farmers' Incorporated Co-operative Society, Goldfield, v. B., C. R. & N, for elevator.... 239
Parish, E. H., Cambridge, v. C., M. & St. P., for coal house 227
Peters, B. F, Runnells, v. Wabash Ry., enforced removal of mill. 274
Schroeder, E J., Oyens, v. Illinois Central Rd., for elevator 286
Townsend & Merrill Co. Cedar Falls, v. C., & N.-W. Ry., site for elevator at Dike 296

STOCK KILLED—
Dundon, Mary, Whiting v. C. & N. W. Ry., cow 308
Neff, G. W., Wayland, v. Burlington & Northwestern Ry., hog 249

STOCKYARDS—
Armstrong, Henry, Glidden, v. C. & N.-W., location of 245
Bull, A. N., et al., Gilmore City, v. C., R. I. & P. Ry., condition of 296
Marshall, R. H., Casey, v. C., R. I. & P. Ry., condition and management of 294

STOPPING TRAIN AT PLATFORM—
Hillyard, J. W., Dows, v. B., C. R. & N. Ry 280
Murphy, A. J., Herndon, v. C., M. & St. P. Ry 272

STORM LAKE v. M. & St. L., street crossing 290
STORM LAKE, Geo. Moritz, v. M. & St. L., cattle guards 276
STORM LAKE, Chas. Battern, v. M. & St. L., cattle guards and farm crossings 285
STORY COUNTY, Bd. Supvs. v. D. M., I. F. & N., highway crossing 272
SUPREME COURT OF IOWA, digest of decisions of, affecting railways 313

Page

SURPLUS, table of 35, 41

SWITCHING—

Agar Packing Co., Des Moines, v. C. N.-W, Ry., refusal to switch car of hogs 278

SWITCH, refusal to allow use of, Lock, C., Keokuk, v. St. L., K. & N. W., for loading of ice 267

TABOR & NORTHERN RAILROAD CO., mileage, officers and directors 190
TAXES, paid by states 82, 85
THRAP, F. J., Coin, v. O. & St. L., improper condition of highway 242
THOMPSON & KNUTSON, Wadena, v. C., M. & St. P., failure to furnish cars 268
THURMAN, GEO. E., Anita, v. C., R. I. & P., axle broken in transit 228
TICE, F. L. J. H., Monroe, v. C., R. I. & P., farm crossing 275
TIES, new, laid during the year 105
TINGLEY, John Haver & Co., et al., v, K. & W., routing of live stock 289
TONS OF FREIGHT HAULED IN IOWA AND ON ENTIRE LINE, classified list of 126-139
TONS OF FREIGHT CROSSING MISSISSIPPI AND MISSOURI RIVERS 142, 143
TOWNSEND, D. W., Cherokee, v. I. C. R. R., delay in furnishing cars 287
TOWNSEND & MERRILL CO., Cedar Falls, v. C. & N.-W., site for coal house 296
TOWNSEND & MERRILL CO., Cedar Falls, v. C. & N.-W., discrimination 269
TRAER, Henderson Bros., v. B., C. R. & N., loss in transit 256
TRAIN BRAKES, comparative table 7, 106-109

TRAIN SERVICE—

Beck, W. J. R., Ft. Madison, v. A., T. & S. Fe 271
Canfield, Lee Benson, v. Illinois Central Ry 275
Collver, H. F., Mechanicsville, v. C. & N.-W. Ry 281
GALT, Citizens of v. B., C. R. & N., stopping through trains 245
HAINES, A. L., Seymour, v. C., R. I. & P. Ry 255
JOHNSTON, D. G., et al., Kalo Junction, v. M. & St. L. Ry., resumption of 256
LEHIGH, citizens of v. M. C. & Ft. D., restoration of 229
MACEDONIA, citizens of, v. C., B. & Q. Ry., on account of mail 258
WOODBURN, citizens of v. C., B. & Q., discrimination in 228
TRANSPORTATION, cost of conducting of 58, 72
TRESTLES, number and length of in Iowa 108

VAN CLEVE, D. M. Gallentine v. Iowa Cent., right of way fence 272
VAN HORNE, M. F. Yakish v. C., M. & St. P., failure to receive freight 301
VAN ZANTE, Tunis, Otley, v. C., R. I. & P., farm crossing 275

WABASH RAILROAD CO., mileage, officers and directors 191, 192
WADENA, Thompson & Knutson v. C., M. & St. P., failure to furnish cars 268
WALKER, A. F., et al., Woodburn, v. C., B. & Q., train service 228
WATERLOO & CEDAR FALLS RAPID TRANSIT CO., officers, mileage and directors 193
Waterloo & Cedar Falls Rapid Transit Co., first report 5
WATERMAN, D. C., township clerk, v. Iowa Central, drainage 297
WAUKON, C. O. Howard, v. C., M. & St. P., additional sidetrack facilities 250
WAVERLY, Commissioners v. I. C. R. R., condition of depot at Waverly 229
WAYLAND, G. W. Neff, v. B. & N.-W., stock killed 249
WAYLAND-WRIGHT GRAIN CO., Kansas City, v. C. & N.-W., failure to furnish cars 252
WAY AND STRUCTURES, cost of maintenance of, tables 54, 68
WEBB, interlocker at, approved 214
WEBSTER COUNTY, petition to condemn land by M. & St. L. Ry 209
WESTGATE, Jas. A. Smith v. C. G. W., failure to deliver coal 258
Whiting, Mary Dundon v. C. & N.-W. stock killed 268
WHITING, John Dundon v. C. & N.-W., overcharge in passenger fare 248
WICKERSHAM, F. G., Capron, v. C. G. W., highway crossing 229
WILLMAR & SIOUX FALLS RAILWAY COMPANY, mileage, officers and directors 194
WINONA & WESTERN RAILWAY COMPANY, mileage, officers and directors 195
Winona & WESTERN, part of Wisconsin, Minnesota & Pacific Ry 5
WINTERSET, A. J. Kendig, v. C., B. & Q., loss in transit 289

Page

WINTERSET, J. W. Younger, v. C. & N. W.-Ry., overcharge 269
WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY, mileage, officers and directors 196
WISCONSIN, MINN. & PACIFIC, operated by C. G. W. 5
WOODBURN, A. F. Walker et al., v. C., B. & Q., train service 228
WRIGHT COUNTY, petition to condemn land by M. C. & Ft. D. Ry 201-204, 208
WRIGHT, M. M., Churdan, v. C., M. & St. P., failure to furnish cars 261
WULFF, H. J., Supv., Davenport, C., R. I. & P., re-location of crossing 246
WULFF, H. J., et al., Dixon, in re reduced rates on road making material 236

YAKISH, M. F., Van Horne, v. C., M. & St. P., failure to receive freight 301
YOUNGER, J. W., Winterset, v. C. & N.-W., overcharge 269

TOPICAL INDEX

To all Volumes—1878 to 1902 inclusive.

	Year	Page
ABANDONMENT OF ROAD.		
Adams, Walter, Fairfield, v. C., B. & Q	1899	85
Clarinda, citizens of, v. C. & St. L., abandonment of C. & St. L. R'y	1889	1041
Elkader, citizens of, v. C., M. & St. P	1886	478
Fort Dodge, citizens of, v. C., R. I. & P. et al., Tara & Ft. Dodge	1889	982, 987
Supreme court decision in, referred to	1892	2
General Subject discussed	1889	44
Northwood, citizens of, v. Central Iowa	1882	408
Northwood, citizens of, v. Iowa Central, petition for rehearing	1883	590
Court proceedings in	1881 45	xxxix
Ottumwa & Kirkville, 33.3 mi., Clarinda, St. Louis, 11.5	1891	5
Rights of contracting parties protected by courts	1889	1048
Expenses incurred in constructing spur track, parties entitled to return of, on abandonment of track	1891	788
W. & W. R'y, Osage, for temporary removal	1895	196
ABANDONMENT OF STATION—see also *Station*.		
Avon, W. E, Patterson, Carlisle, v. C., B. & Q	1901	504
Bismarck, Neil & Campbell v. C., M. & St. P	1889	992
Kingston, Decatur county, citizens of, v. D. M. & K. C., protest against removal	1890, 893; 1902	238
Leslie, citizens of, v. D. M. & K. C. protest against abandonment of station	1889	1027
Dissenting opinion by Commissioner Dey	1889	1030
Pekin Spiers & Richardson v. B. & W., petition for reopening	1890	852
Veo. Jones, J. M., v. B. & M., petition for reopening of station	1890	930
ABSORPTION OF BRIDGE TOLL—see *Bridge Toll*.		
ACCESS TO DEPOT, see *Depot*.		
ACCIDENTS TO PERSONS—		
Remarks of President Harrisson	1892, 18; 1895	70
Comparative tables covering a period of years	1899, 13, 14; 1900	10
To employes from coupling cars, etc., comparative table	1900	9
ACCIDENTS—INVESTIGATION OF—		
Law concerning reporting of, repealed	1898	6
Afton, C., B. & Q	1887	148
Altoona	1878	45
Ames, on C. & N. W	1902	308
Brush Siding, on C., B. & Q	1893	269
Coon Rapids, on C., M. & St. P	1891	843
Council Bluffs, on C. & St. L	1901	537
Crescent, on C. & N.-W., near Council Bluffs	1893	271
Danger to boys playing around trains, etc., B., C. R. & N	1891	841
Des Moines, collision between C., R. I. & P. fair ground train and C. & N.-W. freight train at, report of commissioners	1889	1114
Eagle Point, C,, M. & St. P	1887	153
Geneva, on Iowa Central R'y	1901	536
Gifford, on Iowa Central	1902	307
Glendale, on C., M. & St. P., investigation of by commissioners	1889	1107
Highland Center, C., M. & St. P	1892	873
Hubbard, on C. & N.-W	1900	18

	Year	Page
ACCIDENTS—RAILWAY—*Continued.*		
Inwood, C., M. & St. P.	1887	162
Logan, on C. & N. W	1896	340
Maynard, on B. C. R. & N.	1891	839
Nansen, seven miles southeast of Council Bluffs, on O. & St. L.	1890	961
New Hampton, on C. G. W. R'y	1892	871
Oelwein, on C. G. W.	1902	307
Potter, on C. M. & St. P.	1901	539
Rhodes, on C., M. & St. P.	1902	308
Stratford, on C. & N.-W.	1893	270
Stratford, on C. & N.-W.	1891	845
Thayer, on C. B. & Q.	1901	535
Tiffin, on C., R. I. & P.	1901	537
Unionville, on C., R. I. & P.	1901	536
Valley Junction, on C., R. I. & P.	1895	241
Verdi, on C., R. I. & P.	1901	536
Vincent, C., R. I. & P.	1891	841
Walnut, on C., R. I. & P.	1901	537
Washington, on C., R. I. & P.	1891	841
Bureau of railway statistics and accounts, railway question	1893	40g
Law requiring uniformity in, recommended	1892	21
Uniformity in	1878, 74; 1879, 113; 1882, 88; 1892	45

ACTUAL CASH VALUE OF ROAD AND EQIPMENT—see *Value.*

ADAMS, CHARLES FRANCES, JR, quotation from	1878	59
Discussion of commissioner system	1879	73
Railroads, origin and problems	1881	81
Remarks on watered stock	1886	55
ADAMS, HENRY C., statistician interstate com. com., paper on accounts, etc	1893	40g

ADDITIONAL DEPOT GROUNDS—see *Condemnation Proceedings.*
ADEQUATE EQUIPMENT DEFINED—see *Equipment.*
ADEQUATE CROSSING—see *Crossing, Adequate.*
ADOPTION OF COMMISSIONERS' RATES—see Rates.

ADVANCED CHARGES—		
Brenneck Bros., Eagle Grove, v. C. & N.-W., discrimination in applying	1892	842
Monahan Bros., Charlotte, v. C. & N. W	1886	525
Wasson, J. A., Roscoe, Kan., v. C., M. & St. P., duties of carriers in accepting guarantee for	1888	653

ADVANCE IN HAY RATES, PETITION OF D. M. & N.-W.—see *Rates.*
AGENTS, STATION, PETITION FOR—see *Station Service.*

AGREEMENTS BETWEEN RAILWAYS, violation of	1886	57

AGREEMENT OF RAILWAY COMPANIES TO ADOPT COMMISSIONER'S RATES—see *Rates, Freight.*
AID TO RAILROADS—see *Taxes.*

AINSWORTH, W. W. elected secretary	1887	3
Re-elected. 1888, 3; 1889, 4; 1890, 3; 1891, 3; 1892, 3; 1893, 3; 1894, 3; 1895, 4; 1896, 12;	1897	13

AMENDMENTS TO CLASSIFICATION—see *Classification.*
APPORTIONMENT OF COST OF OVER AND UNDER RAILROAD CROSSING—see *Crossing, Railroad.*

APPROPRIATION OF LAND, Harrington, F. E. Marathon, v. C., M. & St. P., for snow fence	1899	92
APPROPRIATION OF COAL—		
Aurelia, coal dealers of, v. Illinois Central Railroad, during scarcity of fuel	1893	677
Hogaboom, S. R., Creston, v. C., B. & Q.	1894	256
Knowles, J. Elliott v. C., B. & Q.	1881	140
Le Mars, Townsend, D. W. v. Illinois Central	1888	679
ARBITRATION—		
Ashburn, J. M. Lamoni, v. C., B. & Q., claim for care of stock	1889	989
Consolidation Coal Company v. Central Iowa	1878	20
Illinois Central et al. v. Waverly Short Line et al., grade crossing	1888	576

	Year	Page
ARBITRATION—*Continued.*		
Mason City & Ft. Dodge R'y. Co. v. Crooked Creek R'y. Co., grade crossing	1887	732
Moore, Thos. and Bisbee, C. W. Turin, v. C. & N.-W., overflow damages	1889	999
Webster City & Crooked Creek v. M. C. & F. D. R'y. Co., grade crossing	1888	598, 601
ATTENDANCE with L. C. L. live stock shipments	1894	347

ATTORNEY-GENERAL, REPORT OF—see *Litigation*
AUTHORITY OF COMMISSIONERS—see *Commissioners.*

AUTOMATIC COUPLERS—see also *Couplers, Automatic.*		
Paper on, by Commissioner Coffin	1885	92
Brakes, Burlington test	1884, 40; 1888, 46, 47, 48	
Generally used	1898	4
Comparative table of	1900, 9; 1901	5, 8

BAD ORDER, RECEIPT OF GOODS IN—see *Damages.*
BACK WATER CAUSED BY RAILROAD CONSTRUCTION, OVERFLOW—see *Drainage. Damage, Obstruction and Overflow.*
BACK WATER, IN RELATION TO RAILROAD CROSSINGS—see *Drainage.*
BACK WATER, STOCK DROWNED BY—see *Damages.*

BAGGAGE, EXCESS AND STORAGE CHARGES. Discussion of	1891	23
Anderson, T., Rockford, Ill., v. C., M. & St. P., sample trunks containing jewelry not baggage	1885	541
Ashall, F. C., Chicago, v. Central Iowa, excess charges	1882	483
Bullock, N. P., Leon, v. Union Depot, Council Bluffs, storage	1887	724
BAGGAGE—EXCESS AND STORAGE CHARGES—		
Carpenter, C. C., Gilman, v. Cent. Iowa and C. & N.-W., refusal to receive tool chest as baggage	1886	528
Dusey, H., et al., Creston, v. C., B. & Q., refusal to carry mechanic's tool box as baggage	1885	514
Edmundson, Ed., Cedar Rapids, v. C., M. & St. P., excess baggage.	1892	823
Glover, H. B., et al., Dubuque, v. various lines, excess baggage charges	1883	630
Goodwin, Mrs. Patience, Traer, v. C., R. I. & P., delay and storage charges	1883	645
Hollenbeck, Mrs. E. A., Wesley, v. C. & N.-W. R'y, excessive	1893	71
Karberg, H. St. Louis v. C., B. & Q., overcharge.	1901	502
Krause & Co., Davenport, v. various lines	1894	250
BAGGAGE—DELAY AND LOSS—		
Block, M. Des Moines, v. C. & N.-W., delay in forwarding sample case	1892	853
Coad, Jas., Everly, v. C., M. & St. P.	1901	496
Piekenbrock & Sons, Dubuque, v. C., M. & St. P., stolen from depot, reponsibility	1900	155
Taylor, R. B., West Side, v. C. & N.-W., lost	1885	571
Woodward, W. H. Creston, v. D. M. & K. C., lost.	1891	727
BAGGAGE, INSUFFICIENT FACILITIES FOR HANDLING AND TRANSFER—see also *Transfer Facilities.*		
Iowa Falls v. C. & N.-W., regulations	1887	753
Reynard, J. S., Creston, v. C., B. & Q., and C. G. W., Afton Junction transfer	1893	137
Roybar, F., v. Cent. Iowa et al., insufficient facilities for handling baggage	1886	588

BANKRUPT ROADS—see *Receivers.*

BICYCLE, right to person to use railroad track for	1900	172
BILLING IN TRANSIT, Bevins Bros., Hawkeye, v. C., M. & St. P., discrimination in	1896	79
BIRD, A. C., G. F. A., C., M. & St. P., LETTERS OF, on reduction of corn rates in Iowa	1886	621
BLACK, JEREMIAH, LETTERS OF, on railway legislation, railways are highways, etc.	1881	77

BLOCKADING HIGHWAY WITH TRAINS—see *Obstruction.*
BLOCKADING STREETS WITH TRAINS—see *Obstructing Streets.*
BLOCKADE, SNOW see *Snow Blockade.*

BRANCH LINES—		
Apportioning earnings of, method of	1889	1005
Expenses of operation should be partly borne by main line	1888	47
Profitable as feeders to main lines	1889	1005
Train service on, restoration of, on Iowa branches, C., R. I. & P.	1889	10-1008

BRANCH LINES, TRAIN SERVICE ON—see also *Train Service.*

	Year	Page
BRANCH LINE—*Continued.*		
BRAKES, AUTOMATIC AND POWER—see also *Automatic Couplers and Power Brakes.*		
Brakes, automatic 1884, 41;	1885	94
Discussion of and law concerning 1890, 7; 1891, 18, 20;	1892	10, 40
Paper on, by Commissioner Coffin	1889	47
BREWER, JUDGE, Decision of, in relation to rates—see also *Rates*	1889	31,32,34
Temporary injunction by restraining promulgation of June, 1888, schedule 1888, 36.	1891	298
BRIDGES—		
Wooden, being replaced by iron and stone	1885	4
Laws relating to, discussed	1878	17
Safety of, railroad companies responsible for	1878	17,18,19
Bridge toll, absorption of at Omaha	1888	670
UNSAFE CONDITION OF—see also *Unsafe Condition of Road.*		
Fay, P. H., Richland Center, Wis., v. C., M. & St. P., Coon Rapids	1894	176
Harrison, H., et al., v. A., T. & S. F., neglect of bridgemen at Ft. Madison	1895	199
Reno, B. F., Marengo, v. C., R. I. & P.	1880	73
Waller, J. N., road supervisor, St. Charles, v. C., M. & St. P., unsafe condition of bridge and highway	1886	509
Watkins, W. W., Bellevue, v. C., M. & St. P., unsafe condition of bridge	1883	1012
"BUGGY CASE"—		
Barber, Ed., Glidden, v. C. & N.-W., overcharge	1884	65-67
Anderson's, Commissioner, opinion on	1884	49
Coffin's, commissioner, opinion on	1884	57
Dey's, commissioner, opinion on	1884	63
Judge Baylies' opinion on	1885	57
BURLINGTON, SHIPPERS OF, COMPLAINT ON RATES—see *Rates.*		
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY, application of, for reduced rates on seed grain	1892	838
BURLINGTON TEST ON AUTOMATIC COUPLERS—see *Automatic Couplers.*		
BUTTER AND EGG SHIPMENT, DISCRIMINATION IN INSPECTION OF—see *Inspection.*		
CABOOSE, STOPPAGE OF AT PLATFORMS—see *Stopping Trains at Platforms.*		
CABOOSE CARS, accommodation for passengers in, W. W. Weston v. C., & N.-W	1900	107
CAMERON, J. S. ELECTED SECRETARY	1878	3
Resigned	1880	3
CAMP MEETING AND OTHER ASSEMBLY RATES—see *Rates.*		
CAPACITY OF ELEVATORS—see *Elevators.*		
CAPACITY OF FREIGHT CARS—see *Cars.*		
CAPITAL STOCK, WATERED—see *Watered Stock.*		
CAPITALIZATION, EXCESSIVE	1878	39
CARE OF STATION BUILDINGS—see *Station Service.*		
CARS—		
DISCRIMINATION IN FURNISHING—see *Discrimination and Failure to Furnish Cars.*		
DISTRIBUTION OF—see *Distribution of Cars.*		
Must be distributed equally in time of scarcity 1888, 719,	1892	827
Not to be used for warehouse purposes	1889	906
WHEN USED FOR WAREHOUSE PURPOSES, CHARGES FOR—see *Demurrage.*		
LACK OF—see also *Failure to Furnish Cars.*		
Discussed by L. S. Coffin	1887	70
SENDING OFF OWN LINE—see *Refusal to Receive and Forward Freight.*		
WARMING OF.		
LIGHTING OF—see *Lighting Cars.*		
WHAT CONSTITUTES ADEQUATE SUPPLY OF—see *Equipment.*		
CAR LOAD RATES—		
Attempted abolition of 1885, 45, 47;	1886	31
Iowa State Jobbers and Manufacturers' association, protest against abolition of.	1885	47
Merrill & Keeney, Des Moines, v. C. & N.-W. et al., on furniture 1883, 679;	1884	60
On mixed car load of linseed and carbon oils	1892	844
Proposition to abolish indefinitely postponed	1885	53
Recognition of by Colorado law	1886	48

	Year	Page
CARLOAD RATES—*Continued.*		
CAR OFF ITS OWN LINE—see *Refusal to Receive and Forward Freight,* also *Failure to Furnish Cars.*		
OWNED BY SHIPPER, unjust discrimination of, paper on, by Judge Schoonmaker ex-interstate commerce commissioner	1891	30
PRIVATE DISCRIMINATION IN USE OF—see *Discrimination.*		
CARRIERS—		
Bound by quotation of rates by agents	1881	603
Their relations to each other discussed	1884	7
CARRIER'S RISK—see *Owner's Risk.*		
CARRIED PAST STATION—		
Boyle, I. W., Clarksville, v. C. G. W., carried past station 1889, 981;	1892	832
Lightner, F. E., Carthage, Mo., v. C. G. W.	1897	137
Windell, W. S., Castalia, v. C., M. & St. P., refusal to stop at Castalia	1892	832
CARRYING PASSENGERS ON FREIGHT TRAINS—see *Train Service.*		
CASH VALUE—see *Value, Present Cash.*		
CATTLE GUARDS—see also *Crossings.*		
Alexander, T. K., Storm Lake, v. M. & St. L.	1901	490
Battern, Charles, Storm Lake, v. M. & St. L. R'y, at farm crossing	1902	285
Bell, W. S., Des Moines, v. B., C. R. & N., refusal to construct	1899	1066
Campbell, F. R., et al., Bismark, v. C., M. & St. P., danger to cattle from location of fence, petition for cattle guards	1892	856-857
Chapman, H. G., Sioux City, v. C., M. & St. P., petition for	1892	795
Frazier, George, Panora, v. D. M. N. & W., defective, stock killed	1897	110
Gardner, John M., Leon, v. D. M., O. S., cattle guards and fencing	1894	849
Huber, M., Storm Lake, M. & St. P.	1901	491
Jamison, J. R., Oskaloosa, v. C., B. & Q., failure to put in	1892	553
Jarvis, M., Morning Sun, v. Iowa Central, petition for	1895	158
Long, Ira, Luther, v. St. L., D. M. & N., application for at farm crossing	1898	707
McCall, W. R., Ogden, v. M. & St. L., petition for	1895	556
Mohr, John, Fort Dodge, v. M. C. & Ft. D., application for	1897	720
Moone, N. B., Clarinda, v. C., B. & Q., cattle guards at crossing	1892	487
Moritz, George, Storm Lake, v. M. & St. L. R'y, at farm crossing	1902	278
Nelson, Bertha, Keokuk, v. C., R. I. & P., at farm crossing	1902	247
Onerem, J. L., et al., Thor, v. C. & N.-W., petition for cattle guards	1895	556
Petit, Chas., Storm Lake, v. M. & St. L.	1901	491
Petition for rehearing	1898	871
Sargent, O. G., v. C., R. I. & P.	1901	827
Smith, M., Storm Lake, v. M. & St. L.	1901	492
Tibbets, D. D., et al., Ogden, v. C., Ft. M. & D. M., petition for	1892	827
CHANGING NAME OF STATIONS—		
Adelphia, citizens of, v. Wabash, from Tamworth to	1901	510
Arlington, citizens of, petition for, C., M. & St. P., from Brush Creek to	1896	19
Enfield, Cooley, E. G., v. C., M. & St. P., Strawberry Point	1894	603
Luverne, citizens of, v. C. & N.-W., application for 1887, 720;	1888	705
River Junction, Musser, J. D., et al., v. B., C. R. & N., petition for 1888, 749;	1888	211
Sewal, Santa, Ira, v. C., M. & St. P.	1895	145
Strawberry Point, citizens of, v. C., M. & St. P., petition for	1893	724
Ticonic, Grant Township, citizens of, v. C. & D., petition for	1888	725
Vincent, Anderson & Richards, v. C., R. I. & P.	1892	883
CHARGES—		
Crary Bros., Boone, v. St. L., D. & N., prepayment of freight charges	1888	604
Wasson, J. A., Roscoe, Kan., v. C., M. & St. P., duties of carriers	1883	666
CHARITY FREIGHT—		
Shaw, H. B., Nora Springs, free carriage of	1895	100
CHARITABLE INSTITUTIONS, churches not such, as contemplated by law, with respect special rates (Commissioner Dey)	1888	838
CHOICE OF MARKETS, SHIPPERS AND ROUTES, RIGHT TO—see *Rights of Shippers.*		
CHURCHES may obtain special rates on building material	1888	837
CLAIMS—see also *Damages.*		

	Year	Page
CHARITY FREIGHT—*Continued.*		
FOR DAMAGES RESULTING FROM OBSTRUCTIONS—see *Obstruction.*		
FOR DAMAGES RESULTING FROM FAILURE TO RECEIVE CARS— see *Failure to Furnish Cars.*		
FOR REFUND OF OVERCHARGE—see *Overcharge.*		
Private, commissioners no authority to collect	1889	1082
FOR GOODS LOST IN TRANSIT—see *Lost in Transit.*		
FOR STOCK KILLED—see *Stock Killed.*		
CLASSIFICATION OF FREIGHT—		
Iowa Classification No. 12, and Schedule of Rates	1901	189
Amendments to	1900, 101, 102, 119; 1901, 189; 1902	217
Basalt plaster, Basalt Plaster Co., Des Moines	1894	240
Boilers, second-hand, Gottstein, F. v. Inspection Bureau	1892	847
Bottles, empty, returned, T. W. Rogers for Iowa Bottlers' Association	1894	305
Capacity of cars, France, H. C., Rose Hill, v. C., R. I. & P.	1897	135
Coal, Keefe Coal Co., Ft. Dodge, v. Ill. Cent.	1896	168
Corn planters, K. D.	1890	957
Crackers, Shaver & Dows, Cedar Rapids, v. Joint Western Classification	1883	659
Crushed stone for road purposes	1894	359
Discrimination in, Westphal, Hinds & Co., Dubuque, v. B., C. R. & N.	1881	125
Discrimination in classification of flour, Crystal Mill and Grain Co., Council Bluffs, v. Iowa Pool Lines	1883	703
Dog skins, Herman & Cownie, Des Moines, petition for change in	1895	221
Drugs, Miller, W. G., Ottumwa, Iowa, classification maximum not minimum	1896	166
Farm wagons, Star Wagon Co., Cedar Rapids, v. R'y Co's	1886	503
Glucose, James V. Mahony, Sioux City	1894	273
Gravel and sand	1894	359
Hancock, John T. & Son, Dubuque, v B., C. R. & N. R'y, lack of uniformity	1890	23
Hardware, mixed, C. L., S. E. Rush, Colfax, v. C., R. I. & P.	1901	507
Logs, rough, Des Moines Fence Co. and Des Moines Excelsior Works et al	1891	782
Linseed & carbon oils in mixed car loads, application for car load rates	1892	844
Live stock, H. G. S. Codd, Westfield	1894	260
Merchandise, Hummer, George, Iowa City, v. B., C. R. & N., discrimination in	1880	153
Minimum weights, Ketchum & Johnson Co., Marshalltown, v. C. & N.-W.	1897	108
National uniform freight classification discussed	1887, 49; 1898	11
Of freights, commissioners'	1889	983
Roadmaking materials	1902	236
Railroad ties, J. C. Taylor, Percy	1894	240
Sand, Besley, L. C., Council Bluffs, v. C. B. & Q., petition for restoration of previous classification on	1893	247
Sand and stone	1894, 359; 1902	236
Sawdust and fuel, Minesh, E. D. & Co., Eagle Grove	1897	154
Silicon wall plaster	1894	359
Syrup in pails, Mendel H., Neola, v. C., R. I. & P.	1897	759
Syrup in pails, Tucker Bros., Brooks, v. C., B. & Q. R'd Co.	1897	759
Wagons, democrat spring	1894	359
Western Wheel Scraper Co., Aurora, Ill., v. road making machines.	1894	182
Worcester & Son, Des Moines, v. various lines, change of on goods in transit.	1885	540
CLASSIFICATION OF RAILROADS—see also, *Rates, Freight.*		
A. B. and C	1878, 54, 67; 1881	85
Milliner, T. H., Iowa Falls, v. B., C. R. & N., complaint of	1882	464
CLEANING GRAIN IN TRANSIT—see *Milling in Transit.*		
COAL, APPROPRIATION OF BY CARRIERS—see *Appropriation of Coal.*		
COAL HOUSE SITES—see *Sites.*		
COAL, MINIMUM WEIGHT OF IN CAR LOADS—see *Minimum Weight.*		
Stewart, James, et al., v. C. & N.-W., scarcity of	1882	443
COAL RATES—see *Rates.*		
PETITION FOR ADVANCE IN—see *Rates.*	1890	908-923
For distance less than five miles	1887, 59; 1889	47
COFFIN, L. S., paper on automatic couplers and brakes		
COMBINATION BETWEEN TRUNK LINES AND FEEDERS—see *Pro-Rating.*		
COMMERCE, INTERSTATE—see *Interstate Commerce.*		
Commerce, State and Interstate, what constitutes	1900	7

	Year	Page
COMMISSIONERS—AUTHORITY, POWERS AND DUTIES OF—		
To act, when in doubt, should not be exercised	1889	1092
Derived from statute, beyond its expressed provisions they cannot act	1889	1092
Have no authority to require crossings where no highway has been established as required by law	1893	292
To stop the running of trains in cases of unsafe condition of road.	1892	768
No authority to interpret the law differently from its plain reading	1892	845
May order additional train service—see also *Train Service.*	1891	806
To order freight transfer for L. C. L. shipments	1888	168
To order under crossings	1892	28
Duties and jurisdiction of	1878, 5, 17, 50, 53, 54; 1879	71
under the law of 1884.	1884	42
increased powers of, discussion in relation to shippers to carriers	1884	81
law giving additional power to	1887	905
Duties of, enlarged by legislature	1892	24
Jurisdiction of	1891	28, 862
Old and new laws compared	1892	25
Duties and powers discussed	1892	21, 89
Duties and powers as defined by the United States supreme court.	1894	109
Laws of 1888, granting additional power and making elective	1888	81
Decisions of, enforced in courts	1892	21, 89
In different states	1878	62
Expenses of board of railroad commissioners, by states	1897	242, 243
In Great Britain	1878	67
Original organization of	1878	8
COMMISSIONERS—for Secretaries see *Secretary of Board.*		
Anderson, A. R.,		
appointed	1881	3
term expired	1884	3
Brown, Ed. C.		
elected	1902	3
Campbell, Frank T.,		
appointed	1888	3
elected	1889	3
drew three years term by lot	1889	4
term expired	1892	3
Carpenter, C. C.,		
appointed	1878	3
resigned	1878	3
Coffin, L. S.,		
appointed	1882	3
reappointed	1885	3
term expired	1888	3
Davidson, Chas. L.		
elected	1895	iv
deceased—memorial statement	1897	1
Dawson, E. A.,		
appointed to fill vacancy	1896	12
elected	1897, 12; 1900	10
Dey, Peter A.,		
appointed	1878	3
reappointed	1886	3
elected	1889	3
drew two years term by lot	1889	4
term expired	1891	3
re-elected	1892	3
term expired	1895	iv
Luke, John W.,		
elected	1891	3
re-elected	1894	3
deceased, memorial statement	1895, 1, 1896	12

COMMISSIONERS—*Continued.*	Year	Page
Lacey, J. W.,		
appointed	1878	3
appointed	1881	3
resigned	1884	3
reappointed	1887	3
term expired		
Mowry, W.,		
elected	1899	15
term expired	1902	3
Palmer, D. J.	1899, 15; 1901	9
Perkins, George W.,		
elected	1893	3
re-elected	1896	12
Smith, Spencer,		
appointed	1887	3
elected	1889	3
elected	1889	4
drew one year term by lot	1890	3
re-elected	1893	3
term expired		
Wilson, James,		
appointed	1882	3
resigned	1883	3
Woodruff, M. C.,		
appointed	1878	3
term expired	1882	3
COMMON CARRIERS must not discriminate in favor of themselves as private merchants	1889	1048
COMMUTATION TICKETS—see *Passenger Fare.*		
COMPARATIVE TONNAGE, in carloads and less than carloads	1883	82
COMPETITION, its effects on rates	1886	84
CONCEALMENT IN RAILROAD AFFAIRS—see *Publicity.*		
CONCESSIONS TO LARGE SHIPPERS—see *Carload Rates.*		
CONDEMNATION PROCEEDINGS—		
Cannot be maintained where company has no road in operation	1878	136
Commissioners no authority to compel the railroad companies to exercise	1893	191
Duty of carrier to exercise in certain cases	1891	825
Law granting for depot purposes	1884	86
Right to exercise not included in right of eminent domain	1887	679
Right of way, additional	1900	4
Applications for—		
Algona, by Iowa Central	1899	44
Allison, by C. G. W.	1902	800
Appanoose county, by Iowa & St. Louis	1902	210
Bayfield, by B., C. R. & N.	1900	84
Black Hawk county, by C. G. W.	1900, 210; 1901	177
Boone county, by C. & N.-W.	1900	87, 89
Butler county, by Ill. Cent.	1900	83
Calhoun county, by M., C. & Ft. Dodge	1902	206
Carroll, by M., C. & Ft. D.	1902	209
Carroll county, by C. & N.-W.	1900	163
Charles City, Cedar Falls & Minnesota R'd Co. v. land owners	1896	15
Cedar Rapids, C. & N.-W. and B., C. R. & N. R'ys v. land owners	1896	24
Cedar Rapids, by Dubuque & Sioux City	1901	178
Chickasaw county, by C. G. W.	1901	179
Clarion, by M. C., & Ft. D.	1902	273
Davenport, by C., R. I. & P.	1898, 77; 1901	175
Des Moines, C., B. & Q. R'd Co. v. Thomas Caughan, Sr., et al.	1885	549
Des Moines, Des Moines & Kansas City R'd Co. v. certain land owners	1891	767
Des Moines, by Des Moines Union R'y Co	1900, 84 1901	175
Dixon, E., B., C. R. & N. R'y Co. v. G. W. King, et al.	1884	600
Dubuque, Union Depot Company of	1893	480
Ehler, Dubuque & Sioux City R'd Co. v, certain land owners	1893	146, 221
Eldridge Junction, by C., M. & St. P.	1898	69

APPLICATION FOR—*Continued.*	Year	Page
Estherville, by B., C. R. & N.	1899	37
Estherville, by M. & St. L. R'y	1900	205
Evanston, Mason City & Ft. Dodge v. certain land owners	1891	798
Fayette county, by C. G. W.	1902	207
Ft. Dodge, by M. & St. L.	1902	200
Garner, Finch & Hayward of, inquiries concerning	1884	548
Goose Lake, C. & N.-W. R'y Co. v. certain property owners	1890	947
Greene county, by C. & N.-W. R'y	1900, 85, 86, 87, 88, 89, 90, 163	
Harrison county, by C. & N.-W.	1901	822
Iowa City, by C., R. I. & P. R'y Co.	1898	52
Jefferson county, by C., Ft. M. & D. M. R'y	1900	190
Jefferson county, by C., R. I. & P.	1901	176
Kossuth county, by C. & N. W.	1902	201
Lawrence, by Gowrie & N. W.	1900	168
Macnta, Chicago, Santa Fe & Cal. R'y Co. v. John Yager et al.	1887	785
Manson, by C., R. I. & P.	1890	45
Marsh, by Iowa Central	1900	82
Marshalltown, by C. G. W.	1902	208
Oelwein, for tracks to shops of C. G. W. R'y Co.	1895, 130; 1899	86
Oelwein, by C. G. W.	1902	207
Onawa, Cherokee & Dakota R'd Co. v. certain land owners	1888	709
Osceola, Des Moines & Kansas City R'd Co. v. land owners	1896	26
Osceola, C., B. & Q. R'd Co. v land owners	1893	27
Oskaloosa, by B. & W.	1902	202
Oskaloosa, Cent. Iowa R'y v. Baldwin, Mary, et al.	1886	572
Oskaloosa, on Iowa Central	1897	45
Oto, Cherokee & Dakota R'd Co. v certain land owners	1888	708
Ottumwa, C., M. & St. P. R'y Co. v. Daniel and Bridget Sughrue	1884	592
Ottumwa, for union depot at	1887	609
Poweshiek county, by Iowa Central	1902	205
Sheldon, Cherokee & Dakota v. certain land owners	1888	686
Sioux City, by C., St. P., M. & O.	1902	202
Sioux City, Sioux City, Chicago & Baltimore R'y Co. v. certain land owners	1893	135
Storm Lake, by M. & St. L.	1900	144
Story county, by C. & N.-W.	1901	521
Vinton by B., C. R. & N.	1899	38
Washington County, by C., R. I. & P.	1901	177
Waterloo, Dub. & S. C. R'd Co. v. Waterloo Water Co. et al., petition in	1890	891
Waterloo, Dub. & S. C. R'd Co. v. certain land owners	1890	953
Waverly, by Waverly Short Line	1898	31
Webster county, by M. & St. L.	1902	209
Webster County, by M. C. & Ft. D.	1901	178
West Liberty, by C., R. I. & P.	1899	43
West Liberty, by B., C. R. & N.	1900	83
West Liberty, by C., R. I. & P.	1900	185
Woodbury county, by C., St. P. M. & O.	1902	202
Wright county, by M. C. & Ft. D.	1902, 201, 204, 208	
CONDITION OF ROADS, improved physical	1891	25
CONDITION OF ROADBED AND TRACK of O. & St. L.	1902	227
CONDITION OF WESTERN RAILROADS—see *Railroad Situation, etc.*		
Amount of business offered railroads	1891	4
CONFLICTING AND DISPUTED PROVISIONS OF THE LAW—see *Law.*		
CONNECTION, CROSSING, discussion of	1884	79
CONSIDERATION, TAXES VOTED FOR RAILROADS, A PART OF—see *Stations.*		
CONSIDERATION OF IOWA RAILROADS, discussed	1879	60
CONTRACTS—		
Road work by	1891	26
Quotation of rates by agent and acceptance thereof constitutes	1886	609
For exemption of liability for fires set by engines	1895	xxxv
Concerning contract of release from liability by fire caused by railway company	1897	155
CONTRACT, VIOLATION OF—		
Berry, W. T., Marshalltown, v. W., I. & N., in providing crossing	1886	557

	Year	Page
CONTRACT, VIOLATION OF—*Continued.*		
Davison, M., Piano, v. Wabash, in building side track, etc.	1882	519
Day, F. A., Castana, v. Maple River R'd Co., in location of railroad	1884	585
Dorcas, John, Shiloh, v. C. & N.-W. R'y, failure to construct side track	1883	573
Elliott, W. P., Morning Sun, v. C., B. & Q., failure to fence	1883	729
Fanser, W. D., Wirt, v. H. & S., violation of right of way contract	1887	582
Fort Dodge, city of, v. C., R. I. P. et al., failure to operate road	1849	982, 987
Harshbarger, W. A., Oakland Mills, v. St. L., K. & N. W., failure to provide cro-sings and fence in consideration of right of way	1892	841
Hunter, A., Wyman, v. B. & N. W., failure to build cattle guards, fences, etc	1883	701
Kenyon, F. L., et al., Iowa City, v. B., C. R. & N., failure to run chair cars	1883	675
Macrae, D., mayor of Council Bluffs, v. C., R. I. & P., and C. & N.-W., in abandoning Council Bluffs as Western terminus	1892	8 5
Orillia, citizens of, v. C. G. W., in maintaining station	1884	238
Phelan, James, Maitland, Dak., v. C., M. & St. P. R'y Co., failure to furnish shipping facilities	1885	5'2
Seevers, W. A., et al., Oskaloosa, v. Central Iowa, station accommodations	1886	620
Springer, A., Prairie City, v. C., R. I. & P., refusal to redeem commutation tickets	1885	580
Torkelson, Nels, et al., Austin, v. C., M. & St. P., failure to put in station	1892	893
YBEY, E. H., Audubon, v. B., C. R. & N., on rates on emigrant movables	1885	583
CONVENTION OF STATE RAILROAD COMMISSIONERS—		
With interstate commerce commission	1889, 19; 1891, 20-29; 1892, 44; 1893	40a;
	1894, 361; 1895, xxxviii; 1896, 10; 1897, 11; 1899, 14; 1900	6
With commissioners of surrounding states	1881	164
CONSTRUCTION ACCOUNTS, open discussed	1878	38-39
CONTROL OF RAILROADS BY GOVERNMENT—see *Government Control.*		
CONTROL BY STATE—see *State Control.*		
CONTROL OF STATION GROUNDS—see *Omnibus Privileges.*		
CONVENTION RATES—see *Rates.*		
COOLEY, JUDGE T. M., on "Railroad Commissions"	1888	45
Address on "The Railway Problem"	1891	29
Article on "Popular and Legal Views of Traffic Pooling"	1887	84
CORN RATES, request of commissioners for temporary reduction of	1886	619
COST—		
Average of roads in different states	1880	175
Difficulty in obtaining information on	1884	17
Discussion on	1887	51
Earnings of, in excess of 6 per cent. on $30,000 per mile	1891	36, 37
Of construction per mile	1878	55
Of equipment per mile	1878	38
To move freight, per ton per mile, discussed	1884, 29; 1888	764-783
OF OVER AND UNDER RAILROAD CROSSINGS, APPORTIONMENT OF—see *Crossings.*		
COUPLERS—AUTOMATIC—AND BRAKES—see also *Automatic Couplers.*		
Automatic, paper on, by Commissioner Coffin	1885, 92; 1887, 51; 1889	47
Comparative table	1899, 13; 1900	9
Different types of couplers considered	1891	20, 25
Discussion of Iowa law requiring their use	1890, 7; 1900	5
Generally used	1898	4
Law concerning	1891	18
Recommendations of commissioners' convention for law concerning	1892	45
Test of, in Massachusetts, reported	1884	40
COUPLING CARS—		
Loss of life and personally injury discussed	1884	39
Comparative table of	1900	9
COURTS, CASES PENDING IN—REPORT OF ATTORNEY-GENERAL—see *Litigation.*		
State courts to take cognizance of order of commissioners	1891	832
CROSSINGS FARM—		
At grade, and over or under grade, discussed	1893, 18, 25; 1900	8
Decision of supreme court regarding	1892	25, 28
Matters of public right, decision by supreme court	1892	28
Overhead farm crossing, decision of supreme court on, discussed	1892	28, 29

	Year	Page
CROSSINGS, FARM—*Continued.*		
Legislation recommended	1889, 48; 1891, 43; 1899, 7; 1901	3
Under grade or overhead	1900	4
COMPLAINTS CONCERNING—PETITIONS FOR—		
Alexander, T. K., Storm Lake, v. M. & St. L., cattle guard	1901	490
Amundson, Helga, Ellsworth v. C. & N.-W., obstructed by snow	1888	738
Anderson, W. M., St. Charles, v. D. M. & K. C., at grade	1897	23
Arthurs, C. H., Oakland Mills, v. St. L. K. & N.-W.	1900	139
Barnes, R. H. and J. H. Olivet, v. C., R. I. & P., under open	1898	261
Battern, Charles, Storm Lake, v. M. & St. L., cattle guards at	1902	285
Beck, Joseph, Marcus, v. D. & S. C. (Ill. Cent.), under	1891	825
Beech, A. A., Collins, v. C. M. & St. P., cattle guards	1900	214
Bendicksen, G., Lake Mills, v. C. & N.-W., ordinary	1901	557
Berry, W. T., Marshalltown, v. W. I. & N., contract for, violated	1886	510
Berry, W. T., Marshalltown, v. C. G. W., under crossing	1895	164
Bevans, Mrs. I. S., Redding, v. C. B. & Q., undergrade	1900	209
Blackman, G. M., Newton, v. C. R. I. & P., at grade, farm	1890	909
Blosser, Sam, Patterson v. C., R. I. & P., open	1902	279
Brand, Karl, New Hampton, v. C. G. W., repair of crossing	1902	291
Brockman, William, Baxter, v. C. St. P. & K. C., open farm	1890	912
Brownell, H. S., Spirit Lake, v. C., M. & St. P., open—cattle guard	1892	845
Brubaker, B. F., Orillia, v. C. G. W., undergrade	1900	184
Buffham, Joe, Lohrville, v. C. & W., undergrade	19.2	288
Bunker, M., Traer, v. C. & N.-W., condition of cattle pass	1901	489
Burkhalter, A. C., Rockwell City, v. C., M. & St. Paul, cattle guards	1900	155
Burns, Thomas, Breda, v. C. & N.-W., at grade	1883	630
Burns, W. W., Cromwell, v. C., B. & Q., undergrade	1901	505
Buttles, C. Corwith, v. Iowa Central, undergrade	1900	198
Cain, Dennis, Arthur, v. C. & N.-W., unsuitable	1848	720
Calderwood, H., Traer, v. B., C. R. & N., undergrade	1901	462
Chapman, H. G., Sioux City, v. C., M. & St. P., location of	1890	846
Cole, Lyman, v. B., C. R. & N., under, petition for	1896	157
Cooter, David, Flingstad, v. Crooked Creek, ordinary	1901	519
Critchfield, J. W., Lucas v. C., B. & Q., ordinary	1895	186
Cruse, J. B., Vincennes, v. C., R. I. & P., renewal of bridge	1899	62
Cunningham & Jones, Marshalltown, v. C., M. & St. P., petition for	1892	890
Cutler, G. L., Clarion, v. M. C. & Ft. D., open and cattleguards	1887	716
Cutler, G. L., Clarion, v. M. C. & Ft. D., under farm	1899	1089
Cutler, G. L., Clarion, v. M. C. & Ft. D., petition for under	1890	850
Cutler, G. L.	1893	28
Dallner, Simon, Mt. Pleasant, v. C., B. & Q., undergrade	1900	213
Davise, J. K., Bagley, v. C., M. & St. P., open	1898	76
Davis, B. F. Compotine, v. C., M. & St. P., undergrade	1902	287
Davitt, James, Cummings, v. C. G. W., under	1895	125
Deadrick, John, Cedar Falls, v. C. & N. W., undergrade	1900	206
Deitken, C., Council Bluffs, v. M. C. & F. D., undergrade	1902	293
Denison, T. W., Clarion, v. M. C. & Ft. D., replacing and repairing farm crossing	1896	52
Dennis, I. V., Coralville, v. C., R. I. & P., under, failure to maintain	1889	979
Delahery, T., Sumner, v. M. & N. W., farm and cattle guards	1886	536
Dudgeon, Lafayette, Hedrick, v. C., M. & St. P., undergrade	1902	282
Eckstein, H., et al., Cresco, v. C., M. & St. P., open	1895	202
Edge, H. M., Tipton, v. B. C. R. & N., undergrade	1900	125
Ennessy, P., New Hampton, v. C., St. P. & K. C., petition for under	1889	1073
Enness-y, P., New Hampton, v. C. G. W., defective under bridge	1898	167
Erickson, A. M., Marathon, v. C., M. & St. P., undergrade	1900	187
Evans, Mrs. J. W., Williamsburg, v. C., M. & St. P., undergrade	1901	469
Evans, ——Elms, v. C. G. W., undergrade	1902	249
Fanser, W. D., Wirt, v. H. & S., contract providing, ignored	1887	582
Fisher, R. B., Knoxville, v. C., R. I. & P. overhead	1893	420
Fordyce, Harry, Libertyville, v. C., R. I. & P., petition for farm	1896	509
Fox, John, Dallas Center, v. C., R. I. & P., undergrade	1901	515
Fuller, H. E. Kalo, v. M. & St. L., petition for farm	1885	563
Gaston, H. F., Traer, v. C. & N.-W., cattle pass, condition	1901	514

COMPLAINTS CONCERNING—*Continued.*

Gaston, H. F., Traer, v. I., M. & N. W., undergrade	1899	116
Geomatz, John, Auburn, v. Ill. Cent., undergrade	1900	149
George, W. C., Collins, v. C., M. & St. P., undergrade cattle pass	1899	88
Glays, J., Libertyville, v. C., Ft. M. & D. M., petition as per contract	1893	237
Gravatt, O., Traer, v. C. & N.-W. R'y, undergrade	1899	113
Graves, R. T., Mason City, v. M. C. & F. D., under	1895	36
Gray, W. A., Albia, v. Iowa Central R'y, at grade	1899	69
Griffin, John, Hedrick, v. C., M. & St. P., petition for	1900	189
Hamilton, William R., Washington, v. C., R. I. & P., under bridge	1893	145
Hankee, August, Wall Lake, v. C. & N.-W., petition for open	1886	499-552
Hansen, N. M., Albert City, v. C., M. & St. P., open	1901	507
Harris, J. S., New Market, v. K. & W., cattle guard	1901	523
Haynes, S., Cummings, v. C. G. W., undergrade	1900	174
Heavilin, S. R., Gladbrook, v. C. G. W., replacing	1897	122
Helmer, M. F., Mechanicsville, v. C. & N.-W., repairs on	1894	274
Helphrey, L. S., Metz, v. C., R. I. & P., undergrade	1902	287
Hickman, C. J., Metz, v. C., R. I. & P., petition to restore plank in	1891	760
Hickman, C. J., Metz, v. C., R. I. & P., defective farm	1892	852
Holmes, W., et al., v. C. & N.-W., cattle guards	1900	115
Holschlag, Henry, New Hampton, v. C. G. W., cattle pass	19.2	288
Hoover, C. E., Delphos, v. C., B. & Q., under and cattle guard	1889	1004
Hopkins, David, Panora, v. D. M. N. & W., petition for under	1893	225
Howard, John S., Sac City, v. C., M. & St. P., additional	1900	142
Huber, M., Storm Lake, v. M. & St. L., cattle guard	1901	491
Humphrey, Sanford, Jefferson county, v. C., R. I. & P., protest against filling crossing under bridge	1893	207
Irwin, Mrs. J. S., Tama, v. C. & N.-W.	1900	209
Ives, Julius, Dickens, v. C., M. & St. P., petition for open	1889	1063
Jarvis, Myers, Morning Sun, v. Iowa Central, cattle guards and fencing	1895	153
Kendall, J. F., Fredericksburg, v. C. G. W., undergrade	1898	89
Kiel, De Kalb, v. H. & S., petition for farm	1892	881
Korns, Jacob, Hartwick, v. C. & N.-W., under, failure to repair	1891	730
Lamb, L., What Cheer, v. C. & N.-W., undergrade	1900	192
Lawson, W., Fairfield,, v. C., R. I. & P, ordinary	1901	514
Lee, C. G., Ames, v. C. & N.-W., overhead	1900	157
Lemen, J. H., Colfax, v. C., R. I. & P., ordinary, at grade	1895	188
Lewis, J. F., New Hampton, v. C. G. W., petition for open farm	1893	208
Lister, William, Newton, v. C., R. I. & P., petition for open	1889	1092
Lockwood, L. N., Coldwater, v. I. M. & N.-W., undergrade	1899	104
Longman, A., Logan, v. Ft. D. & O. undergrade	1900	217
Lynch, P., New Hampton, v. C., St. P. & K. C., undergrade....1833, 701; 1889, 978;	1899	89
Lyons, P., Navan, v. C., M. & St. P., undergrade	1899	64
Madson, C., et al., Cresco, v. C., M. & St. P., open	1895	202
Martin, J. H., Tripoli, v. C., St. P. & K. C., protest against removing	1890	872
Martin, J., Bagley, v. C., M. & St. P., with cattle guards	1898	50
May, Jas., Russell, v. C., B. & Q., to highway	1900	119
Meyer, Arend, Holland, v. B., C. R. & N., undergrade	1897	70
Miller, James, T., Bristow, v. Dub. & Dak., impas-able condition of	1886	501
Miller, J. H., Foster, v. C., M. & St. P., to highway	1900	184
Mills, O., Lewis, v. C., R. I. & P., undergrade	1901	502
Moritz, George, Storm Lake, v. M. & St. L., cattle guards at	1902	278
Morrison, D., Arthur, v. C. & N.-W., petition to repair under	1891	791
McDonald, Thomas, Bayard, v. C., M. & St. P., overhead farm 1886, 587;	1889	975
McDonald, Thomas, Bayard, v. C., M. & St. P., board's decision discussed	1892	28
Supreme court's opinion in	1892	893
McGonegle, Jas., Delmar, v. C., M. & St. P., relocation	1900	191
Nelson, Bertha, Keokuk, v. C., R. I. & P., cattle guards at	1902	247
Nichols, John, East Peru, v., C. G. W., undergrade	1902	271
Nolte, C., Sumner, v. C. G. W., undergrade cattle pass	1901	507
Norton, B. P., Cresco, v. C., M. & St. P., board's decision discussed	1890	916
Obye, L. Lohrville, v. C. & N.-W., undergrade	1900	105
Overholt, E. S., Wyoming, v. C. & N.-W., petition for under	1893	218

COMPLAINTS CONCERNING—*Continued*—

	Year	Page
Pease, John, Farragut, v. C., B. & Q., petition for reopening farm	1893	222
Peek, J. W., Truro, v. D. M. & K. C., open 1895, 193;	1900	112
Petit, Chas., Storm Lake, v. M. & St. L., cattle guard	1901	491
Phipps, A. S. Farragut, v. C., B. & Q., open	1898	15
Pine, N. A., Algona, v. C., M. & St. P., undergrade	1898	48
Poorbaugh, H., Colfax, v. C., R. I. & P., at grade	1896	117
Plato, O., for A. Bartlett, Correctionville, v. Ill. Cent., open crossing	1896	139
Pratt, F. B., Auburn, v. Ill. Cent., undergrade	1901	465
Pryor, A. M., Leon, v. D. M. & K. C., petition for farm	1891	812
Rimathe, Jasper, Slater, v. C. & N.-W., undergrade	1902	243
Roadman, L. E., Dairyville, v. C. & N.-W., undergrade	1901	508
Ryan, R. B. J., Leighton, v. C., R. I. & P. over	1894	240
Sackrider, D. Maquoketa, v. C., M. & St. P., undergrade	1900	135
Sampson, L. E., Altoona, v. C., R. I. & P., open crossing	1901	381
Sargent, O. G; Sr., Vincennes, v. C., R. I. & P., with cattle guards	1901	527
Scanlon, Thomas, Grafton, v. C., M. & St. P., petition for farm	1892	845
Schachel, Wm., Burlington, v. C., R. I. & P.,	1902	802
Schade, Conrad Glenwood, v. C., B. & Q., petition to leave, under bridge	1902	856
Schrimper, Mrs F., Linn Junction, v. C., M. & St. P., undergrade	1897	120
Schwab, L Morning Sun, v. Iowa Cent., undergrade	1900	195
Sconce, W. F, Delphos, v. C, B. & Q., undergrade	1900	207
Shrimper, R. D., Robins, v. C., M. & St. P., repairs of	1902	295
Smith, J. H., Ira, v. C. G. W., petition to open farm crossing as per contract	1893	231
Smith, E. C., Crown, v. C., B. & Q., petition for under farm	1892	823
Smith, Mrs. M., Storm Lake, v. M. & St. L., cattle guard	1901	492
Stanton, Franklin, Shenandoah, v. O. & St. L., dangerous	1898	75
Stephens, A. C., Glidden, v. C. & N.-W., petition for open farm	1888	728
Stevens, Albert, Acme, v. C. G. W., location of	1902	298
Stouffer, G. H., Marshalltown, v. C. G. W	1900	162
Stubbs, Hedrick, v. B. & W., condition of	1900	206
Swain, J. W., Guthrie county, v. C., M. & St. P., petition for under	1898	241
Swisher, J. D. W. Sigourney, v. C., R. I. & P., over....1895, 115;	1897	17
Taylor, W. L., Sibley, v. B., C. R. & N., undergrade	1900	193
Tice, F. L. J. H., Monroe, v. C., R. I. & P., with cattle guards	1902	275
Tunnicliffe, G. and C., Bingham, v. O. & St. L., petition for open	1893	214
Van Zante, Tunis, Otley, C., R. I. & P., with cattle guards	1902	275
Walker, H., Logan, v. Ft. D. & O., location	1900	147
Wakeman, M. A., Otho, v. M. & St. L., taking up plank	1896	109
Walleck, S. M., Shambaugh, v. C., B. & Q., petition for open	1892	766
Walsh, J. H., Dickens, v. C., M. & St. P., bridge	1900	160
Walters, H. F., Rockwell City, v. Ill Cent., undergrade	1899	91
Waltershied, A., Cadar Rapids, v. C., M. & St. P., at grade	1901	166
Warfel, B. F., Washington, v. C., R. I. & P., under, for stock	1895	287
Warnock, Alexander, Sigourney, v. B., C. R. & N., petition for under	1892	807
Warnock, Alexander, case, petition for under	1893	18
Warnock, Alexander, Sigourney, v. B., C. R. & N. (test case), in court	1893	171
Warnock, Alexander, Sigourney, attorney-general's report concerning	1895	xxxviii
Warnock, Alexander, Sigourney, supreme court's opinion or discussion of	1896	5
Welday, James, Fairchild, v. C., Ft. M. & D. M., open	1895	141
Westhook, D. H., Letts, v. M. N. & S., undergrade	1900	57
decree of district court in	1900	66
White, Dr. S. S., Creston, v. C., B. & Q., protest against filling under bridge	1893	218
Wiley, J., Storm Lake, v. M. & St. L., cattle guard	1901	490
Wilson, Isaac, Henderson, v. C., B. & Q., open	1898	68
Wilson, I., Henderson, v. C., B. & Q., cattle guard	1901	472
Wilson, W. P., Elberon, v. C. & N.-W., condition of undergrade	1901	506
Wright, Geo. C., Kniffin, v. Ill. Cent., undergrade	1901	467
Zurcher, Farmersburg, v. C., M. & St. P., petition for under	1891	770

CROSSINGS, HIGHWAY—

At grade, their construction over station grounds discussed	1898	16-156
Expense of relocation must be borne by railroad company, opinion by attorney-general	1889	1065

CROSSINGS, HIGHWAY—*Continued.*	Year	Page
Discussion of	1896, 10; 1898, 7;	1899 7
Legislation recommended	1885, 60; 1889, 33;	1891 44
Jurisdiction of commission in ordering	1894, 172;	1898 7
Should railway companies grade full width on right of way?		1895 105
Undergrade and overhead discussed		1900 4
Number in Iowa	1893, 1;	1900
Recommendations concerning		1901 3
Number of		1901 82
PETITIONS FOR, COMPLAINTS CONCERNING—		
Adams, R. M., road supervisor, Clarke county, v. C., B. & Q.		1891 729
Anderson, William M., St. Charles, v. D. M. & K. C., alley		1897 28
Anderson, Frank, Dawson, v. C., M. & St. P., concerning rights of county		1898 64
Arcadia, town of, v. C. & N.-W., opening street		1897 38
Bargfriede, William, et al., Arcadia, v. C. & N.-W., street crossing		1892 847
Barnum, township trustees, v. Ill. Cent., inadequate overhead		1901 479
Batavia, town of, v. C., B. & Q. R'y., unfit condition of undergrade		1901 506
Baxter, township trustee of, v. C. & G. W., dangerous		1900 131
Belmond, M. S., Paige of, v. M., C. & F. D., flagman for street crossing		1900 154
Binford, J. D., Allen's Grove, v. C. M. & St. P., unsafe condition of		1888 555
Boatwright, G. J., Hastie, v Wabash, petition for reopening of		1892 837
Buckley, D., New Hampton, v. C. G. W., unfit condition of		1898 77
Brooks, M., et al., v. C. & N.-W., dangerous		1894 344
Bryan, J. C., Bouton, v. C., M. & St. P., petition for		1890 950
Buena Vista county, v. C. & N.-W., opening crossing		1899 61
Burch, A. M., road supervisor, Dixon, v. B., C. R. & N., defective		1889 1031
Calhoun county, supervisor of, v. Gowrie & N. W. improper construction		1900 152-176
Carpenter, for board of supervisors, Iowa Falls, v. Ill. Cent., petition for		1896 68
Cedar county, supervisors of, v. B., C. R. & N., dangerous		1890 52
Cedar Rapids, township trustees of, v. C., M. & St. P., dangerous		1899 93
Center township, Mills county, v. C., B. & Q., dangerous condition of		1895 578
Centerville, B. F. Kendig of, v. Iowa Cent., condition of		1900 134
Chariton, G. J. Gittinger of, v. C., B., & Q., establishment of		1900 210
Clarke, J. S., Davis City, v C., B. & Q., opening streets across right of way		1892 882
Coffin, L. S., v. Ill. Cent. and M. & St. L., dangerous at Ft. Dodge		1883 713
Comstock, J. L., et al., Hardy v. B., C. R. & N., petition for street crossing		1896 182
Cordell, J. L., road supervisor, Boone, v. D. M. N. & W., petition for		1893 227
Corsant, Benjamin, et al., Bagley, v. C., M. & St. P., petition for		1893 303
Corwith, citizens of, v. M. & St. L., petition for		1896 592
Crawford, M. A., Glard, v. C., M. & St. P., failure to plank		1897 148
Creighton, M. C., Madrid, v. C., M. & St. P., overhead street		1901 491
Davenport, township trustees of, v. C., R. I. & P., dangerous		1900 118
Davis, Geo. W., mayor of Hastings, v. C., B. & Q., for flagman at		1892 881
Davis, L. B., Bridgewater, v. C., B. & Q., petition for		1894 311
Dicker, F. E., Correctionville, v. C. & N.-W., relocation of highway		1891 709
Dodd, Andrew, Traer, v. B., C. R. & N.		1883 628
Dundee, Arthur Lee of, v. C. G. W., establishment of		1900 208
Durant, town of, v. C., R. I. & P., warning bell at		1902 250
Elkport, town of, v. C., M. & St. P., failure to plank		1897 143
Fayette, Joe Fockler of, v. C., M. & St. P., dangerous		1900 126
Felton, J. B., supervisor, New Virginia, v. D. M. & K. C., defective		1892 789
Ferguson, W. P., county attorney, page county, Shenandoah, for board of supervisors, v. C., B. & Q., petition for highway crossing	1893, 262;	1894 172
Ft. Dodge, city of, v. C., R. I. & P. and M. & St. L., overhead street		1892 802
Francis, P. H., Cedar Rapids, inquiry as to duty of railway company as to grade		1895 105
Frantz, S. G., Blairstown, v. C. & N.-W., petition for		1894 315
French, D. A., road supervisor, Rowan, v. B., C. R. & N., petition for		1892 854
Funk, J. H., Iowa Falls, v. Ill. Cent., dangerous and dark street crossing		1896 59
Gafford, Joseph, Burlington, v. citizens of Murray, dangerous obstruction		1887 697
Graff, N. H., v. C. & N.-W., dangerous street crossing		1896 128
Haviland, D. A., Ft. Dodge, v. M. & St. L. and Ill. Cent., dangerous		1886 509
Hersom, H., Diagonal, v. H. & S., highway		1894 251
Hill & Hall, Wesley, v. C. R., G., & N.-W., street crossing in Titonka		1899 110

PETITIONS FOR, COMPLAINTS CONCERNING—*Continued.*	Year	Page
Hunt, C. H., Shell Rock, v. B., C. R. & N., out of repair	1901	462
Hutchinson, attorney for Sioux county supervisors, v. C. & N.-W., undergrade	1896	71
Hutchinson, attorney for Sioux county, near Maurice	1897	59
Independence township, Jasper county, trustees of, v. W., I. & N., unsafe	1895	543
Johnson, H., Casey, v. C., R. I. & P., petition for	1895	165
Jost, F. J., mayor of Remsen, v. Ill. Cent. defective, street	1892	889
Keep, Fred A., Rock Rapids, v. C., M. & St. P., dangerous highway	1884	596
Kendig, B. F., road supervisor, Centerville, v. Iowa Cent. R'y, undergrade	1898	78
Kincaid, A. W., Mt. Pleasant, v. St. L., K. & N.-W., overhead, defective	1889	1085
Kossuth county, R. A. Lyons of, v. C. & N.-W.	1900	178
Kossuth county, supervisors of, v. C. & N.-W., location of	1901	485
Kubish, M. A., county supervisor, Ft. Madison, v. C., M. & St. P., establishment of	1902	273
Lamoille, trustees of, v. C. & N.-W., unfit condition of	1896	170
Latham, Fred, Ft. Dodge, v Ill Cent. et al, obstructing view of	1890	847
Laubach, H., Goldfield, v. C. & N.-W., highway	1894	254
Lestina, road supervisors, Froelich, v. C., M. & St. P., overflow of	1897	119
Louisa county, supervisors, v. Iowa Cent., et al, undergrade	1896	84
Long creek township, Van Wert, v. H. & S., overhead, too low	1897	124
Luther, C. D., road supervisor, Marcus, v. Ill. Cent., grading road crossing	1893	245
Manchester, city of, v. Ill. Cent., dangerous	1902	251
Marshall county supervisors of, v. C. & N.-W., petition for new highway crossing on relocation of highway	1889	1064
Marshall county, D. W. Hayne of, v. C. G. W., repair of	1900	206
McCarn, C. A., Princeton, v. D., R. I. & N.-W., dangerous	1901	885
McGregor, city of, v. C., M. & St. P., over-crossing on highway	1889	1009
McKimpson, L., Thayer, v. C., B. & Q., petition for	1897	112
Merritt, George H. Glidden, v. C. & N.-W., refusal to put in	1885	569
Meyers, N. W., Lamoille, v. C. & N.-W., condition of approaches	1896	169
Mitchellville v. C., R. I. & P., street across station grounds	1894	358
Molsberry, M. M., Clarksville, v. B., C. R. & N., highway crossing	1896	129
Moon, C. H., Ackworth, v. C., B. & Q., dangerous approach to	1889	1047
Moralee, C., Allison, v. C., St. P. & K. C., petition for two highways	1891	817
Mouw, B., et al., Sioux Center, v. S. C. & N., dangerous	1896	110
Muddy, H. C. Wetter of, v. C. & N.-W., improper construction	1900	176
Murray, citizens of, v. C., B. & Q., obstruction of view at highway	1886	565
Nagle, Conrad, supervisor, Odebolt, v. C. & N.-W., defective highway	1892	827
Neola v. C., R. I. & P. and C., M. & St. P., overhead street crossings	1892	805
Nicholas, James, road supervisor, Hamilton township, Iowa county, v. C., M. & St. P., dangerous crossing near highway, Williamsburg	1891	795
Page county, supervisor of, v. C., B. & Q., juri-diction of commissioners in establishing highway crossings	1894	172
Poffinberger, A., Marshall county, v. C. G. W. R'y, highway	1893	202
Polk county, citizens of, v. C., St. P. & K. C., protest against dangerous	1897	718
Portland township, Algona, v. C. & N.-W., petition for	1894	261
Pottawattamie county, citizens of, v. C., M. & St. P., better approaches to	1892	786
Pottawattamie county v. C. & St. L., petition to repair	1893	205
Pundt, F. Iowa county, v. C., M. & St. P., petition for	1893, 260; 1894	314
Raymond, J. C., Algona, v. B., C. R. & N., opening of	1897	51
Raymond, J. C., Algona, v. C. & N.-W. failure to open	1898	71-76
Raymond & Raymond, Algona, v. B., C. R. & N., at grade	1898	64
Redmond, J. M., Cedar Rapids, v. C. & N.-W., electric signal for	1898	127-136
Reed, C. A., Menlo, inquiry concerning approaches to highway crossings	1901	509
Richards, W. R. Owens of, v. Ill. Cent., excavation	1900	205
Rockwell City, incorporated town of, v D. M., N. & W., street crossing	1898	47
Rogers, F. B., et al., Britt, v. C., M. & St. P., petition for	1886	529
Rogers, H. A., Boone, v. C. & N.-W., petition for	1887	777
Ruehle, Charles, Ruthven, v. C., R. I. & P., repairs on, drainage, etc	1894	302
Russell, John W., et al., Kilduff, v. Central Iowa, petition for	1884	527
Russell, town of, v. C., B. & Q., establishment of street, sidewalk	1900	204
Ruthven, citizens of, v. C., M. & St. P., over station grounds	1900	187
Scheib, W. T., Baldwin, v. C. & N.-W., undergrade street	1896	561
	1901	505

	Year	Page.
PETITIONS FOR, COMPLAINTS CONCERNING—*Continued*—		
Schooler, Peter, Summerset, v. C., R. I. & P., petition for highway crossing	1895	390
Shannon, E. S., Jamaica, v. C., M. & St. P., opening of street	1902	270
Simpson, J. H., Rock Valley, v. C., M. & St. P., petition for	1895	225
Sprague, J. F., Russell, v. C., B. & Q., complaint should show what street	1898	42
Steamboat Rock, citizens of, v. Iowa Central, street crossing at grade	1896	32
Storm Lake, city of, v. Minn. & St. Louis, opening of street	1902	230
Supervisors of Story county v. D. M., I. F. & M., proper construction of	1902	272
Thomas, A. D., Fredericksburg, v. C. G. W., across station grounds	1893	156
Thrap, F. J., Coin, v. C. & St. L., improper condition of	1902	242
Titonka, on C. R., G. & N.-W., opening street in	1899	110
Turner, John, supervisor, Lenox, v. C., B. & Q., petition for	1892	825
Union township, Boone county, trustees of, v. M. & St. L., defective	1896	584
Vincent, Leon, et al, Ft. Dodge, v. D. & S. C. (Ill. Cent.), overhead	1893	148
Walnut, township trustees of, C., R. I. & P., overhead	1899	54
Wall Lake, township trustees v. C. & N.-W., bridge over stream	1900	141
Wall Lake, township trustees v. Ill. Cent., overhead	1900	216
Waverly, near, on C. G. W. out of repair	1901	526
Wells, L., township clerk, Mallard, v. C., R. I. & P., petition for	1892	801
Wickersham, F. G., Capron, v. C. G. W., dangerous	1902	229
Woodford, S. C., road supervisor, Clay, v. Iowa Cent., petition for	1895	148
Wulff, H. J., county supervisor, Davenport, v. C., R. I. & P., relocation of	1902	246
Yates, William, Glidden, v. C. & N.-W., petition for and cattle guard	1894	503
Zenor, W. H., road supervisor, Ontario, v. C. & N.-W., petition for	1894	320
CROSSINGS AT STATION GROUNDS—see *Obstruction*; also *Crossings, Highway.*		
CROSSINGS BLOCKADE BY TRAINS—see *Obstructing Streets.*		
CROSSING, STREET,—BLOCKADED WITH TRAINS—see *Obstruction.*		
CROSSING STOPS—		
Adel, citizens of, v. D. M. & Ft. D., failure to let passengers off	1892	558
Altoona, citizens of, v. C., R. I. & P., failure to stop at intersection	1894	181
Bennett, L. D., Mason City, v. B., C. R. & N., failure to stop	1892	855
Boyd, J. I., Herndon, v. C., M. & St. P., failure to stop	1894	595
Carr, C. W., et al., Dow City, v. C. & N.-W., failure to stop at Arion	1894	330
Doughty, B. F., and C. W. Carr, Dow City, v. C. & N.-W., failure to stop	1894	330
Dunsmore, N., Rockwell, v. Central Iowa, failure to stop	1892	529
Foster, W. J., Clarksville, v. B., C. R. & N. R'y, failure to stop	1894	546
Requirement concerning stopping of trains at	1894	85
CROSSING RAILROAD—		
Adequate, should be defined by legislative enactment	1892	29
At grade, dangerous	1892	28
At grade, discussed	1888, 28; 1890	11
At grade, laws of various states concerning	1887	711
Connection at grade	1894	79
Crossing over railroad, what constitutes "an adequate crossing"	1888	28
Int[illegible] meeting	1894	78
Requirements concerning stopping of trains at	1894	85
COMPLAINTS CONCERNING—		
C. Ft. M. & D. M. R. R. Co. v. C. B. & Q. and St. L. K. & N.-W., petition for grade	1890	926
C. & N.-W. R'y. Co. v. S. C. & N., protest against grade at Maurice	1889	1014
C., R. I. & P. R'y. Co. v. C., St. P. & K. C., at grade	1887	735
C., R. I. & P. R'y. Co. v. F. M. & D. M., at grade at Libertyville	1892	743
C., R. I. & P. v. D. I. D. R. R. Co., in Muscatine county	1888	829
Humeston & Shen. R. R. Co. v. C., St. P. & K. C., at grade	1887	709
Ill. Cent. and Ced. Falls & Minn. v. Waverly short line et al., at grade	1888	576
Ill. Cent. R'd. Co. v. C., M. & St. P., at Storm Lake	1899	101
Ill. Cent. R'd. Co. v. C., M. & St. P. at Arion	1899	102
Lake Manawa R'y. Co. v. C., R. I. & P. et al., at grade in city	1887	739
Law requiring discussed	1894	85
Mason City & Ft. Dodge R. R. Co. v. Crooked Creek R'y. Co., at grade	1887	732
Southerland & Paullina, citizens of, v. C. & N. W. et al., at grade	1887	754
Webster City & C. C. R. R. Co. v. M. C. & Ft. D., arbitration	1888	508, 601
CULLOM INVESTIGATION COMMITTEE from United States senate	1895	32

	Year	Page
DAMAGES TO PROPERTY when shipped at owner's risk, company not liable when less rate is given in consideration of such release—see also *Owner's Risk.*	1890	878
DAMAGES RESULTING FROM FAILURE TO RECEIVE CARS FOR SHIPMENTS—see *Failure to Furnish Cars.*		
DAMAGES FROM FIRE SET BY ENGINE—see also *Fires Set by Engine.*		
DAMAGES—		
Allee, S. R., Lynnville, v. Iowa Cent., delay in handling poultry	1891	769
Ashburn, J. M., Lamoni, v. C., B. & Q., delay in furnishing car for stock	1889	980
Axman, John, Dedham, v. C., M. & St. P., neglect of stock in transit	1889	1049
Ayers & Co., Des Moines, v. C., R. I. & P., goods broken interstate	1892	415
Babcock, G. E., Ft. Dodge, v. D. M. & Ft. D., for right of way	1885, 543; 1886	523
Bangs, A. A., Dows, v. C., St. P., M. & O. and C. & N.-W., delay in transit	1891	775
Bazeley, B. Paullina, v. C. & N.-W., claims for additional right of way	1897	702
Beach, A. B., Pattersonville, v. C., M. & St. P., delay of agricultural implements	1894	508
Beck, M., Marcus, v. Ill. Cent., butter, lack of refrigerator car	1898	202
Beeson, R. B., Pattersonville, v. B., C. R. & N. et al., delay of live stock	1893	736
Benedict, George, Maxwell, v. C., M. & St. P., to goods in transit	1892	553
Block, M., Des Moines, v. C. & N.-W., delay in forwarding sample trunk	1892	853
Bond, N. J., Council Bluffs, v. Wabash, failure to furnish cars	1892	451
Bousquet, H. F., Pella, v. C., R. I. & P., to goods in transit	1892	535
Brodsky, L., Plover, v. C., R. I. & P., to hay in transit on account of delay	1890	1080
Brown, G. H., Pilot Mound, v. M. & St. L., failure to fence	1894	490
Brown, H. C., Dumont, v. C. G. W., live stock killed in transit, claim for	1890	907
Brown, W. R., Wallingford, v. C., M. & St. P. R'y, delay of live stock	1893	687
Bulla & Hammer, Macedonia, v. C., M. & St. P., delay in delivery	1893	620
Butz Bros. & Co., Des Moines, v. C., B. & Q., delay of fruit in transit	1890	491
Campbell, Daniel, Blencoe, v. S. C. & P. and C. & N.-W., owner's risk	1892	465
Cassady & Whitney, Whiting, v. C. & N.-W., death of hogs in transit	1897	765
Childs, H. A., Lenox, v. C., B. & Q., to goods in transit	1897	702
Chapin, W. E., Des Moines, v. C., R. I. & P., carried past station	1897	759
Chantland, Thomas, Badger, v. C., R. I. & P., delay of live stock	1895	581
Clark, Rev. S. F., Nassau, v. B., C. R. & N., ejectment from train	1897	696
Currier, J. P., Melrose, v. C., B. & Q., delay of grain in transit	1893	587
Cutler & Lindon, Rockford, v. B., C. R. & N., delay in transit	1893	695
Doyle, Charles T., Panora, v. C. & N.-W., delay of household goods	1893	638
Duffus & Currough, Malcolm, v. C., R. I. & P., goods broken in transit	1891	739
Earle, W. C., Waukon, v. C., M. & St. P., delay in handling live stock	1893	710
Eaton, M. W., Waukon, v. C., M. & St. P., delay of live stock in transit	1890	565
Eaton, M. W., v. C., M. & St. P., to live stock in transit	1897	741
Flanders, M. D., Hamilton, v. C., B. & Q., breakage of machinery in transit	1899	1044
Glover, H. B. & Co., Dubuque, v. B., C. R. & N., delay in shipping goods	1893	692
Goodwin, Mrs. P., Traer, v. C., R. I. & P., delay and detention of baggage	1893	645
Hall, James, Milo, v. C., B. & Q., burning of hedge by section men	1893	653
Hanger, J., et al, Sac City, v. C. & N.-W., changing grade of side track	1890	928
Hanna, J. Q., Goldfield, v. C. & N.-W., violation of right of way contract	1892	422
Harris, H. W., Perry, v. D. M. & Ft. D., stock killed on highway crossing	1893	694
Haskins, A. N., Estherville, v. B., C. R. & N., fire from locomotive	1893	541
Heizer, M. & Son, Waukon, v. C., M. & St. P., damage to goods in transit	1892	832
Hexter, David, Waukon, v. C., M. & St. P., perishable freight	1892	857
Hoeck, C. H., Marshalltown, v. Wabash R'y Co., private claim	1890	1082
Hoefer, L., Kearney, Neb., v. C., R. I. & P. and U. P.	1893	731
Hoffman, M. P., Redding, v. C., B. & Q., live stock died in transit	1894	504
Hornaday, C. A., Unionville, v. C., R. I. & P., failure to deliver freight	1892	481
Hughey & Son, Wirt, v. H. & S. R. R. Co., lack of refrigerator car	1894	567
Hull, J. B., Ft. Dodge, v. C. & N.-W., negligence and damage	1891	137
Humphrey, J. M., Lovilia, v. W., St. L. & P., to live stock at highway	1897	697
Hutton & Durette, Randolph, v. C., B. & Q., to stock in transit	1892	421
Jesmer & Day, Clark, v. C., M. & St. P., delay in forwarding merchandise	1894	584
Johnson, S. E., Richland, v. Central Iowa and C., R. I. & P., to eggs	1894	543
Johnson, W. F., Toledo, v. B., C. R. & N., delay and decline in price	1895	554

DAMAGES—*Continued.*	Year	Page
Kline, Bennett, Manson, v. Ill. Cent., to coal thrown from car	1896	144
Leech, J. F., Mt. Pleasant, concerning contract of lease from liability from damage by fire	1897	155
Majors, C. V., with Omaha Rubber Co., v. C., B. & Q., delay of baggage	1891	787
Maple, E. B., Clarinda, v. C., B. & Q., from fire by lightning	1886	560
Marshall & Son, Chariton, v. C., B. & Q., to butter, delay in transit	1882	497
Matthews, William R., Sully, v. Central Iowa, right of way damages	1887	763
McCosky, J. K., Onawa, v. S. C. & P., to stove pipe from water	1884	569
McCracken, C. S., Rock Valley, v. Adams Ex. Co., to books in transit	1892	853
McNaughton, M. N., Villisca, v. C., B. & Q., stock drowned by back water	1887	766
Meade, S. K., Rockwell City, v. C. & N.-W., erroneous delivery of goods	1892	853
Melrose, N. M., Goldfield, v. C. & N.-W., failure to deliver at station	1884	560
Miley, Eli, Benton, v. C. G. W., injury to stock in transit	1896	283
Molling, Frank, Millwaukee, v. B. C. R. & N., to goods in transit	1896	84
Nickson, John, Waconsta, v. C. & N.-W., to stock in transit	1883	574
Raff, Peter, Maxwell, v. C., M. & St. P., to goods in transit	1883	580
Reid, Chas., Wessington, Dak., v. B., C. R. & N., for personal injury	1883	579
Riche, W. S., Muscatine, v. B., C. R. & N., delay of melons in transit	1882	418
Riche, W. S., Muscatine, v. B., C. R. & N., erroneous delivery of oats	1884	507
Robinson, William, Ft. Dodge, v. Ill. Cent., damages to potatoes in transit	1889	1069
Royce, L., Malcolm, v. C., R. I. & P., damages to machinery in transit	1888	835
Runyon, A. G., Webster City, v. B., C. R. & N., expiration of excursion ticket	1885	565
Shanks & Coats, West Mitchell, v. C., B. & Q. et al., to perishable goods	1883	550
Shanks & Coats, West Mitchell, v. Central Iowa, to goods in transit, refusal of carriers to comply with board's decision	1884	589
Shepard Bros., Fruitland, v. C., R. I. & P., delay in forwarding melons	1889	1031
Sibley & Co., State Center, v. C. & N.-W., to eggs frozen in transit	1889	1030
Smith, C. W., Belmond, v. M. C. & Ft. D., snow drifting in car of oats	1888	672
Snow, E., Grinnell, v. C., R. I. & P., to goods in transit	1884	511
Stevens, Charles, Donnelson, v. C., R. I. & P. and C., B. & Q., potatoes frozen	1892	851
Sylvester & Topliff, Davis City, v. C., B. & Q., goods lost and broken	1892	831
Tucker & Simms, Bussey, v. C., B. & Q., to goods in transit	1896	136
Vorse, Frank W., Des Moines, v. Wabash, St. L. & P., goods lost	1883	692
Walton, Charles, Paton, v. C., R. I. & P., to merchandise in transit	1888	716
Walton, Charles, Paton, v. C., R. I. & P., for injury to goods in transit	1890	874
Wasson, J. A., Roscoe, Kan., v. C., M. & St. P., on account of delay in transit	1883	656
Way & Pickard, Cedar Falls, v. B., C. R. & N., from failure to furnish cars	1883	559
Wilber & Cook, Mt. Ayr, v. H. & S., erroneous billing, shipment missent	1889	1037
Williams, V. J. & Co., Dubuque, v. C. & N.-W., to goods in transit	1883	628
Wilson, J. F., Jolly, v. D. M., N. & W., fire set by section men	1897	150
Windell, W. S., Castalia, v. C., M. & St. P., carried past station	1892	862
Wishard, W. H., Wellman, v. B., C. R. & N., to goods in transit	1888	57
Withington, H. H., Toledo, v. B., C. R. & N. and C. & N.-W., to live stock	1888	541
Woodman, A. J., Russell, v. C., B. & Q., to sheet iron by water	1884	568
Woren, H. A., Belknap, v. C., R. I. & P., in handling butter	1884	586

DANGEROUS CROSSING, ELECTRIC SIGNALS AT—see *Electric Signals.*

DANGEROUS LOCATION OF DEPOT—see *Obstruction to View of Highway Crossing.*

DAVENPORT SHIPPERS OF, COMPLAINT OF OR RATES—see *Rates.*

DECREASE OF RATES—see *Rates.*

DEFINITION OF SWITCH—see *Switch.*

DELAY IN TRANSIT—see also *Damages.*

DELAY—see also *Damages.*

Blanch, John S., Nugent, v. Ill. Cent., in delivering goods	1886	522
Brodsky, L., Plover, v. C., R. I. & P., damage to hay on account of delay	1889	1060
Butz Bros. & Co., Des Moines, v. C., B. & Q., delay in fruit shipments	1883	491
Cameron, W. W., Mason City, v. Central Iowa et al., damages to live stock	1888	734
Campbell & Mehlman, Massena, v. C., B. & Q., in handling loaded cars	1889	1016
Campbell, F. M., Randolph, v. C., B. & Q.	1900	162
Casey & Dolan, Griswold, v. C., B. & Q., in shipment of live stock	1887	782
Coad, N. G. O., Hull, v. C., M. & St. P., in oil shipments	1896	114
Evans, A. & Co., Onawa, v. K. C., St. J. & C. B., household goods	1886	481
Gillette, A. H., Fort Madison, v. C. & N.-W. et al., of household goods	1889	1043

DELAY—(see also Damages)—*Continued*	Year	Page
Great Western Fuel Co., Gilmore, v. C. & N.-W., on shipment of coal	1887	691
Hancock, John T. & Sons, Dubuque, v. B., C. R. & N., of merchandise in transit	1880	100
Hancock, John T., Dubuque, v. B., C. R. & N., delay in transit	1884	521
Hobart, C. A., Defiance, v. C., M. & St. P., coal	1900	175
Judge, J. T., Carroll, v. C., M. & St. P., of tent in transit	1896	150
Kelley, J. W. & Son, Osceola, v. C., B. & Q., in handling coal	1885	513
Kiron & McKay, Waudoma, v. C., S. P. & K. C. and C., M. & St. P., flour	1892	855
Lucey, John J., Jr., Breda, v. C. & N.-W., damage on account of	1902	342
McConnell, S. R. & I. C., Burlington, v. C., R. I. & P., delay transporting and delivering goods	1892	851
McDonald, T. B., Lovilla, v. Wabash Western, in delivery of goods	1888	716
Moody, H. H., Greeley, v. C., M. & St. P., on account of strike	1888	707
O'Neal, Felix & Co., Aurelia, v. Ill. Cent., in transit	1884	578
Pierce & Glass, Winfield, v. B. & N.-W., in shipment of tile	1899	90
Roberts, Virgil, Knoxville, v. C., B. & Q., nursery stock	1900	191
Rhodes, A., Rhodes, v. C., M. & St. P., in receiving butter	1898	74
Sanford, W. H., Amber, v. C., M. & St. P., in handling merchandise	1892	798
Schnepf, M., East Elkport, v. C., M. & St. P., in handling freight	1899	78
Shepard Bros., Fruitland, v. C., R. I. & P., in transporting melons	1889	1031
Spies & Son, Graettinger, v. B., C. R. & N., declining stock market	1892	865
Toft, K. Estherville, v. C. & N.-W., damage to live stock on account of	1888	750
Tube Rose Creamery, Corning, v. C., B. & Q., of butter in transit	1888	736
Whitmer, F. R. & Sons, Mingo, v. C., St. P. & K. C., in handling goods	1892	849
DELIVERY, WHAT CONSTITUTES	1886	555

DEMURRAGE—

Bebbington, George, Council Bluffs, v. ———, time allowed for loading	1892	843
Brown, W. S., Manson, v. Ill. Cent., charges	1899	120
Butler, William, Clarinda, v. Wabash, loading cars from wagons	1883	711
Campbell & Mehlmam, Massena, v. C., B. & Q., delay in forwarding freight	1889	1017
Cars loaded from wagons, same rates as when loaded from elevators	1884	526
Discussion of	1888	676
Hoffman, A. G., Plato, v. B., C. R. & N., reciprocity in demurrage charges	1898	288
Kline, Bennett, Manson, v. Illinois Central, time for unloading cars	1896	144
Lefferts, C. S., Council Bluffs, inquiry concerning	1895	228
Montzheimer, O. H., Primghar, v. Illinois Central, inquiries concerning	1893	234
Pickering, J. C., Cedar Rapids, inquiry concerning	1899	114
Red Oak trustees of, v. C., B. & Q., time for loading and unloading cars	1882	554
Rothchild, O. & Co., Davenport, v. C. & N.-W., on cars detained	1887	783
Southside Ice Co., Centerville, time allowed for unloading cars	1898	51
Tasker, E. S., Onslow, v. C. & N.-W., on erroneous weight	1895	182

DEPOT GROUNDS, ADDITIONAL LANDS FOR—Power of company to condemn 1884 86

DEPOT GROUNDS, CONDEMNING LANDS FOR—see *Condemnation Proceedings.*

DEPOTS, ETC., DANGEROUS LOCATION OF—see *Stations;* also *Obstruction to view of Highway Crossing.*

DEPOTS, UNION—see *Union Depots.*

DETENTION—see *Damages.*

DEY, PETER A., commissioner, paper on reasonable rates	1898	40a
Dissenting opinion of, in Iowa rate case	1894	220
Paper on pooling	1894	368
DIRECT ROUTE, most, shipper entitled to rates based on	1892	841

DISCRIMINATION—

In rates—see *Rates.*		
In furnishing cars—see *Failure to Furnish Cars.*		
In granting sites—see *Sites.*		
In granting monopoly of shipping facilities against public policy—see *Monopoly.*		
In inspection of butter and eggs shipments	1898	234
Against towns in rates	1885	44
Laws against, obeyed in letter, violated in spirit	1878	16
In use of private cars	1871	90
Just and unjust—see also *Just Discrimination*	1880, 179; 1894	75

DISCRIMINATION—*Continued.*	Year	Page
Law prohibiting	1888	31
In passenger rates	1891	759
Discussion of, by L. S. Coffin	1889	86
COMPLAINTS CONCERNING—		
Adsit, Silas, Colfax v. C., R. I. & P., in refusing to stamp excursion tickets	1885	571
Amos, M. Y., Marcus, v. Ill. Cent., in size of cars furnished	1883	516
Anderson, T. Rockford, Ill., v. C., M. & St. P., jewelry sample trunks	1885	541
Arnold, J. M., Davis City, v. C., B. & Q., in rates on posts	1888	781
Atkins & Sons, Osceola, v. C., B. & Q., in furnishing cars	1881	127
Baker Bros., Ottumwa, v. C., R. I. & P., special rates on butter and eggs	1880	74
Baker Wire Co., Des Moines, various railways, in carload rates	1887	714
Ball & Minert, Bristow, v. Dubuque & Dakota, in live stock rates	1885	511
Barrett, J. E., & Son, Mt. Vernon, v. C. & N.-W., in rates on flour	1886	482
Beeman, C. D., Waukon, v. C., M. & St. P., interstate in rates	1887	96
Bellamy & Sons, Knoxville, v. various railway lines, in rates	1882	493
Bingham, Alliance, v. Wabash, against shippers who load from wagons	1884	525
Blow, M., Etherville, v. B., C. R. & N., refusal to lease site for coal shed	1886	497
Board of Trade and Henry Coker, Council Bluffs, v. C., R. I. & P., coal	1888	834
Bogart, George, Shenandoah, v. C., R. I. & P., in honoring round trip tickets	1890	939
Brechtbill & Byers, Berlin, v. C., St. P. & K. C., cars for certain markets	1890	982
Burlington, shippers of, v. B., C. R. & N., in local Iowa rates	1890	809
Bussard, J. & Co., Imogene, v. Wabash, St. L. & P., in coal rates	1884	497
Butler, William, Clarinda, v. Wabash, on grain when loaded from wagons	1883	711
Byram, M. W., Fremont, v. Iowa Cent., in sale of round trip tickets	1891	727
Campbell, F. R., Bismarck, v. C., M. & St. P., in sale of excursion tickets	1892	849
Clark & Shute, Geneva, v. Iowa Cent., in coal rates, schedule fixed	1880	28
Coal Exchange, Boone, v. C. & N.-W., in coal rates	1884	559
Coal Exchange, Boone, v. C. & N.-W., in rates on coal and overcharge	1884	589
Corey Coal Co., Lehigh, v. Crooked Creek R'd, in furnishing cars	1898	16
Council Bluffs Board of Trade v. K. C., St. J. & C. B. and Pullman Palace Car Co., in sleeping car accommodations	1888	702
Council Bluffs, citizens of, v. Union Pacific, against Council Bluffs	1886	590
Council Bluffs Board of Trade v. various lines, in inspection service	1889	977
Crystal Mill Co., Council Bluffs, v. pool lines, in classifying flour	1883	703
Crystal Mill Co., Council Bluffs, in flour rates	1883	715
Crystal Mill & Grain Co., Council Bluffs v. C., R. I. & P. et al., in coal rates	1896	165
Davenport, shippers of, v. B., C. R. & N. and C., R. I. & P., against local and in favor of interstate shipments, in withdrawing and refusing joint tariffs on local business while permitting same on interstate business; in delaying local shipments by compelling rebilling at West Liberty, and forwarding interstate shipments in special car attached to passenger train	1889	1023, 1087
Diamond Jo line of steamers, v. C., B. & Q., in prepayment of charges	1889	1074, 1077
Donahue, Robert, Burlington, v. Cent. Iowa, prepayment of freight	1884	550
Dudley, W., Churdan, v. D. M. N. & W., in freight rates	1889	88
Dunwoodie, Jos., Cylinder, v. C., M. & St. P., in refusing to stop trains	1891	739
Dusey, H., et al., Creston, v. C., B. & Q. R. R. Co., refusal to carry mechanic's tool box as baggage	1885	513
Earle, W. C., Waukon, v. C., M. & St. P. and B., C. R. & N., stock rates	1886	508
Farley, J. M., Whittemore, v. C., M. & St. P., in furnishing cars	1898	44
Feiner Fish Co., Clinton, v. express companies, in regulations	1901	515
Fonda Implement Co. v. D. M. N. & W., in short haul rates	1896	137
Fowler Co., The, Waterloo, v. Ill. Cent., in rates on apples	1886	484
Frazier & Ballou, Primghar, v. D. & S. C. (Ill. Cent.), in furnishing cars	1890	940
Fritz & Douglass, Waverly, v. Ill. Cent. et al., in not applying commissioners' schedule of rates	1889	1092
Gaily, W. B., Zearing, v. Cent. Iowa, cars loaded from wagons	1885	579
Gray, M. J., Ledyard, v. C. & N.-W. in shipment of hay	1895	108
Green, J. A., et al., Stone City, v. C., M. & St. P., in requiring shippers to protect cars for stone shipments at private expense	1892	869
Gronwoldt, Wm., Nashville, v. C. & N.-W., in passenger fare	1901	511
Hackmen of Sioux City v. all railways, in omnibus privileges	1890	881

COMPLAINTS CONCERNING—*Continued.*	Year	Page
Hale, George H., Washington, v. C., R. I. & P., in grain rates	1887	726
Hallack, W. B., Winthrop, v. Ill. Cent., in rates on live stock	1889	1050
Hanner, J. R. A., Delmar, v. C., M. & St. P., in passenger fares	1896	112
Harmon, A. B., Havelock, v. C. & N.-W., in rates	1888	746
Harrison, C. Emery, Davenport, v. C., R. I. & P. et al., in through interstate rates	1902	284
Hayes, Michael, Washington, v. C., R. I. & P., in distribution of cars	1882	489
Hill, John N., Fort Dodge, v. M. & St. L., in freight rates	1882	557
Hise Bros., Washington, v. C., R. I. & P., refrigerator cars	1886	568
Hodges, N. W., Storm Lake, v. Ill. Cent., in sidetrack privileges and site	1890	887
Hummer Co., George, Iowa City, v. B., C. R. & N., in classification	1890	151
Huntington, William, Calmus, v. C. & N.-W., in coal rates	1888	605
Independence Mill Co., v. Ill. Cent. and C., M. & St. P., on wheat and flour	1882	413, 444
Iowa Flour and Oil Co., Des Moines, v. C., R. I. & P., in flour rates	1888	694
Iowa State Jobbers and Mfrs. Assn., v. Iowa trunk lines, in rates	1886	535
Irwin, Phillips & Co., Keokuk, v. D. M. & Ft. D., in merchandise rates	1890	71
Jameson, G. O., Clarion, v. M. C. & Ft. D., in rates on grain, coal, etc	1888	713
Jansen, Anton, Haverhill, v. C., M. & St. P., in furnishing shipping facilities	1888	828
Jerome, F. H., Villisca, v. C., B. & Q., in corn rates	1892	445
Johnson, J., Huxley, v. C., M. & St. P., in corn rates	1897	681
Kanau, Sprenkle, Imogene, v. Wabash, in corn rates	1883	704
Keeler, A., Imogene, v. C., B. & St. L., in rates on posts	1886	582
Keokuk & D. M. R'y Co. v. D. M. & Ft. D. R. R. Co., in forwarding cars	1878	5
Knowles, W. F., James, v. C., St. P., M. & O., in sale of tickets	1898	138
Larrabee, Gov. William, v. C., B. & Q., in coal rates	1887	624, 670
Leese & Long, Crawfordsville, v. B. & N.-W., rates on lumber	1881	128
Lightball, B., Alden, v. Ill. Cent. in rates	1892	564
Long, G. I., Manson, v. C., R. I. & P., in grain rates to Chicago	1899	1009
Malden, T. E., et al., Manson, v. Ill. Cent. R. R. Co., in lumber rates	1883	611
McCallsburg, citizens of, v. Cent. Iowa, in elevator privileges	1885	574
McNutt, H. S., Algona, v. C., M. & St. P., in furnishing cars	1891	826
Merrill & Co., Ottumwa, v. Cent. Iowa, in rates	1881	134
Merrill, J. H. & Co., Ottumwa, v. K. & W., in freight charges	1888	739
Merrill & Keeney, Des Moines, v. C. & N.-W., in car load rates	1883	678
Dissenting opinion by Commissioner Anderson	1883	683
Mooney & Jones, St. Anthony, v. Cent. Iowa, in coal rates	1884	510
Nonpareil Printing Co., v. Various Lines, in newspaper privileges	1892	857
Nye, J. P., Essex, v. C., B. & Q. R. R. Co., in corn rates	1883	724
Parker, S. F., Eastville, v. C. & N.-W., in rates—minimum charge	1882	457
Pritchard & Skewis, Inwood, v. C., M. & St. P., in lumber rates	1883	704
Rand Lumber Co., Burlington, v. C., B. & Q., in rates	1882	550
Red Oak, township trustees of, et al., v. C., B. & Q., in rates and rebates	1882	554
Red Oak, township trustees of, et al., v. C., B. & Q., against small shippers	1882	554
Riley, W. H., Crawfordsville, v. B. & N.-W., in rates on lumber	1880	147
Roberts, C. L., Grinnell, v. C., R. I. & P. in sidetrack facilities	1889	1027
Rosa, Albert, Waukon, v. C., M. & St. P., in corn rates to Chicago	1882	484
Saucer, W. H., Ackley, v. Ill. Cent., in rates on marble	1883	689
Schell, F. J., Breda, v. C. & N.-W., in furnishing cars	1891	828
Shaver & Dows, Cedar Rapids, v. Joint Western Classification, crackers	1883	659
Shepherd & Carpenter, Iowa City, v. C., R. I. & P. and B., C. R. & N., in rates to non-competing points	1883	697
Shinnon, Thos., Rolfe, v. C., R. I. & P., in stock rates to Chicago	1898	79
Smith & Boynton, Spencer, v. C., M. & St. P., in coal rates	1885	534
Smith Bros., Waterloo, v. B., C. R. & N., in hard coal rates	1883	676
Smith, J. N., Fairfield, v. C., B. & Q., in size of cars, etc	1883	647
Spencer Bros., Randolph, v. C., B. & Q., in rates and overcharge	1882	540
State of Iowa, by Governor Larrabee, in coal rates	1887	624, 670
Steer, William M., West Branch, v. B., C. R. & N., on coal and mileage ticket	1884	587
Stevenson, C. E., Rockwell City v. D. M. N. & W., in passenger fares	1895	183
Sullivan, J. W., et al., Algona, v. C. & N.-W., in sale of excursion tickets	1892	847
Taylor, J. C., Des Moines, v. C., B. & Q., in freight rates	1882	531
Toledo, Peoria & Western R'y v. B., C. R. & N., in bridge privileges	1878	28

COMPLAINTS CONCERNING - *Continued.*	Year	Page
Tomlinson, R. B. & Co., Cedar Rapids, v. Ill. Cent., 1,000-mile tickets	1882	436
Townsend & Merrill Co., Cedar Falls, v. C. & N.-W., in coal rates	1902	269
Vincent, J. F., Union Stock Yards, Des Moines, v. C., R. I. & P., in switching charges, etc.	1896, 105; 1901	888
Voss & Son, Bell Plaine, v. C. & N.-W., in interstate rates	1901	496
Way & Packard, Cedar Falls, v. B., C. R. & N., in allowing damages	1883	559
Wells, W. W., Webster City, v. W. C. & S. W., in coal rates and site	1889	1045
Westphal, Hinds & Co., Dubuque, v. B., C. R. & N., in classification	1881	125
White & Kline, Meriden, v. Ill. Cent., in furnishing cars	1896	148
Williams, E. D., Given, v. Cent. Iowa, in distribution of cars	1881	126
Williams, George T., Ida Grove, v. C. & N.-W., in rates	1884	581
Wilson, John L., West Liberty, v. C., R. I. P., rebates	1885	504
Winkler, J. W., Woodward, v. C., M. & St. P., grain and live stock	18 8	705
York, Joseph, Zenorsville, v. C., & N.-W., in coal rates	1888	669
DISTRIBUTION OF CARS—		
Equitable rule for in time of scarcity	1888, 719; 1880, 906; 1892	827
Consolidation Coal Co. v. Cent. Iowa	1878	23
Howard & Son, Oskaloosa, v. Cent. Iowa, discrimination in	1881	130
Johnson, T. N., Reasoner, v. C., R. I. & P. discrimination in	1881	131
DITCH—		
Gillis, J. R., Mt. Pleasant, v. St. L., K. & N. W., improper location of	1901	471
DIVERSION OF BUSINESS—see also *Freight.*		
Clow, W. D., Traer, v. B., C. R. & N., of freight	1885	581
Melott, E. H., Ogden, v. C. & N.-W., discrimination in	1881	141
Norman, citizens of, v. M. & St. L., building sidetrack	1887	685
Read, W. H., Vinton, v. B., C. R. & N., of grain	1886	491
Stocker, J. W., Logan, v. C. & N.-W., discrimination in	1881	127
DIVISION OF RATES TO SHORT LINES—see *Percentages* and *Short Lines.*		
DIVISION AND PERCENTAGES IN POOLS—see *Pooling.*		
DODGE, GEN. G. M., "Railroad situation in the West"	1888	30
DRAINAGE—see also *Obstruction and overflow.*		
Duty of railway company in relation thereto	1884	86
In relation to railroad crossings	1887	735
DUBUQUE & DAKOTA RAILROAD, history of	1879	108
DUBUQUE, SHIPPERS OF, COMPLAINTS ON RATES—see *Rates.*		
DYNAMITE, EXPLOSION OF, AT COUNCIL BLUFFS—see *Explosion.*		

EARNINGS.		
Average per mile under Granger tariff	1878	62
Of branch lines	1889	1005
Of fictitious capital and miles of road built therefrom, table of	1891	36, 37
Discussed in letter of W. G. Purdy, vice-president C., R. I. & P. R'y Co	1889	8
In excess of 6 per cent on $30,000 per mile, 1874 to 1888	1891	36, 37
Increase over previous year	1880	160
Increase under commissioners' rates—see *Rates.*		
In Iowa, difficulty of obtaining satisfactory information concerning	1889	7
In Iowa, 1887-1891, compared	1891	16
Compared	1900, 8; 1901	7
per mile greater than in Nebraska	1894	189
Comparative table in Iowa, 1887 to 1894, inclusive	1894	214
comparative table 1878-1899, inclusive	1899	6
decrease of state and interstate in 1894, compared with 1893	1894	215
decrease not chargeable to effect of Iowa schedule	1894	216
decrease of on account of crop failure and business depression	1895	iv
Losses in, from low rates at competitive points must be made up at non-competing stations	1882	48
Under commissioners' rates	1891	13
EFFECT OF COMMISSIONERS' RATES ON IOWA ROADS—see *Rates, Freight.*		
EJECTION FROM TRAIN—		
Clark, Rev. S. F., Nassau, v. B., C. R. & N., wrongful	1887	676
Marron, J. P., Jackson Jct., v. C., M. & St. P., wrongful	1899	57

EJECTION FROM TRAIN—*Continued.*	Year	Page
Ovren, Olof, Sioux Rapids, v. C. & N.-W., failure to purchase ticket	1891	780
Potter, John, Lynnville, v. C., R. I. & P., wrongful	1890	898
ELECTRICITY—		
Electric railways	1901	6
Possibility of electricity superseding steam as motive power	1891	25
Signal, electric, at dangerous crossing	1892, 808; 1893	137
ELEVATION OF RAILROADS—see *Topographical Discussion.*		
ELEVATOR—		
Right of company to order removal of when obstructing view of crossing	1886	668
Capacity of, inquiry concerning	1899	97
ELEVATOR SITES—see *Sites.*		
ELEVATOR, FORCED REMOVAL OF—see *Site.*		
EMINENT DOMAIN, POWER OF, IN CONDEMNING DEPOT GROUNDS—see *Condemnation Proceedings.*		
EMPLOYES—		
Comparative table for years	1899, 12; 1900, 9; 1901	8
Decrease in number of, account of crop failure	1895	iv
Hours of service of, should be limited by statute	1891	18
Number of	1879 50, 181	
Number and compensation of, decrease in 1894 compared with 1893	1894 215, 216	
not chargeable to effect of Iowa schedule	1894	216
Reduction of number in, discussed	1891	17
EMPLOYES AND SALARIES IN IOWA, comparative table of	1892, 13, 14; 1893, 9; 1894, 216; 1900, 9; 1901	8
In Iowa	1892	13, 14
ENGINES, INCREASED CAPACITY OF	1898	4, 5
ENGINEERS—		
Creston, citizens of, v. C., B. & Q., employed on account of strike	1887	787
ENGINEERS' STRIKE—see *Strikes.*		
ENGLISH commissioner system	1878	57
EQUALIZED RATES—see *Rates.*		
EQUIPMENT—		
Carriers must anticipate and provide sufficient for ordinary business, but not for unexpected or extraordinary demands	1892	761
What constitutes adequate	1891	833
COST OF—see *Cost.*		
REFUSAL OF COMPANY TO SEND OFF ITS OWN LINE—see *Refusal to Receive and Forward Freight*; also *Failure to Furnish Cars*		
ERRORS BY AGENTS IN QUOTING RATES; LIABILITY OF CARRIERS FOR—see *Liability.*		
ESTABLISHMENT OF STATIONS—see *Stations.*		
EXCESS BAGGAGE CHARGES—see *Baggage Charges.*		
EXCESSIVE CAPITALIZATION—see *Capitalization* and *Watered Stock.*		
EXCESSIVE EXPRESS CHARGES—see *Express Charges.*		
EXCESSIVE RATES—see *Rates.*		
EXCESSIVE HOURS FOR TRAIN MEN.		
Ogilvie, C. G., Muscatine, v. C., R. I. & P.	1897	79
EXCLUSIVE USE OF STATION GROUNDS, must not be granted to one person	1890 893-895	
EXCURSION RATES—see *Rates.*		
EXCURSION TICKETS—		
Adsit, Silas, Colfax, v. C., R. I. & P., refusal to stamp excursion tickets	1885	571
Canfield, Lee, Benson, v. Ill. Cent., failure to sell as advertised	1900	165
Von Rolf, Th., West Union, v. B., C. R. & N., failure to honor	1895	200
Rights of holders of, after limitation has expired	1885	565
EXPENSES—		
Reduction of, recommended	1899	10
Compared	1899, 6; 1900	8
Decrease in 1894 compared with 1893	1894	215
not chargeable to effect of Iowa schedule	1894	216

	Year	Page
EXPENSES OF COMMISSION—		
Special fund should be set apart for this purpose	1879	6
EXPLOSION—of dynamite in Council Bluffs	1881	99
EXPLOSIVES, DANGEROUS—		
Bosquet, H. F., Pella, v. C., R. I. & P., refusal of company to carry	1894	264
EXPRESS COMPANIES—		
Law concerning express rates	1893, 5; 1897, 5;	1898 8
Live stock contracts of	1897	5
EXPRESS COMPANIES, COMPLAINTS CONCERNING—		
Feiner Fish Co., Clinton, v. Adams Express Co., discrimination in regulations	1901	515
Freeman, F. M., Davis City, v. Express Co., overcharge, dogs	1892	854
Furry, A. R., Alden, v. Adams Express Co., rates based on shortest route	1892	841
Hopkinton, abandonment of, by U. S. Express Co., complaint of C. E. Merriam	1901	490
EXPRESS COMPANIES—*Continued.*	Year	Page
Joseph, J. M. Creston, v. American Express Co., excessive on pig	1890	931
Joseph, J. M., Creston, v. American Express Co., request for reopening case	1891	902
Knowles, W. F., James, v. American Express Co., excessive	1891	771
Lambing, W. W., West Liberty, v. U. S. Express Co., regulations concerning shipment of live hogs	1898	95
McCracken, Rev. C. S., Rock Valley, v. Adams Express Co., damage to books	1892	853
McKone, M., et al., Brooklyn, v. U. S. Express Co., petition for free delivery	1901	384
EXTRA BAGGAGE CHARGES—see *Baggage.*		
Extra charge for special train to carry freight	1887	782
EXTRA FARE FOR FAILURE TO PURCHASE TICKET—see *Passenger Fare.*		
FACILITIES FOR DOING BUSINESS AT STATIONS—see also *Stations*	1895	xxix
FACILITIES INCREASED—on railroads for handling business	1891	25
FAILURE TO FURNISH CARS—		
Achorn, C. E., Sutherland, v. C. & N.-W., for certain market	1892	858
Achorn, C. E., Sutherland, v. C. & N.-W., failure to forward foreign cars	1890	73
Advance Alliance No. 415, Kirkman, v. C. & N.-W., for shipment of coal	1890	943
Akron Milling Co. v. C., M. & St. P., for grain	1899	122
Ashburn, J. M., Lamoni, v. C., B. & Q., damage for delay in furnishing	1889	989
Ayers, James E., Sioux City, v. C. & N.-W., for grain	1902	260
Bacon, W., Greenfield, v. C., B. & Q., for hay shipments	1887	807
Baker, J. C., Emmetsburg, v. C., M. & St. P. railway, for coal	1881	142
Band, N. J., Council Bluffs, v. Wabash, for corn	1882	451
Bennett, J. E. O., Britt, v. M. & St. L., for general shipments	1887	806
Benson, George, et al., Muscatine, v. C., R. I. & P., for vegetables	1887	758
Bergman, H., McGregor, v. C., M. & St. P., for shipments of ice	1892	833
Bertels, Ben. Algona, v. Iowa Cent., for produce	1902	250
Blake & Collman, Eldon, v. C., R. I. & P., for lumber and wood	1901	527
Breazeale, J. A., Centerville, v. Wabash, for shipments of coal	1883	568
Brewer, E. C. & Co., Stanhope, v. C., R. I. & P., grain	1901	488
Brodsky, Plover, v. C., R. I. & P., for hay shipments	1887	803
Brown, G. H. & Co., Armstrong, v. B., C. R. & N., for hay	1895	179
Brown, M. & Son, Whittemore, v. C., M. & St. P., for shipment of hay	1887	791
Brown, W. S., Manson, v. Ill. Central, for coal	1900	148
Bruning & Son, Breda, v. C. & N.-W., for shipment of potatoes	1892	848
Bruning Bros., Breda, v. C., & N.-W., for grain shipments	1892, 840; 1898, 58, 92;	1899 66
Butler, Geo. I. & Co., Knoxville, v. C., B. & Q., for coal	1880	141
Butler, W. E., et al., Galva, v. C. & N.-W., for shipments of grain	1887	798
Butts, F. M., Wesley, v. B., C. R. & N., for coal	1887	806
Canavan, John, Paton, v. C., R. I. & P. for shipping corn	1889	996
Carpenter, D. J., Beloit v. C., M. & St. P. for grain shipments	1891, 812;	1892 866
	1898, 251;	1905 212
Cathcart Bros. et al., Kingsley, v. C. & N.-W., for grain shipment	1887	795
Cathcart Bros., Kingsley, v. C. & N.-W., at non-competitive points	1888	720
Chapman, H. G., Sioux City, v. C., M. & St. P., for baled hay	1892	759
Club, William, What Cheer, v. B., C. R. & N., for coal	1880	126
For general discussion of—see also *Coal Problem.*	1880	571
Corcoran, P., Postville, v. C., M. & St. P., damages on account of	1888	727
Corey, George W., et al., v. Crooked Creek Railroad Co., for coal	1891	833

	Year	Page
FAILURE TO FURNISH CARS—*Continued*—		
Corey Coal Co., Lehigh, v. M., C. & Ft. D., for shipment of coal	1892	839
Corey Coal Co., Lehigh, v. M. C. & Ft. D. and Ill. Cent., for coal shipments	1898	962
Corey Coal Co., Lehigh, v. Ill. Cent., for coal	1896, 74;	1900 174
Corey Coal Co., Lehigh, v. Crooked Creek	1901	493
Corkhill, T. E., Jr., Minburn, v. C., R. I. & P., damages from delay	1888	721
Crylie, Robert, Glidden, v. C. & N.-W., for loading stock	1888	668
Darby Block Coal Co., Darbyville, v. C., M. & St. P., for coal	1898	93
Davenport Syrup Refining Co., Adair, v. C., R. I. & P., for grain	1895	219
Des Moines Linseed Oil Works v. B., C. R. & N., for flax seed	1894	257
Dickey W. H., Centerville, v. C., R. I. & P., for coal	1880	5
Donahoe, E. A., Havelock, v. C. & N.-W., for hay shipments	1887	793
Dorr Cattle Co., Des Moines, v. D. M., N. & W., for slop feed	1898	84
Dreyer, H., Aplington, v. Ill. Central, grain	1901	497
Edmonds, E. J., Marcus, v. Ill. Central, for grain shipments	1896, 141;	1897 145
Elgin Canning Co., Elgin, v. B., C. R. & N. et al., for shipments to St. Paul	1892	729
Ellsworth, O. W., Keokuk, v. St. L., K. & N. W., for ice	1901	502
Farmers' Alliance, Coon Rapids, v. C., M. & St. P., for shipments of coal	1892	845
Fields & Slaughter Co., Akron, v. C., M. & St. P., for grain	1902	254
Fockler, P. H., Independence, v. Ill. Cent., for hay shipments	1887	805
Frazer & Ballou, Primghar, v. D. & S. C. (Ill. Cent.), for shipment of grain	1890	940
Feenstra, T., Otley, v. C., R. I. & P., for coal	1901	499
Galbraith, Edw., Webb, v. C., M. & St. P., for hay	1900	219
Garlock, W. E., et al., Gilmore v. C., R. I. & P., for hay shipments	1887	804
General complaint concerning	1889	791, 810
Globe Coal Co., Des Moines, v. Iowa Cent., for coal shipments	1896	154
Gray, M. J. Ledyard, v. C. & N.-W., hay	1895	168
Graybill, D. R. Massena, v. C., B. & Q., for track loading	1900	160
Green, J. A., et. al., Stone City, v. C., M. & St. P., for stone shipments unless protected by shipper at private expense	1892	860
Green, J. C. S., Aurelia, v. Ill. Cent., for grain shipments	1890	951
Haddock, Wm. J., Iowa City, v. B., C. R. & N., for coal	1883	581
Hambleton Milling Co., Keokuk, v. C., R. I. & P., for grain	1895	234
Hanna, H. W., Audubon, v. C., R. I. & P., for coal shipments	1887	802
Harrison, Geo., Emmetsburg, v. C., M. & St. P., for coal	1881	143
Hastings, mayor and council of, v. C., B. & Q	1880	39
Hayes, Michael, Washington, v. C., R. I. & P.	1882	489
Hayton & Pearson, Pierson, v. C. & N.-W., grain	1898	92
Hershey Lumber Co. et al., Muscatine, v. C., R. I. & P.	1892	762
Hickey Bros., Aspinwall, v. C., M. & St. P., for grain shipments	1892	850
Holcomb, T. B., et al., Muscatine., v. B., C. R. & N. et al., for melons	1892	761
Hughey & Son, Wirt, v. H. & S. R. R., refrigerator cars	1884	564
Iowa Fuel Co., Des Moines, v. C., St. P. & K. C., for coal shipments	1888	718
Johnson Bros., Rippey, v. C., R. I. & P., for corn	1899	118
Jordon, W. E., Bancroft, v. C. & N.-W., for grain shipments	1887	800
Keystone Coal Co., Rippey, v. D. M. & Ft. D., for coal	1881	185
Klemme, H. J. and J., Alexander, v. Iowa Cent., for coal	1898	90
Lackey, N. Haverhill, v. C., M. & St. P., for corn	1901	501
Larson & Eggum, Thompson, v. B., C. R. & N., for grain	1901	473
Ledyard, citizens of, v. C. & N.-W., grain	1902	251
Leverton, J. W., Abbott, v. Iowa Cent., grain	1900	161
Lewis, Wm., Macedonia, v. C. B. & Q., for damages	1885	524
Marion Coal Co., v. C., R. I. & P., for shipment of coal	1892	857
Marshall & Son, Chariton, v. C., B. & Q., failure to run refrigerator cars	1884	597
Mason, David, Harlan, v. C., M. & St. P., for shipment of hay	1892	518
Medbury & Darnell, Hornick, v. C., M. & St. P., grain	1902	263
Miller, H. E., Stanwood, v. C., M. & St. P., for stone	1902	249
McNutt, H. S., Algona, v. C., M. & St. P., discrimination in	1891	826
Moberly, I. N., Humphrey, Mo., v. Ill. Cent., for cattle	1896	67
Morris, J. B., Hornick, v. C., M. & St. P., for hay	1900	218
Moyers, J. A., Luthe, v. C., M. & St. P., for grain	1900	187
Muscatine Melon Shippers v. C., R. I. & P., for melons	1895	213
Olson, B. & Co., Swea City, v. B., C. R. & N., grain	1898	92

	Year	Page
FAILURE TO FURNISH CARS—*Continued*		
O'Neal, Felix, et al., Aurelia, v. Ill. Cent. for grain, etc	1897	805
Patterson, A. L., Owego, v. C., M. & St. P., for wheat	1899	114
Pearson & Hayton, Anthon, v. Ill. Cent., grain	1901	494
Petersmeyer Bros., Odebolt, v. C. & N.-W., refusal to furnish for oats to Kansas City	1901	519
Pierson, shippers of, v. C. & N.-W., for grain shipments	1897	795
Prairie City Produce Co., v. C., R. I. & P., for potatoes	1901	488
Price, W. M., Ellsworth, v. C. & N.-W.	1902	270
Priest & Stocker, Carroll, v. C. & N.-W., for shipment of live stock	1898, 499,	526-527
Ranks, O. D., Irvington, v. C. & N.-W., for hay	1900	141
Ranks & Sterzbach, Redmon, v. B., C. R. & N., for hay shipments	1898	224
Ranks & Sterzbach, Redmon, v. C. & N.-W., cars off its own line	1892	848
Reams, Warren, Defiance, v. C., M. & St. P., for grain	1898	91
Reiley, Thomas, Blencoe, v. S. C. & P., for hay to Sioux City	1895	228
Reinhart, C. B., Farnhamville, v. C. & N.-W., for track loading	1900	179
Riley, J. W., Defiance, v. C., M. & St. P., for potatoes	1899	124
Riley, J. W., Defiance, v. C., M. & St. P., potatoes	1902	303
Risley, A., et al., Rockwell City, v. D. M. & N. W., for hay shipments	1897	804
Rohlk, H., Rock Rapids, v. B., C. R. & N., for barley	1901	525
Rothschild & Co., Davenport, v. C. & N.-W., for patrons	1897	783
Rothschild, D., Muscatine, v. Ill. Cent., for shipments of barley	1881	126
Russell & Co., Silver City, v. Wabash, for shipment of corn	1883	583
Sand Mound Melon Co., Fruitland, v. C., R. I. & P., for melons	1899	897
Schafnit, G. F., Moscow, v. C., R. I. & P., for car corn	1899	77
Schell, F. J., Breda, v. C. & N.-W., discrimination in distribution of	1891	828
Seibold, G. W., Danbury, v. C. & N.-W., for grain	1902	260
Seuffert, L., Burlington, v. C., St. P. & K. C., failure and delay in	1891	768
Seymour, T. S., Milford, v. C., M. & St. P., for hay shipments	1897	793
Slifer, M., Dedham, v. C., M. & St. P.	19.2	263
Slevers, W. O. Walnut, v. C., R. I. & P., refusal to furnish for grain	1901	525
Stevenson, W. H., Hamburg, v. K. C., St. J. & C. B., corn	1902	268
Snyder, M., Cleghorn, v. Ill. Cent., grain	1901	495
Southall, Wm. & Sons, Pierson, v. C., & N.-W., grain	1898, 92; 1899 63; 1902	257
Spencer, city and citizens of, v. C., M. & St. P., appeal for coal cars	1881	139
Spurgeon, J. B., Adel, v. C., M. & St. P., for corn	1901	525
Stephens, E. H. & Co., Ledyard, v. C. & N.-W., for grain	1901	528
Stoughton, T. S., Pierson, v., C. & N.-W., must be distributed equitably	1892	826
Teed, C. E., Menona, v. C., M., & St. P., for household goods	1901	519
Thompson & Knutson Wadena, v. C., M. & St. P., for wood	1902	268
Townsend, LeMars, v. Ill. Cent., for lumber	1883	615
Townsend, D. W., Cherokee, v. Ill. Cent.	1902	*287
Tuttle Bros., Whittemore, v. C., M., & St. P., for shipment of hay	1897	791
Way & Packard, Cedar Falls, v. B., C. R. & N., damage by reason of	1883	559
Wayland-Wright Grain Co., Kansas City, v. C. & N.-W., for grain	1902	252
Wayne, E. M., Woolstock, v. C. & N.-W., for grain	1898	230
Wedgewood & Co., Storm Lake, v. Ill. Cent., grain for Minneapolis	1898	85
Wells, A. A., Emmetsburg, v. C., M. & St. P., coal	1881	144
Weston, Wm., Anita, v. C., R. I. & P., loading cars from wagon	1899	118
White, Slayton, Beloit, Kan., v. C., R. I. & P. et al., for stock	1897	703
White, Geo. C. Nevada, v. C. & N.-W., for grain	1899	121
Williams, Richard, Ida Grove, v. C. & N.-W., for live stock	1888	693
Wright, M. M., Churdan, C., M. & St. P., for corn	1902	251
Young, O. W., Glidden, v. C. & N.-W., for live stock	1888	691
Resolution of Twenty-second General Assembly, directing action for relief	1887	798

FAILURE TO FURNISH CARS FOR CERTAIN MARKETS—see *Rights of Shippers*.
FAILURE TO STOP AT RAILROAD CROSSING—see *Crossing Stops*.
FAILURE TO PURCHASE TICKET—EXTRA FARE MAY BE COLLECTED—see *Passenger Fare*.
FAILURE TO STOP PASSENGER TRAINS—see *Passenger Trains*.
FAILURE OF COMPANIES TO REPORT—see *Report*.
FAILURE TO OPERATE ROAD—see *Abandonment of Road*.
FAILURE TO STOP AT CROSSING—see *Crossing Stop*.

	Year	Page
FAILURE TO SUPPLY CARS—*Continued*.		
FARM CROSSINGS—see *Crossings, Farm*.		
FAST TRAINS IN CITIES—see *Speed of Trains*.		
FAST TRAINS, PETITION TO STOP AT SMALL STATIONS—see *Train Service*.		
"FEEDERS"—see *Local Lines*.		
FENCING—		
Law suggested	1896	18
Liability of carriers in case of failure to fence	1884	499
Provisions of law in relation to	1888	19
Railroads' need of fencing	1883	91
Recommendations concerning	1884	27
Should right of way fences be hog tight?	1898	78
COMPLAINTS CONCERNING—		
Adams, J. Q., Spencer, v. C., M. & St. P., failure to fence	1885	561
Bates, L. P., Russell, v. Wabash, St. Louis & P. et al., failure to fence	1886	608
Buckley, Phillip, Pattersonville, v. C., M. & St. P., failure to fence	1886	509
Burns, Thomas, Breda, v. C. & N.-W., failure to fence	1885	526
Buson, R. B., Pattersonville, v. C., M. & St. P., failure to fence	1885	587
Carpenter, O. W., Dedham, v. C., M. & St. P., failure to repair	1891	745
Clever, M. G. and Irwin, J. M., v. C., B. & Q., failure to fence	1884	561
Curtis, T. J., Fonda, v. Ill. Cent., fencing track	1884	531
Damewood, E. C., Coin, v. O. & St. L., condition of right of way	1902	245
Gallentine, D. M., Van Cleve, v. Iowa Cent., right of way	1902	272
Gardner, John M., Leon, v. D. M. O. & S., fencing and cattle guards	1884	549
Gatton, Russell, Moscow, v. C., R. I. & P., bad condition of	1894	324
Gray, James, Ira, v. C. G. W., stock yards	1898	82
Harshbarger, W. A., Oakland Mills, v. S. L., K. & N. W., failure to build	1892	841
Henderson, C. H., Coin, v. Wabash, right of way	1902	301
Howe, E. A., Bridgewater, v. C., B. & Q., relocation of fence	1892	824
Hughes, R. M. and Hunn, H., Boone, v. M. & St. L., failure to build	1884	557
Ingersoll, M. J., Edgewood, v. C., M. & St. P., failure to fence	1884	548
Lange, Adams, Froelich, v. C., M. & St. P., hog-tight fence	1896	188
Lewis, M. M., Coin, v. O. & St. L., condition of	1900	202
Lockwood, J. C., Greene, v. B., C. R. & N., failure	1897	107
Love, Mrs. B., Shenandoah, v. O. & St. L., condition of right of way	1902	246
McDowell, Palmer, et al., Angus v. M. & St. L. R'y Co., failure to build	1885	554
McGee, H., Martinsburg, v. B. & W., failure	1897	183
Mehs, George, Comanche, et al., v. B., C. R. & N., petition for	1893	223
Meyer, A. F., Boyer, v. Ill. Cent., failure to fence	1900	187
Miller, H. V., Pattersonville, v. C., M. & St. P., failure to fence	1885	560
Nicol, Bert, David, v. W. & W., fencing station grounds	1895	208
Olsen, John R., Thor, v. C. & N.-W., failure to fence	1884	516
Ourhelm, J. L., Thor, v. C. & N.-W., failure to fence	1884	546
Parsons Bros., Luray, v. C. G. W., condition of	1900	212
Porter, W. S., Orient, v. C., B. & Q., right of way	1898	69
Price, E. T., Winfield, v. B. & W., failure to fence	1885	530
Rehder, Max H., Gladbrook, v. W., I. & N., failure to fence	1886	591
Ringland, G. S., Ft. Dodge, v. Crooked Creek, failure to fence	1895	160
Shellhammer, C., Beulah, v. C., M. & St. P., failure to repair	1891	791
Simmons, A. R., East Peru, inquiry concerning hog tight fence	1898	78
Small, John, Wick, v. D. M., O. & S., failure to fence	1886	556
Tibbetts, D. D. et al., Ogden, v. C., Ft. M. & D. M. petitn for	1892	827
Wakeman, M. A., Otho, v. M. & St. L., to connect with cattle guards	1887	716
Waldorf, C., Hudson, S. D., v. C., M. & St. P., failure to fence	1892	823
White, S. J., Plymouth, v. C., M. & St. P., maintenance of	1884	550
Williksen, O. W., Thor, v. C. & N.-W., failure to build	1884	514
FIRE SET BY ENGINES—see, also, *Damages*.		
Liability of carriers, exemption by contract, supreme court's opinion	1895	xxxv
COMPLAINTS CONCERING—		
Barslow, P. M., Burt, v. C. & N.-W., fire from engine	1885	519
Bradley, C. J., Gowrie, v. C., R. I. & P., property destroyed by fire	1889	1062

	Year	Page
FENCING—*Continued.*		
Bridge, A. M., Goldfield, v. B., C. R. & N., to hay	1897	682
Brunskill, D., Hawarden, v. C., M. & St. P., damage to crops	1889	1068
Butts, L. A., Russell, v. C., B. & Q., fire set out by engine	1886	597
Deming, C., Brush Creek, v. C., M. & St. P., fire from engine	1886	611
Enfield, James, Herndon, v. C., M. & St. P., to house from fire by engine	1884	584
Erickson, E. B., Huxley, v. C., M. & St. P., fire set by engine	1887	730
Guthrie, I. N., Newton, v. C., R. I. & P., fire set by engine	1889	1008
Hasking, A. N., Estherville, v. B., C. R. & N., fire from locomotive	1883	541
McNamara, Martin, Grafton, v. C., M. & St. P., fire from locomative	1884	522
Nevin, C. H., Parkersburg, v. I., C. R'd Co., to meadow	1898	79
Riechers, J. C., Point Lookout, Utah, v. C. & N.-W., damage	1899	73
Ring, S. E., Mapleton, v. C. & N.-W., meadow and fence destroyed	1900	190
Roy, Peter, Tara, v. D. M. & Ft. D. R'd Co., fire set by engine	1885	503
Scarls, D. D., Sloan, v. S. C. & P., fire set by engine	1887	725
Stevens, C. B., Donnelson, v. C., B. & K. C., fence destroyed	1888	687
Tartsch, William, Paton, v. C., R. I. & P., damage to hay	1890	935
Travis, S. N., Peru, v. C., St. P. & K. C., damages resulting from	1892	799
Wertz, J. J., Russell, v. C., B. & Q., fire on meadow set by engine	1886	607
FLOODS, losses by in Iowa	1891	17
FORWARDING CARS—see *Refusal to Receive and Forward Freight.*		
FREE TRANSPORTATION—see *Transportation;* also *Rates.*		
FREIGHT CARS—see *Cars.*		
FREIGHT CHARGES, per ton, per mile	1880	172
FREIGHT CHARGES GUARANTEED—see *Charges Prepaid or Guaranteed.*		
FREIGHT CHARGES, prepayment demanded, insolvency of connecting line	1878	15
—see, also, *Charges.*		
FREIGHT, CLASSIFICATION OF—see *Classification*	1885	54
FREIGHT, DIVERSION OF—see *Diversion of Freight.*		
FREIGHT, PREPAYMENTS—see, also, *Charges.*		
Donahue, Robert, Burlington, v. Cent. Iowa, prepayment of	1884	550
FREIGHT—REFUSAL TO DELIVER—		
Dow & Mercer, McVeigh, v. Ft. Mad. & N.-W., wrongful withholding	1884	500
Melrose, N. M., Goldfield, v. C. & N.-W., failure to deliver at station	1884	560
FREIGHT TRAINS, STOPPING OF AT PLATFORMS—see *Stopping Trains at Platform.*		
FREIGHT TRAINS CARRYING PASSENGERS—see *Train Service.*		
FUEL, APPROPRIATION OF BY CARRIERS—see *Appropriation of Coal.*		

GONG, electric, for crossing—see *Electric Signals*	1893	187
GOVERNMENT CONTROL or ownership of railroads	1891	28
GOVERNOR'S QUESTIONS FOR REPORTS—see *Reports.*		
GRADES, REDUCTION OF	1898	4
GRADE CROSSINGS, FARM—see *Crossings, Farm.*		
GRADE CROSSINGS, HIGHWAYS OR STREETS—see *Crossings, Highway.*		
GRADE CROSSING, RAILROAD—see *Crossings, Railroad.*		
GRAIN FOR SEED, reduced rates for	1892	833
GRAIN HOUSE, SITES FOR—see *Sites.*		
GRANGER LAW, and tariff, workings of discussed	1878	51
GRANGER LAW, discussion of	1885	34
GRANGER MOVEMENT IN THE WEST, history of, by Spencer Smith	1889	21
GRANGER TARIFF, EARNINGS UNDER—see *Earnings.*		
GREAT BRITAIN, RAILROAD COMMISSIONERS OF—see *Commissioners.*		

HACKS AND OMNIBUSES, PRIVILEGES OF AT STATION—see *Omnibus Privileges* and *Discrimination.*		
HAY RATES, petition of D. M. N. & W., for advance in	1898	165
HEATING OF CARS—see *Warming Cars.*		
HEIGHT of platforms at stations	1889	1071
HEPBURN committee report	1880	174-181
HIGHWAY, The, and the railway	1881	79
HIGHWAYS, establishment of, commissioners no authority over	1892	826
HIGHWAY, relocation, expense of crossing must be borne by railroad company	1889	1065

	Year	Page
HIGHWAY CROSSINGS, DANGEROUS—see *Crossings, Highway.*		
Keep, F. A., Beloit, v. C. M. & St. P., by relocation of track	1885	561
HISTORY of Iowa railroads	1879, 83; 1880, 239;	1898 173
HISTORY OF THE RAILROAD QUESTION IN IOWA—see *Railroad Question.*		
HOTEL PATRONAGE, SOLICITATION OF—see *Omnibus Privileges.*		

IMPROVEMENTS of roads and rolling stock	1891, 4;	1899 9
INCOMPETENT ENGINEERS—see *Engineers.*		
INCREASE OF EARNINGS UNDER COMMISSIONERS' RATES—see *Rates.*		
INJUNCTION, B., C. R. & N., IN JOINT RATES—see *Joint Rates.*		
INJUNCTION—see *Rates* and *Joints Rates.*		
INJUNCTION, by Judges Brewer and Fairall, v. Schedule of 1888	1888	36
INJURIES TO PERSONS—see *Personal Injuries* and *Accidents.*		
INSOLVENCY OF CONNECTING LINES, prepayment demanded	1878	15
INSPECTION OF RAILROADS IN IOWA	1898	
INSPECTION SERVICE—		
Baker Bros'. and Samuel Lilburn Co., Ottumwa, butter and egg shipments	1893	234
Council Bluffs Board of Trade v. C., R. I. & P. and C. & N.-W.	1889	977
INSUFFICIENT PASSENGER TRAIN SERVICE—see *Train Service.*		
INTERLOCKING SWITCHES, advisability of their adoption discussed	1889	18
Adoption of in Iowa	1897	6
Discussion of	1898	5
List of in Iowa	1899, 10; 1900, 5;	1901 5
Ackley, crossing of Ill. Cent. and Iowa Cent	1900	94
Albia, crossing of Wabash and C., B. & Q	1900	97
Ames, C. & N.-W. and Ames & Coll	1901	183
Arion, crossing of C., M. & St. P., Ill. Cent. and C. & N.-W.	1900	10
Belknap, C., R. I. & P. and Wabash	1897	35
Carbon, M. C. & F. D. and Ill. Cent	1901	18
Carnforth, crossing of C. & N.-W. and C., R. I. & P	1896	43
Cedar Falls, crossing of Ill. Cent. and B., C. R. & N	1900	92
Centerville, crossing of K. & W. and C., R. I. & P	1898	30
Cone, crossing of C., R. I. & P. and C., M. & St. P	1902	216
Corwith, M. & St. L. and Ia. Cent	1901	180
Davenport, C., R. I. & P. and B., C. R. & N.	1897, 46; 1898, 5;	1901 81
Denison, C. & N.-W. and Ill. Cent	1901	186
De Wet, C. & N.-W. and C., M. & St. P	1901	180
Dumont, crossing of, C. & N. W. and C., G. W	1900	100
Elberon, crossing of C. & N. W. and C., M. & St. P	1900	96
Estherville, crossing of M. & St. L. and B., C. R. & N	1900	98, 99
Fairfield, C., R. I. & P. and C., B. & Q	1897	47
Fonda, crossing of C., M. & St. P. and Ill. Cent	1900	99
Ft. Madison, drawbridge of A., T. & S. Fe R'y	1899	37
Gladbrook, crossing of C. & N.-W. and C. G. W	1902	211
Grand Junction, C. & N.-W. and C., R. I. & P	1901	187
Green Island, crossing of C., M. & St. P. and C., M. & St. P	1902	211
Greenville, M. & St. L. and G. & N. W	1901 182;	1902 215
Hampton, crossing of C. G. W. and Iowa Central	1902	215
Hartley, C., M. & St. P. and G. & N. W	1901	182
Hayfield or Hawley, M. & St. L. and B., C, R. & N	1901	180
Hinton, crossing of D. & S. C. and S. C. & N	1900	90
Herndon, crossing of C., M. & St. P. with branch line of same company	1900	93
Independence, crossing of Ill. Cent. and B., C. R. & N	1900	91
Iowa Falls, crossing of Ill. Cent. and B., C. R. & N	1900	92
Jefferson, C. & N.-W. and C., M. & St. P	1901	185
Lake Mills, crossing of C. & N.-W. and M. & St. L	1900	96
Laurens, C. & N.-W. and Gow. & N. W	1900	5
Laurens, crossing of C. & N.-W. and C. & N.-W	1902	210
Libertyville, C., R. I. & P. and C., Ft. M. & D. M	1897	35
Malvern, crossing of C., B. & Q. and O. & St. L	1898	32
Manson, Ill. Cent. and Gow. & N.-W	1901	184
Marathon, crossing of C. & N.-W. and C., M. & St. P	1900	93

	Year	Page
Inspection Service—*Continued.*		
Marshalltown, crossing of C. G. W. and C. & N.-W.	1902	213, 214
Mason City, crossing of C. & N.-W. and Iowa Cent	1900	95
Mason City, crossing of C. & N.-W. and M. C. & C. L.	1900	95
Mason City, crossing of C. & N.-W. and M. C. & Ft. D.	1902	213
McIntire, crossing of C. G. W. and Winona & Western	1900	97
Melbourne, crossing of C. G. W. and Iowa Cent	1898	32
Moravia, crossing of Wabash and C., M. & St. P.	1902	213
Moulton, Wabash and C. B. & K. C.	1901	184
Neola, C., R. I. & P. and C., M. & St. P.	1897	47
New Hampton, C., M. & St. P. and C. G. W.	1901	181
Ogden, C. & N.-W. and M. & St. L.	1901	183
Ottumwa, C., R. I. P. and C., B. & Q.	1897, 45; 1899	33
Paralta, C., M. & St. P. and C., M. & St. P.	1901	185
Reinbeck, crossing of C. & N.-W. and C. G. W.	1900	99
Rockwell City, crossing of Ill. Cent. and C., M. & St. P.	1900	98
Sabula, drawbridge on C., M. & St. P. over Miss. River	1900	91
Sargent's Bluffs, crossing of C. & N.-W. and C., M. & St. P.	1902	212
Seymour, crossing of C., M. & St. P. and C., R. I. & P.	1896	47
Sibley, C., St. P., M. & O. and B., C. R. & N.	1901	185
Spencer, C., M. & St. P. and M. & St. L.	1901	181
Tama, crossing of C., M. & St. P. and C. & N.-W.	1900, 03; 1901	187
Ute, crossing of C. & N.-W. and C., M. & St. P.	1900	94
Webster City, C. & N.-W. and Ill. Cent	1901	188
Webb, crossing of C., M. & St. P. and C. & N.-W.	1902	214
Wheatland, crossing of C. & N.-W. and C., M. & St. P.	1900	101
Intersections, Failure to Stop at—see *Crossing Stops.*		
Interstate Commerce Law, Violation of—see *Rates.*		
Interstate Commerce—see also *State Commerce.*		
Application for suspension of long and short haul clause	1887	714
Committee on, from United States senate	1885	39
Desirability of establishment of interstate commerce commission	1882	49
Discussion of	1882	42
Discussion of, Interstate Commerce Railway association	1890	24
Interstate commerce law, violation of	1888	608
Interstate and state commerce, dicussion of	1886	36
Interstate commerce law anticipated	1882	35
Its nature discussed in supreme court's decision	1882	38, 39
Law of 1873	1878	55
Law regulating, discussed by the board	1887	31
Powers of the state in reference to	1887, 50; 1894	16
Reagan bill	1882	42
Rates on, necessity for elasticity in	1882	45
Resolution of the Twentieth General Assembly, asking congressional action	1884	86
What constitutes: Diamond Jo line case	1880, 1074; 1077	
D. J. Carpenter case	1890	8495
H. R. Heath & Son's case	1894	164
Iowa Coal Rates, Petition for Advance in—see *Rates.*		
Iowa Commissioner Law Discussed—see *Commissioners.*		
Iowa Falls & Sioux City Railroad, history of	1879	109
Iowa Midland Railway, history of	1879	110
Iowa Railroads, History of—see *History of Iowa Railroads.*		
Jobbing—Number of persons employed in 1884	1884	76
Jobbing and Manufacturing—		
Amount of sales in 1884	1884	76
Products in 1884	1884	77
Net increase of business of 1883	1884	76
Materials in 1884	1884	77
Jobbing in Iowa, number of people interested in	1885	49
Jobbers Rates Discussed—see *Carload Rates* and *Rates*	1884	73
Tons of freight moved in 1884	1884	76
Petition for restoration of jobbers' and manufacturers' rates	1885	535

	Year	Page
Jobbers Rates—*Continued.*		
Wages paid by, in 1884	1884	77
Capital employed in, in Iowa	1884	76
Jobbers in Iowa should be placed on equality with those of outside points	1885	53
Joint Rates—see also *Rates, Joint.*		
Carpenter, E. E., case discussed	1899	8
Commissioners enjoined from establishing by B., C. R. & N.	1890	6
Commissioners' joint rate discussed	1891	14
Deemer, J., decision concerning	1895	xxiii
Desirability of between all Iowa lines	1887	717
Joint rates, status of discussed	1896	5
Dissenting opinion of Justices Rothrock and Robinson concerning	1891	49
Eighty per cent schedule higher than rates voluntarily charged by carriers or those now in effect on interstate traffic	1891	15
Failure to apply on flaxseed shipments	1891	762
In force in other states, but refused in Iowa	1894	197
Injunction proceedings against commission	1891	45
Law and discussion in reference to joint rates	1890	4
Laws relating to	1895	xvii
Legislation recommended	1891, 50; 1895	xxix
List of roads refusing to accept commissioners' joint rates	1891	14
List of roads accepting same	1891	15
Litigation on	1890	6
Must be applied for and refused to shippers before petitioning board	1895	xxviii
Opinion of Iowa supreme court concerning	1891, 45-50; 1895	xxv
Opinion of supreme court in reference to B., C. R. & N. injunction case	1893	27
Opinion of supreme court in reference to Blair v. S. C. & N.	1897	295
Overcharges on account of roads failing to apply, ordered refunded	1891	763
Power of states to fix through rates over two or more lines	1891	47
Petition by carrier to extend time of trail of, account of apparent increase of earnings under	1891	15
Reasons for motion to dissolve injunction and reasons for injunction	1891	46
Rules for fixing rates for continuous haul (80 per cent schedule)	1890	6
Schedule and order concerning	1895	xxii
Status and discussion of	1895	xvii
Violation of joint rate law by one carrier, no excuse for another	1891	763
Willingness of Ill. Cent. to apply in Iowa	1891	763
Complaints Concerning—		
Baker, W., manager Columbia Coal Co., Diamond, v. Iowa Central	1894	837
Campbell, F. M. & Co., Randolph, v. C., B. & Q., failure to apply	1895	194
Carpenter, E. E., v. C., M. & St. P. et al	1900 5,	127
Cedar Falls Paper Mfg. Co. v. C., R. I. & P. and B., C. R. & N., petition for	1889	1085
Cedar Falls Paper Mfg. Co. v. Iowa Cent. and C. G. W., refusal to apply	1893	250
Columbia Coal Co., Diamond, v. Iowa Cent., refusal to apply	1894	837
Coon Valley Coal Co., Des Moines, v. C., St. P. & K. C., discrimination in	1892	767
Corey Coal Co., Lehigh, v. M. C. & Ft. D., petition for	1892	839
Darby, J. H., Belmond, v. M. C. & Ft. D., refusal to apply, overchage	1895	208
Davenport, shippers of, v. B., C. R. & N. et al., petition for	1889 1022,	1087
Flint, F. C., Manchester, v. C., M. & St. P., refusal of through billing	1896	81
Ft. Madison Chair Co. v, C., B. & Q. and B., C. R. & N., refusal to make	1889	1055
Holman, C. J. & Bro., Sargent's Bluffs, v. C. & N.-W. et al., petition for	1889	1018
McGilora, L. E., Larchwood, v. B., C. R. & N. et al., refusal to apply	1892	862
McCarthy, M. H., Dubuque, letter of, concerning	1896	81
Steeves, J. C., Page Center, v. H. & S. and C., B. & Q., refusal to apply	1892	852
Smith, H. D., Monticello, v. Ill. Cent., refusal to apply	1891	762
Tims, J. B., Tama, v. C. & N.-W., refusal to grant	1890	984
Joint Stations—see also "Y."		
And Y connections, legislation recommended	1889	40
At railroad crossings or intersections	1894	78
Laws of Missouri and Wisconsin concerning, at crossings	1888	710
Complaints Concerning and Petitions for—		
Allen Grove township, Scott county, citizens of, v. C., M. & St. P. and B., C. R. & N.	1885	499

COMPLAINTS CONCERNING—*Continued.* Year Page

Brown, J. G., Marshalltown, v. Cent. Iowa and Wis., Iowa & Neb. ... 1884 562
Carnforth, citizens of, v. C., R. I. & P., freight facilities at ... 1889 987
Crandall, J. B., Sterling, Ill., v. C. & N.-W., and Wabash at Lohrville ... 1884 578
Crooked Creek R'd Co., union depot at Webster City ... 1893 212
Davenport, Moline & Rock Island, petition for at Wheatland ... 1887 758
Dean, George W., et al., Conway, v. H. & S., and C., B. & Q. R'd Co. ... 1884 533
Denison, Citizens of, v. C. & N.-W. et. al., petition of ... 1887 727
Diagonal, citizens of, v. C., St. P. & K. C. and H. & S., petition for ... 1889 1083
Donnan, Fayette county, citizens of, v. C., M. & St. P. and B., C. R. & N ... 1890 859
Fayette county, citizens of, v. C , M. & St. P. et al., at Donnan Junction ... 1887 705
Goldfield, citizens of, v. C. & N.-W. and B., C. R. & N. ... 1884 536
Harrison township, Mahaska county, citizens of, v. C. & N.-W. et al ... 1886, 607; 1887 764
Harveyville, citizens of, v. C., R. I. & P. and Wabash, St. L. & P ... 1885 500
Hawarden, citizens of, v. C. & N.-W and C., M. & St. P. ... 1884 537
Herndon, citizens of, v. C., M. & St. P. and Wabash, St. L. & P ... 1884 538
Iowa county, citizens of, v. C., R. I. & P. and C., M. & St. P. ... 1884 542
Jenks, A. M., Sheldahl, v. C. & N.-W. et al., platform, crossing, etc ... 1887 689
Jesup, Elias, et al., New Providence, v. Iowa Cent. and Toledo & N.-W. R'y ... 1885 545
Krysher, Levi, Avon, v. C., B. & Q. and C., R. I. & P., petition for ... 1886 506
Louden Machinery Company, Fairfield, v. C., B. & Q. and C. G. W., petition for freight station at Afton Junction ... 1893 187
Melbourne, J. H. Bagley, et al. of, v. C. G. W., joint station at crossing ... 1896 16
Malvern, citizens of, v. C., B. & Q. and Wabash, St. L. & P. ... 1884 523
Mason, E. H., Carnforth, v. C. & N.-W and C., R. I. & P., petition for ... 1885 535
New Boston, citizens of, v. A., T. & S. Fe et al ... 1897 41
Noel, J. T., Noel, v. C., M. & St. P. and B., C. R. & N., petition for ... 1885 557
Oneida, citizens of, v. C., M. & St. P. and C., St. P. & K. C., petition for ... 1889 1072
Palestine, trustees of, v. C., M. & St. P. and C. & N.-W. ... 1884 512, 513
Reynard, J. S., Creston, v. C., B. & Q. and C. G. W., at Afton Junction ... 1893 186
Robinson, C. E., et al., Hawarden, v. C., M. & St. P ... 1887 704
Rockwell City, citizens of, et al., v. C. & N.-W. et al., at Lohrville ... 1891 758
Romans, J. B., et al , Denison, v C., M. & St. P. and C. & N.-W., at Arion ... 1891 742
Row, Samuel, et al., Oskaloosa, v. C. & N.-W. and Burl. & Western ... 1885 502
St. Charles, citizens of, et al., v. C., R. I. & P. et al., near Bevington ... 1892 755
Sheldahl, citizens of, v. C., M. & St. P. and C., St. P. & K. C., petition for ... 1886 570
Sheldon, citizens of, v. C., M. & St. P. et al , inadequate accomodations at ... 1887 697
Shipley, H. F., Herndon, v. C., M. & St. P. et al ... 1883 708
Smith, A., et al., Conway, v. C., B. & Q. and H. & S., petition for ... 1890 884
Stile, T. R., et al , St. Charles, v. C., R. I. & P. and D. M. O. & S. ... 1887 679
Truro, citizens of, et al., v. D. M & K. C. et al., at near Bevington ... 1892 755
Walnut and Vernon townships, Palo Alto county, citizens of, v. B., C. R. & N. and C., M. & St. P ... 1886, 479; 1887 683
Warren township, citizens of, Poweshiek county, v. C. & N.-W. and C , R. I. & P. 1884 598
Warren township, Keokuk county, trustees of, v. C. & N.-W. and C., R. I. & P. 1885 570
Winterset, St Charles and Truro, citizens of, v. C., R. I. & P., and D. M. & K C petition for, near Bevington ... 1892 755

JURISDICTION OF RAILROAD COMMISSIONERS—see also *Commissioners.*
Of commissioners ... 1878, 5; 1891, 28, 862
Of commissioners in matters of private right ... 1892, 26-28, 38-39

JUST DISCRIMINATION discussed ... 1884 73

KEOKUK & DES MOINES RAILWAY, history of ... 1879 110

LACK OF CARS—see *Failure to Furnish Cars;* also *Cars Lack of.*
LACK OF DEPOT FACILITIES—see *Station.*
LAKES, INLAND, crossed by railroads without authority ... 1885 59
LAND GRANTS, first and final report of ... 1878, 46; 1898 12
LARGE AND SMALL SHIPPERS—see *Carload Rates.*
LARRABEE, WILLIAM, governor, questions for commissioners' report ... 1889 42

LAW GRANTING POWER TO COMMISSIONERS—see *Commissioners.* Year Page
LAWS AND LEGISLATION relating to railways ... 1890 Appendix, 1899 Appendix, 1900 Appendix
Affecting railroads discussed—see *Railroad Question.*
Amendments suggested ... 1878 32
Chronological arrangement of ... 1878 31
Conflicting and disputed provisions of ... 1889, 37; 1891 42
Decisions of court construing ... 1895 x
In reference to automatic couplers and brakes ... 1887 59
In Iowa, affecting railroads ... 1890 Appendix, 1900 Appendix
Provisions of in surrounding states ... 1895 vii
Recommendations of commissioners concerning legislation ... 1887 57-59, 75; 1891 42
Recommended by commissioners ... 1889, 37-45; 1891 42
Revisions and present status of ... 1895 xi
Suggestions concerning amendments to law requiring reports of carriers ... 1879 4
Uniformity in ... 1892 46

LEASES, TERMINATION OF FOR WAREHOUSES, ETC.—see *Sites.*
LEASED ROADS, discussion of advisibility of consolidating ... 1879 65
LEVEES, their maintenance by railroad companies ... 1884 85
LEWIS, DWIGHT N., elected secretary ... 1890, 15; 1900, 10; 1901 9

LIABILITY OF CARRIER—
BEYOND ITS OWN LINES—see *Damages.*
CONCERNING LIVE STOCK—see also *Live Stock.*
For care of in transit ... 1889 1050
For killing ... 1888 240
For shrinkage of or decline of market during delay in transportation ... 1892 865
Smith, J. N., Fairfield, v. C., B. & Q , shipments of without attendant ... 1883 647

FOR FAILURE TO SOUND WHISTLE AT CROSSING—see *Stock Killed;* also *Crossing—Highway.*
For failures to stop at platforms ... 1891 777
FOR GOODS SHIPPED "OWNERS' RISK"—see *Owner's Risk.*
FOR RATES QUOTED BY AGENT ... 1889 1060
Hamilton, J. M., Welda, Kan., v. C., B. & Q ... 1885 559
FROM FIRE, SUPREME COURT'S OPINION ... 1895 xxxv
see also *Fire Set by Engine;* also *Damages.*
NOT EXEMPT FROM, BY CONTRACT—see *Owner's Risk.*
Of initial carrier ... 1895 556

LIGHTING CARS—
Discussion of ... 1890 5
Discussion of dry carburator system ... 1892 43-44
LIMITED TICKETS, WHAT CONSTITUTES NOTICE OF LIMITATION, ETC.—see *Tickets.*
LITERATURE, objectionable sold on trains ... 1883 93
LITIGATION—see also *Railroad Question.*
Cases pending in state courts to enforce commissioners' orders ... 1891 38
Decisions of supreme court discussed ... 1892 21, 30
In reference to commissioners' rates ... 1889 30
Report of attorney-general concerning ... 1892, 39, 43; 1893, 39; 1890, 10; 1895, 37; 1896 175

LIVE STOCK—see also *Liability of Carriers.*
Brown, W. R., Wallingford, v. C., M. & St. P., delay in transit ... 1883 687
Care of when shipped ... 1887 741
Engle, E., Onawa, v. C. & N.-W. R'y, cruelty to stock in transit ... 1884 541
IN PALACE CARS, METHODS OF REGULATING CHARGES FOR—see *Palace Stock Cars.*
Passenger fare for attendant, with L. C. L. shipments, not authorized by commissions' schedule ... 1897 276, 847
Confinement in transit, not exceeding twenty-eight hours ... 1878 56
SUBSTITUTION OF, IN TRANSIT—see *Stealing Live Stock in Transit.*
LIVE STOCK RATES—see *Rates, Freight.*
LOADING CARS FROM WAGONS—see also *Demurrage.*
Galley, W. H., Zearing, v. Central Iowa, refusal to furnish cars for ... 1885 573
Strong & Co., Luton, v. C., M. & St. P., for track shipments ... 1896 156
Time allowed for ... 1884, 525; 1889 906

	Year	Page
LOADING AND UNLOADING L. C. L. SHIPMENTS—		
Hoebel, P., Blairstown, v. all lines, regulations concerning	1892	838
LOCAL FREIGHT, percentage of	1883, 20; 1885, 21; 1886, 20;	1887 20
LOCAL FREIGHT, TONNAGE IN IOWA, PERCENTAGE OF—see *Tonnage*.		
LOCAL RATES—see *Rates*.		
Board of Control v. M., C. & Ft. D., near school for deaf	1902	265
LOCAL TRAIN SERVICE—see *Train Service*.		
Randolph, H. F., Mayor, et al., Correctionville v. Illinois Central	1902	265
LOCAL LINES, percentage of charges received on through shipments	1886	33
LOCATION OF RAILWAY—		
Board of Control v. M. C. & F. D., near school for deaf	1902	265
Randolph, H. F., Mayor, et al., Correctionville, v. Illinois Central Ry	1902	265
LOCOMOTIVES, net weight of	1879	54
LOGS, CLASSIFICATION OF—see *Classification*.		
LOG RATES COMPARED—see *Rates*.		
LONG AND SHORT HAUL, RATES FOR AND VIOLATION OF—see also *Rates*.		
Farnam & Kilbourne, Akron, v. C., M. & St. P., violation of	1888	695
Fowler Company, The, Waterloo, v. Ill. Cent.	1886	485
Hogsboom, S. R., Creston, v. C., B. & Q., on hard coal	1895	226
Joyce, D., Carroll, v. C., M. & St. P. and C. & N.-W., on lumber	1894	279
Lane Implement Co., Red Oak, v. C., B. & Q., on car of implements	1895	175
Low rates for long haul, importance of to the state	1880	181
New York and other laws concerning	1885	55
Merrill, J. H. & Co., Ottumwa, v. K. & W., violation of	1888	709
Principle of referred to	1886	52
LOSSES BY FLOODS—see *Floods*.		
LOSSES ON THROUGH BUSINESS MADE UP BY HIGH LOCAL RATES—see *Rates*.		
LUMBER RATES—see *Rates*.		
LOST IN TRANSIT—see also *Damages*.		
Barber Med. Co., Davis City, v. C., B. & Q., carboy of vitrol	1892	730
Barnacle, John, Dana, v. C., R. I. & P., shortage of oats shipped to Peoria	1891	774
Beck, Joseph, Marcus, v. Ill. Cent., of coal	1898	94
Brower, D. M., Adel, v. C., R. I. & P., hogs	1891	834
Brown, J. V. H., Flagler, v. C., B. & Q. et al., mirror broken	1899	95
Bruce, J. J., Rolfe, v. C. & N.-W., failure to deliver goods as marked	1883	651
Calkins & Homan Bros., Corning, v. C., B. & Q., stove	1886	611
Campbell, F. M., Randolph, v. C., B. & Q., grain	1900	200
Cary, George T., Grant, v. C., B. & Q., goods	1891	813
Caster & Briggs, Barnes City, v. B., C. R. & N., window broken	1898	89
Clark, A., Canton, v. C. & N.-W., loss of veal	1894	236
Conrad, Ed. A., Forest City, v. M. & St. L. and C. & N.-W., household goods	1894	499
Cond, Jas., Everly, v. C., M. & St. P., of baggage	1901	496
Creswell, M., Bonaparte, v. C., R. I. & P., hogs	1883	629
Cumings, J. M., Spencer, v. C., R. I. & P., household goods	1880	111
Esick, M. L., Indianola, v. C., St. P. & K. C., potatoes	1890	946
Fowler, C. W., Rowan, v. B., C. R. & N., veal damaged in transit	1895	168
Fremont Butter and Egg Co., v. C., B. & Q., car of eggs missent	1890	844
Fuller, H. E., Otho, v. Ill. Cent., box of goods	1888	741
Germer, Otto, Imogene, v. C., M. & St. P.	1897	145
Georger, H., Grant, v. B. & O., household goods damaged	1894	292
Gross, F. P., Sibley, v. B., C. R. & N., goods	1892	858
Halloway, H. G., Paton, v. C., R. I. & P., steel	1892	824
Hartman, G. A., Creston, v. C., B. & Q., shortage of coal	1889	997
Healey, H. M. & Son, Grundy Center, v. B., C. B. & N., damage to flour	1894	278
Hebron, S., Strawberry Point, v. C., M. & St. P., damage to stock	1894	341
Heaton, H. J., Anderson, v. C., B. & Q., goods stolen	1882	439
Henderson Bros., Traer, v. B., C. R. & N., apples in transit	1901 516; 1902	256
Holcomb, H. L., Mason City, v. C., B. & Q., of calf at transfer	1901	497
Hurley, A. S., Cherokee, v. B. & M., of tools	1897	148
Judge, J. T., Carroll, v. C. & N.-W., tent outfit	1895	210
Kendig, A. J., Winterset, v. C., B. & Q., Medicine	1902	289
Kendall, E. S., Kellerton, v. C. & N.-W., household goods	1882	537

	Year	Page
LOST IN TRANSIT—*Continued*		
Knight, F. W., Milford, v. C., M. & St. P.	1902	248
Krause, Robert, Co., Davenport, v. C., R. I. & P	1902	266
Lingham, M., Van Cleve, v. Iowa Central, loss of oil on platform	1895	225
Luther, M. H., Swede Point, v. Ill. Cent. and C., B. & Q., household goods	1882	527
Martindale, J. M., Prairie City, v. C. B. & K. C., box of books	1898	77
Marquardt, C. G., of the Iowa Phonographic Co., v. Ill. Cent., goods	1892	806
McFarlane, James, Blencoe, v. S. C. & P., boxes of tobacco	1885	582
McNall, A. H., Maxwell, v. C., M. & St. P., merchandise	1884	501
McNall, A. H., Maxwell, v. C., M. & St. P. and W., I. & N., merchandise	1885	525
McNall, A. H., Maxwell, v. C., M. & St. P., barrel of sugar	1887	567
Phelps, P. E., Rockford, v. B., C. R. & N., flax seed	1895	240
Piekenbrock, E. B. & Sons, Dubuque, v. C., M. & St. P., baggage	1900	155
Raber, John, Newberg, v. C. & N.-W., household goods	1882	456
Read, T. C., Corning, v. C., B. & Q., Breakage	1902	291
Ryan, J. A., Laurens, v. C., & N.-W., loss of hogs	1890	940
Skinner, J. P., Grinnell, v. C., R. I. & P., sample case	1902	269
Smith, James A., Westgate, v. C. G. W., coal in transit	1902	253
Sokol & Kegley, Monmouth, v. C. & N.-W., damage to sorghum	1884	319
Southall, William & Sons, Pierson, v. C. & N.-W., of grain	1898	70
Spencer Bros., Randolph, v. C., B. & Q., car of coal	1882	449
Stafford, H. W., Grundy Center, v. B., C. R. & N., shortage in car of oats	1891	829
Stebbins, W. F. Decorah, Ill., v. C. G. W., merchandise	1894	237
Stebbins, W. F., Des Moines, v. C., R. I. & P., household goods	1886	127
Thurman, Geo., Anita, v. C., R. I. & P., windmill vane	1900	159
Thurman, Geo. E., Anita, v. C., R. I. & P., axle broken in transit	1902	228
Van Norman, J., Moville, v. C., R. I. & P. et al., merchandise	1886	161
Vetter, D. Grant, v. C., B. & Q., oilcloth	1891	781
Wahl, O. A., Churdan, v. C., M. & St. P., cotton	1900	181
Warnstaff, N., Grand River, v. B. & M. et al., merchandise	1888	679
Whittier, L., Whiting, v. S. C. & P. and C. & N.-W., merchandise	1883	584
Witmer, F. R., & Son, Mingo, v. C., St. P. & K. C., goods stolen	1890	876
Wood, Alfred, Traer, v. C., M. & St. P. and B., C. R. & N	1882	532
MAIL FACILITIES AND MAIL SERVICE—see *Station Service*, also *Train Service*.		
MAPLE RIVER RAILROAD, history of	1879	111
MARKED CAPACITY OF CARS—		
France, H. C., Rose Hill, v. C., R. I. & P., rule governing	1897	135
MARKETS, CHOICE OF, SHIPPERS ENTITLED TO—see *Rights of Shippers*.		
MARKS, M. L., Testimony of, in Davenport rate cases	1888	761
MASSACHUSETTS, attitude of, concerning grade crossings	1893	16
MAXIMUM AND MINIMUM RATES, discussion of	1885	53
MAXIMUM RATES, opinion of supreme court concerning, discussed	1897	9
MAXIMUM RATES, In Davenport, Dubuque and Burlington rate cases	1888, 752, 773,	797
MCCLAIN, EMLIN, "Statutes of Iowa relating to railways"	1890	3
MILEAGE—		
Comparative table of	1899, 6;	1900 6
Increase in Iowa discussed	1891, 5;	1898 6
Iowa, fifth of the states in		1891 5
In Iowa, table of		1879 128
Of road build from earnings in excess of 6 per cent on $30,000 per mile		1891 37
Proportion of earning credited to branch lines		1889 1006
MILEAGE BOOK—		
Hultz, Webb, Charlton, v. Iowa Central, claim for rebate on	1890	851
Dissenting opinion by Commissioner Dey	1890	851
Nash, C. J., Ottumwa, v. Wabash, C., R. I. & P. et al., refusal to honor	1886	575
Pollans, F. E., Waterloo, v. Ill. Cent., use of by other than purchaser	1897	134
MILLING IN TRANSIT—		
Application of principle to barbed wire	1887	715
Edmonds, E. J. Marcus, v. Ill. Cent., cleaning grain in transit	1888	252
Tiede, A. C. & Co., Elkport, v. C., M. & St. P., petition for	1892	850

	Year	Page
MINIMUM CHARGE—		
Barnard Bros., Ackley, v. Central Iowa, 25-cent charge	1889	19
Iowa Jobbers v all railroads, attempted advance, 25c to 50c	1894	385
Parker, S. F., Earlville, v. C. & N.-W	1882	457
MINIMUM WEIGHT—		
Brown, W. S., Manson, v. Ill. Cent	1903	61
MINIMUM WEIGHT AND MARKED CAPACITY OF CAR—		
Brown, J. G., Marshalltown, v. C., M. & St. P., charges for excess	1897	718
Codd, H. G. S., Westfield, v. C. & N.-W., on live stock	1894	280
Des Moines Linseed Oil Works, v. Ill Cent., on flax seed	1895	218
Dunlap, J. H., Clarinda, v. C., B. & Q., on wagons, parts of	1887	750
DuBois, W. S., Rockwell City, v. C., M. & St. P., marked capacity of car	1899	124
France, H. C. Rose Hill, v. C., R. I. & P., rule governing marked capacity of cars.	1897	135
Hollingsworth, A. E., Dunreath, v. Ill. Cent. Coal	1899	51
Ketchum, & Johnston Co., Marshalltown, v. C. & N.-W., agricultural implements.	1897	108
Leonard, Daniel, Corning, v. all railroads, on car of sheep	1894	159
Mathews, J. J. Cherokee, v. Ill. Cent., on corn	1901	517
McGrath, J., Tyrone, v. C., B. & Q., on coal	1892	865
Morris, Daniel, Lawn Hill, v. C., & N.-W., of carloads	1882	459
Mt. Pleasant Milling Co., v. C., B, & Q., on flour	1899	98
Pearson & Hayton, Pierson, v. C. & N.-W., grain	1899	95
Sheldon, H. C., Tingley, v. C., B. & Q., on sheep in carloads	1895	201
Slife, M. Dedham, v. C., M. & St. P., marked capacity of cars	1899	124
Townsend, D. W., Cherokee, v. Ill. Cent., estimating weight of brick	1899	84
MINK, OLIVER W., comptroller, letter of, in Council Bluffs complaint	1883	545
MISCELLANEOUS—		
Adams, E. E. Britt, v. C., I. & D. R. R. Co., compensation for printing	1881	515
Astor, citizens of, v. C., M. & St. P., location of new town near Astor	1884	589
Brown, A. F. Newton, v. Central Iowa, failure to run Odd Fellows' train	1883	730
Carlson, S. G. Stratford, v. C. & N.-W., rental for site for scales	1893	21
Casselman, J. H., Ames, v. C., St. P., M. & O., claim for lost mileage book	1892	842
Davids, et al., Sanborn, v. C., M. & St. P., unsanitary cabooses	1896	92
Dow & Mercer, McVeigh, v. Ft. M. & N.-W, withholding of freight	1884	500
Expenses in constructing spur track, parties entitled to return of, on abandonment of track	1891	733
Gillespie, Mrs. R., Chadron, v. C., B. & Q., refund for ticket stolen	1889	1026
Indebtedness of railway companies, law concerning	1884	70
Jones, F. C., Herndon, v. D. M. & N. W, et al., storing cars on Y track	1892	857
Paralta, Linn county, citizens of v. C., M. & St. P., highway to depot	1892	814
Randall, L. D. & Co., Dubuque, v. Ill. Cent., division of territory between railroads	1891	132
Slosson, J. M., Northwood, v. B., C. R. & N., feeding snow bound passengers	1883	674
Spire, William J., Barnes City, v. C., R. I. & P., misconduct of train men	1892	856
Valentine, H. K., Casey, v. United States Express Co., claim for perishable goods shipped with charges guaranteed	1892	847
MISQUOTED RATES BY AGENTS, LIABILITIES OF CARRIERS FOR—see *Liability.*		
MIXED CARLOADS—see *Carloads.*		
MIXED TRAIN SERVICE—see *Train Service.*		
MONOPOLY of shipping facilities on station grounds against public policy	1890, 893-895; 1891, 736, 814;	1893 781
MORGAN, E. G., appointed secretary of the board	1889	3
Resigned	1897	3
NATIONAL CONVENTION of railroad commissioners, see also *Convention of Railroad Commissioners.*	1881, 164; 1900, 5; 1901	5
NAVIGATION, OBSTRUCTION OF—see *Obstruction and Overflow.*		
NEGLIGENCE IN CARE OF STATION—see *Station.*		
NEW LINES, construction of	1878	6
NIGHT STATION SERVICE—see *Station.*		
NORTHWOOD CASE—see also *Abandonment of Road.*		
Certify to attorney-general	1884	45

	Year	Page
NUISANCE—		
Excavation of pit by railway company causing water to collect near highway	1900	205
Woman's Village Imp. Co., Coon Rapids, v. C., M. & St. P., unsightly piles of dirt	1897	105
OBSTRUCTING STREETS AND HIGHWAY CROSSINGS—see, also, *Crossing, Highway.*		
Barney, B., mayor of Meservey, v. M. C. & Ft. D., street with cars	1896	153
Dodd, F. B., Waucoma, v. C., M. & St. P., with standing trains	1896	111
Gafford, Joseph, Burlington, v. Citizens of Murray, by elevator	1887	687
Johnson and Erickson, Pickering, v. C., M. & St. P., by fence	1898	209
Knight, F. W., Milford, v. C., M. & St. P.	1902	288
Lee, L. W., Wick, v. C. G. W., by standing train	1898	80
Le Mars, citizens of, v. Ill. Cent.	1890	861, 889
Murchison, A. S., Williamsburg, v. C., M. & St. P., by trains	1886	517
Murray, citizens of, v. C., B. & Q., at highway crossing	1884	565
Murray, citizens of, v. C., B. & Q., protest of Joseph Gafford	1887	687
Ochiltree, T. J., Morning Sun, v. B., C. R. & N., blockading streets	1884	535
Payne, I. D. Linden, v. C., M. & St. P., by train	1901	498
Roley, T. T., Keswick, v. B., C. R. & N., by standing train	1893	126
Rudolf, A. K., North McGregor, v. C., M. & St. P., by trains	1900	166
Russell, J. M., Storm Lake, v. Ill. Cent., by elevator	1893	154
Thomas, A. D., Fredricksburg, v. C. G. W., streets across station grounds	1896	154
Turner et al., Colfax, v. C., R. I. & P., by train	1898	210
Walker, Geo. D., Leeds Grove, v. C., M. & St. P., by trains	1900	177
Waters, James, Des Moines, v. C. & N.-W., with cars	1892	832
Wind, Carl, Herndon, v. C., M. & St. P., by train	1900	201
Wyatt, E. R., et al., Lamoille, v. C. & N.-W., with train	1886	554
Zeidler, J. C., Mallard, v. C., R. I. & P., by building and platform	1898	155
OBSTRUCTION AND OVERFLOW—		
Amundson, H., Ellsworth, v. C. & N.-W., watercourse and highway	1888	738
Anderson, A. A., et al., Okaboji, v. C., M. & St. P., navigation	1892	741
Antrim, Wm., Randolph, v. C., B. & Q., insufficient drainage	1900	187
Armstrong, J. R., road supervisor, Marion, v. C., M. & St. P., watercourse	1894	246
Arthurs, C. H., Oakland Mills, v. St. L., K. & N. W., improper ditch	1900	132
Avery, S., Council Bluffs, v. C., R. I. & P., improper drainage	1901	500
Barnholdt, Clause, Wiota, v. C., R. I. & P., lack of culverts	1890, 951;	1894 828
Beebe, J. W., Talmage, v. C. G. W., waste water from tank	1892, 837;	1898 210
Boal, John, et al., Mitchellville, v. C., R. I. & P., insufficient drainage		1897 144
Bolding, D. D., Coppock, v. Iowa Cent., improper drainage		1901 463
Butt, James, Knowlton, v. C. G. W., changing water course		1902 290
Campbell, J. S. K., Morning Sun, v. Iowa Cent., drainage		1896 172
Craig, W. F., et al., Davis City, v. C., B. & Q., of watercourse		1890 879
Crozier, C. E., Oskaloosa, v. B. & W. and C., & N.-W., of watercourse		1890 860
C., R. I. & P. R'y Co., v. C., St. P. & K. C., at grade railroad crossing		1887 735
Donner, J. D., et al., Marshalltown, v. W., I. & N., by defective construction		1887 713
Eldon drainage case		1895 125
Fortney, David, Otho, v. M. & St. L., refusal to lower culvert		1895 551
Giles, Charles, Talmage, v. C., B. & Q., of waterway		1890 845
Greenwood township, trustees of, Bancroft, v. C., & N.-W., of watercourse		1894 843
Guthrie county, citizens of, v. C., M. & St. P., near Bagley		1898 142
Harding, N. G., Des Moines, v. D. M., N. & W. et al., drainage		1899 87
Hendrie, J. S., et al., Pacific Junction, v. C., B. & Q., of creek		1884 569, 574
Huxley, citizens of, by O. L. Hatteberg, v. C., M. & St. P., of watercourse		1898 290
Huyser, A., et al., Pella, v. Wabash, obstruction to drainage		1902 290
Innis, W. H., et al., Emmetsburg, v. B., C. R. & N., navigation		1886 479
Jenks, A. N., Sheldahl, v. C. & N.-W., by surface water		1885 574
Keller, B. F., Knowlton, v. C. G. W., caused by dam in right of way		1902 270
Kelley, W. F., Decatur county, v. D. M. & K. C., damages on account of		1890 886
Kendall, W. T., et al., Spirit Lake, v. C., M. & St. P., navigation		1885 491
Kinney, A., Herndon, v. C., M. & St. P.		1902 290
Kline, George, Glidden, v. C. & N.-W., insufficient waterway		1891 771
Koons, J. H., Des Moines v. C. G. W., drainage		1896 152

	Year	Page
OBSTRUCTION AND OVERFLOW—*Continued.*		
Lange, A., Froelich, v. C., M. & St. P., insufficient drainage	1892	882
Lestina, F., Froelich, v. C., M. & St. P., highway crossing	1897	119
Lewis, J. F., New Hampton, v. C. G. W., damage on account of	1893	208
McConnell, T. D., Botna, v. C. & N.-W., from embankment	1896	139
McNaughton, M. N., Villisca, v. C., B. & Q., stock drowned	1887	766
Mitchell, L., Blairsburg, v. Ill. Cent., drainage	1895, 197; 1896	57
Moore, Thomas, et al., Turin, v. C. & N.-W., arbitration	1889 939,	1002
Powell, Charles, et al., Bagley, v. C., M. & St. P., damage, by reason of	1893	142
Rick, James G., Granger, v. D. M., N. & W., defective drainage	1897	113
Rodgers, G. W., Fort Dodge, v. M. & St. L., petition to drain excavation	1886	524
Shellhamer, C., Froelich, v. C., M. & St. P	1902	294
Shopell, Henry, Mt. Union, v. B. & N.-W., damage caused by	1883	564
Simmons, C. H., Mapleton, v. C., M. & St. P., drainage	1899	83
Smith, E. J., North English, v. C., M. & St. P., improper drainage	1892	882
Terry, J. L., Martelle, v. C., M. & St. P., of watercourse	1892	740
Tibbets, D., Miles, et al., v. C., R. I. & P., drainage near Eldon	1895	125
Turner, James R., Wiota, v. C., R. I. & P., insufficient drain pipe	1891	790
Wall Lake, township trustees of, v. C. & N.-W., diversion of natural stream	1900	141
Waterman, D. C., township clerk, v. Iowa Central	1902	297
Wilcox, J. A., Sanborn, v. C., M. & St. P., of watercourse	1893	230
Wright, W. H. H., Dunlap, v. C. & N.-W., insufficient drainage	1880	89
Yungclas, J. H., Duncombe, v. Ill. Cent., of highway	1885	545
Yungclas, J. H., Webster City, v. Ill. Cent., of defective culvert	1882	567
OFFICERS' SALARIES	1888	645
OMNIBUS PRIVILEGES—		
Anderson, P. G., & Son, Mason City, v C., M. & St. P., discrimination in	1895	221
Beach, W. H., Goldfield, v. R'y Co.'s refusal to allow him	1898	97
Close, George V., Iowa Falls, v. B., C. R. & N. et al., discrimination in	1892	765
Hackmen of Sioux City v. R'y Companies, discrimination in	1890	881
Smith et al., Manilla, v. C., M. & St. P., hotel runners at stations	1888	697
Stalker, J. W., Iowa Falls, v. Illinois Central, discrimination	1897	120
Thomassen, John G., Pella, v. C., R. I. & P., discrimination in	1890	903
Todd, J. B., Manilla, v. C., M. & St. P., privileges of hotel runners at stations	1894	277
Van Houser, F. and C., Cedar Falls, v. Ill. Cent., discrimination in	1881	135
OPERATING EXPENSES—		
Must be met by earnings	1880	178
Percentage of different classes of	1890	162
OPERATORS, TELEGRAPH, PETITION FOR—see *Station.*		
ORDERS OF COMMISSIONERS, their nature should be specific, instead of advisory, opinion by supreme court	1892	21, 39
OVER-CAPITALIZATION—see *Watered Stock.*		
OVERCHARGE ON SAND—see *Rates.*		
OVERCHARGE IN PASSENGER FARES—see *Passenger Fares.*		
OVERCHARGE ON FREIGHT—		
Allen, D. P., Carroll, v. C., M. & St. P. et al., on car of junk	1889	1055
Amos, T. B., Essex, v. C., B. & Q., on calves	1887	752
Archie, W. F., Spencer, v. C., M. & St. P., refund ordered	1881	137
Arnold, J. M., Davis City, v. C., B. & Q., on posts	1883	731
Aye, Rolf, Grundy Center, v. B., C. R. & N., on timothy seed	1895	224
Banks, J. A., Cooper, v. D. M., N. & W., on thresher engine for repairs	1892	834
Barber, Ed., Glidden, v. C. & N.-W., in rate on buggy	1884	49, 69
Barr, S. P., Eagle Grove, v. M. C. & Ft. D., on empty baskets	1889	684
Barrett & Son, Mount Vernon, v. C. & N.-W., on corn	1887	689
Bathe, G. R., Tuskeego, v. C. B. & Q., on cars of hogs	1889	1051
Baxter, J. W., Lewis, v. C., R. I. & P., on live stock	1888	833
Beach, C. L., Stratton, Neb., v. M. & St. L., error in quoting rates	1886	612
Beadle, J. C., Imogene, v. Iowa Cent., on household goods	1901	513
Bellevue Pump Co., Bellevue, v. C., M. & St. P., interstate	1901	469
Blanchard, D. A., Adel, v. C. & N.-W., on wagons	1887	690
Blanchard, D. A., Adel, v. D. M. N. & W., on buggy, interstate	1896	93

	Year	Page
OVERCHARGE—*Continued.*		
Borum, S. J., Des Moines, v. C., B. & Q. and D. M. N. & W., on billard tables	1896	122
Bowers, Charles, Quincy, Ill., v. C., R. I. & P. on ticket	1892	843
Bunker & Hazzard, Newell, v. Ill. Cent. et al., on agricultural feed steamer	1891	770
Bussard, J. & Co., Imogene, v. Wabash, refund of	1884	497
Breezley, W. H., Kelly, v. C. & N.-W. et al., refusal of joint rates	1892	846
Brent, L. H., Weston, v. C. & N.-W., erroneous classification	1882	591
Brockway, E. F., Ainsworth, v. C., R. I. & P., on live stock, etc	1888	682
Brown, C. M., Anamosa, v. B., C. R. & N. and C., M. & St. P., on heifer	1883	533
Brown, W. S., Manson, v. Ill. Cent., marked capacity of car	1896	61
Brown, W. S., Manson, v. Ill. Cent., on stone	1900	186
Brown, J. G., Marshalltown, v. C., M. & St. P., on account of minimum weight	1887	718
Brown, L. A., of Jefferies & Brown, Davis City, v. C., B. & Q., on apples	1891	772
Brown, W. S., Manson, v. Illinois Central, on account minimum weight	1902	253
Canfield, Charles, Estherville, v. C., M. & St. P., on household goods	1883	697
Carpenter, D. J., Beloit, v. C., M. & St. P., on account of applying interstate rates to state commerce	1890	849
Carpenter & Genung, Independence, v. C. B. & Q., on horse power	1889	959
Carroll, E. L., Adel, v. D. M. N. & W., on wheat	1881	133
Carroll, T. R., Plainfield, v. Ill. Cent, on coal	1878	93
Chambers, S. E., Corwith, v. C., R. I. & P., on wagon	1885	499
Clarke, O. J., Sibley, v. C., St. P., M. & O., on merchandise	1888	715
Cline & Bennett, Meriden, v. Ill. Cent., incorrect weight on lumber	1883	698
Cline, J., Reasoner, v. C. R. I. & P., on live stock	1888	780
Cochran, Robert, Audubon, v. B., C. R. & N., on bull	1884	540
Codd, H. G. S., Westfield, v. C. & N.-W., on live stock	1894	200
Cole, J. L., & Son, Greene, v. B., C. R. & N., on wall paper	1884	524
Conroy, P. T., Walnut, v. C., R. I. & P., on stock cattle	1899	97
Cooper, A. A., Dubuque, v. C., M. & St. P., on wagons	1881	138
Cooper, A. G., Ottosen, v. B., C. R. & N., on stock	1900	183
Cooper, A. M., Tracy, v. C., B. & Q., on car of corn	1896	76
Corwin, J. H., Dedham, v. B., C. R. & N., et al., on household goods	1889	1048
Cox, J. R., Dexter, v. C. & N.-W. and C., R. I. & P., on threshing outfit	1892	845
Crandall & Eyer, Webster City, v. Ill. Cent., on spring wagons	1881	132
Cresswell, John, Bonaparte, v. C., Ft. M. & D. M., on stock cattle, interstate	1899	125
Critchfield, J. W., Lucas, v. C., B. & Q., on portable house	1900	207
Crosby, C. F., South English, v. C., R. I. & P., passenger fare	1879	25
Cunningham & Gray, Blencoe, v. C. & N.-W., et. al., on fence posts	1889	1061
Dammier, Wm., Newton, v. C., R. I. & P., refund of overcharge	1896	149
Darby, J. H., Belmond, v. C., M. & St. P., failure to apply joint rates on hogs	1895	203
Davis, A. J., Sewal, v. B., C. R. & N., on corn	1902	292
Davis, J. E., Coin, v. C., M. & St. P., on household goods	1895	168
Denton, Robert, Iowa City, v. C., R. I. & P., on bull	1884	547
Des Moines Linseed Oil Works v. Ill. Cent., charges, on marked capacity of car	1895	218
Dickey, William G., Maxwell, v. C., St. P. & K. C., et al., on coal	1887	779
Downing, W. E., Selma, v. C., B. & K. C., et al., on lumber	1888	733
Dunlap, J. H., Clarinda, v. C., B. & Q., on wagon	1887	750
Dunlap, W. W., Alliance, Neb., v. C., M. & St. P., refund of bridge toll	1894	310
Earle, W., C., Waukon, v. C., M. & St. P., stock in Ames palace car	1888	834
Eckroot, John, Beacon, v. C., R. I. & P., interstate	1900	193
Ellis, G. M., Emmetsburg, v. C., M. & St. P., on sulky	1889	998
Ellyson, Zed, West Liberty, v. B., C. R. & N., on horse	1896	511
Fairchild, E., Chester, v. C., M. & St. P., on horses, interstate	1899	106
Ferguson, T. W., Dallas Center, v. C., R. I. & P., on roll of harness leather	1888	690
Foster, T. M., North English, v. B., C. R. & N., drugs	1890	68
Fowler, L. M., Watkins, v. C. & N.-W., on light top buggy	1883	677
Freeman, F. M., Davis City, v. American Express Co., on two dogs	1892	854
Frizzell, Thomas, Malcom, v. C., R. I. & P., on smokestack	1892	853
Fuller, J. W., Kellerton, v. C., B. & Q., on hardware	1887	51
Garver, Wm., Tingley, v. C., R. I. & P., on household goods	1901	511
Garvin, William, Marcus, v. Ill. Cent., on horse power	1890	848
Garvin, William, Marcus, v. Ill. Cent., on corn	1884	236
Giant Coal Co., Des Moines, v. C. & N.-W., on coal	1885	504

	Year	Page
OVERCHARGE—*Continued*—		
Gibbs, E. H., Oskaloosa, v. C., B. & Q. and B. & Western, on merchandise	1885	519
Gilbert, H. A., Estherville, v. B., C. R. & N., on car of coal	1889	1060
Gillespie, J. T., Nevada, v. C. & N.-W., overweight on empty barrels	1899	996
Gillespie, J. T., Nevada, v. Ill. Cent., on coal	1901	487
Globe Coal Co., Des Moines, v. Ill. Cent., on coal	1888	732
Golden, C. M., Kellogg, v. C., R. I. & P., shipment of seeds	1898	51
Gooch, N. L., Avon, v. C. & N.-W., emigrant movables	1883	617
Goodsell, L., Fergus Falls, Minn., v. B., C. R. & N., in passenger fare	1902	279
Gossmann & Regan, Elkader, v. C., M. & St. P., interstate	1901	493
Graham, M. J., Odell, v. C., B. & Q., overweight	1891	772
Griffin, E. A., Tekemah, Neb., v. C., M. & St. P., on household goods	1888	689
Griffin, Patrick, Grand River, v. H. & S., on car of corn	1883	604
Groneweg & Schoentgen, Council Bluffs, v. K. C., St. J. & C. B.	1882, 533; 1888	745
Guthrie, B. B., Webster City, v. on oil tank wagon	1887	761
Hale, W. C., Wellman, v. C., R. I. & P., on car of oats	1884	544
Hall, C. E., Glenwood, Neb., v. C., B. & Q., on bull	1897	81
Hadley, A. J., Deltay, Col., v. C., R. I. & P. and D. & R. G., on household goods	1898	65
Hall, Truman, Bedford, v. C., M. & St. P. and C., B. & Q., on buggy	1885	550
Hamilton, J. M., Welda, Kan., v. C., B. & Q., on bull		
Hershey Lumber Co., Muscatine, v. B., C. R. & N., on lumber, change of rates without notice	1888	565
Hersey, L. G., Earlville, v. Ill. Cent., on five cars of corn	1887	718
Hill, F. W., Maxwell, v. C., M. & St. P., on flour from Waterloo to Melbourne	1888	681
Hoag, J. M., Maquoketa, v. C., M. & St. P., on car of ponies for state fair	1889	1068
Hofer, J. S., Des Moines, v. C., B. & Q. et al., on household goods	1902	286
Holmes, Jos., Marshalltown, v. C. & N.-W., on car of apples	1891	757
Hollister Lumber Co., Manchester, v. Ill. Cent., on coal	1900	172
Hoopes, T. J., Eugene, v. C., B. & Q., on household goods and lumber	1882	467
Hornaday, C. A., Udell, v. C., M. & St. P., on hay press, interstate	1898	88
Howe, J. P., Fenton, v. C. & N.-W., stone, etc	1900	221
Hoyt, M. A. & Bros., Carroll, v. C. & N.-W	1879	28
Hughes, J. C., Norwalk, v. D. M. & K. C., on logs	1897	88
Hunns, A., Abingdon, v. C., R. I. & P., household goods, interstate	1892	731
Hupp, John, et al., v. C., R. I. & P., on live stock	1898	73
Hulburt, L. E. et al., Ft. Dodge, v. M. & St. L., on coal	1881	141
Hutchroft & Co., Kossuth, v. B. C. R. & N., on slack coal	1889	1003
Igo, Lewis, Palmyra, v. C. & N.-W., on corn shipments	1887	691
Jackson, A., Tama City, v. U. P., on mixed car of live stock	1888	564
Japp, Gust., Rosedale, v. C., R. I. & P. and C. & N.-W., on horse power	1889	1041
Jennings, F., Rose Hill, v. C., R. I. & P. et al., live stock	1898	43
Jergens, Fred, Everly, v. C., M. & St. P., on household goods	1896	98
Jervis, John, Cleveland, v. C., B. & Q., portable home	1900	208
Jickling, Willing, Ira, v. C. G. W., on buggy	1894	239
Johnson, J. F., Paton, v. C., R. I. & P., on car of horses	1892	834
Johnson J., Red Oak, v. Central Iowa, on live stock	1884, 519; 1885	497
Johnson, A., Tingley, v. H. & S. et al., on coal	1888	678
Jones, T. B., Beaconsfield, v. C., B. & Q., two minimums	1899	111
Karbeg, H., St. Louis, v. C., B. & Q., on acct. excess baggage rate	1901	502
Keefe, James, Ft. Dodge, v. M. & St. L., on coal	1889	1094
Keefe James, Ft. Dodge, v. M. C. & Ft. D., on coal	1889	991
Kelley, J. W., Osceola, v. C., B. & Q., on lime	1880	17
Knowles, C. B., Glenwood, v. C., B. & Q., on cow	1898	53
Knowles, W. F., Sioux City, v. Ill. Cent., on light, bulky package	1883	450
Knowles, W. H., James, v. American Express Co., on small package	1891	771
Knowlton Mfg. Co., Rockford, Ill., v. C., M. & St. P., on implements	1895	547
Kreutzer & Wassen, Marshalltown, v. C. & N.-W., on lumber	1881	133
Krueger, C. F., Des Moines, v. C. & N.-W., on household goods	1894	252
LaGrange, J. H., Storm Lake, v. Ill. Cent., on junk to Chicago	1897	66
Lane Implement Co., Red Oak, v. C., B. & Q., on short haul	1895	175
Leech, James, Derby, v. C., B. & Q., on bob-sleds	1887	606
Leeper, J. E. & Co., Pleasanton, v. C., B. & Q. et al., petition for refund	1889	1013
Leimkuehler, F., Moscow, v. C., R. I. & P., on binding twine	1897	117
Looker, J. E. M., Bonaparte, v. C., R. I. & P., emigrant movables	1891	825

	Year	Page
OVERCHARGE—*Continued*—		
Lummis, W. D. P., Perry, v. C. & N.-W., on iron safe	1885	514
Marshall, Ed., Casey, v. C., R. I. & P., on household goods	1894	231
Mathews, E. Randalia, v. B., C. R. & N., mixed car of live stock	1893	224
McDaneld & Co., D. H., Iowa City, v. B., C. R. & N., on dead hogs	1886	585
McDonald, G. W., Dysart, v. B., C. R. & N., on merchandise	1884	519
McGilora, L. E., Larchwood, v. B., C. R. & N., traffic from point to point in Iowa though passing outside the state in transit, is state commerce	1902	932
McKay, F. D., Adel, v. D. M. N. & W., on coal	1897, 115; 1900	200
McKinley, Geo. F., St. Ansgar, v. B., C. R. & N., on household goods	1895	204
Meade, S. K., Rockwell City, v. D. M. N. & W., on butter and eggs	1888	691
Meade, S. K., Rockwell City, v. D. M. N. & W., on salt and other merchandise	1889, 999, 1002	
Mennig & Slater, Des Moines, v. C., R. I. & P. et al., on pickles	1900	202
Miller, George, Clutier, v. C. & N.-W., on store fixtures	1901	514
Miller, H. C., Corydon, v. H. & S. on car of corn	1887	706
Miller John, Waukon, v. C., M. & St. P. on broom corn	1902	930
Moore & Gill, Kansas City,, v. K. C., St. J. & C. B., on car of merchandise	1883	676
Moore, N., Van Meter, v. C., R. I. & P., on wheat to Chicago	1897	58
Moran & McManus, Adair, v. C., R. I. P., on merchandise	1885	550
Morris, Daniel, Lawn Hill, v. C. & N.-W., minimum carload	1889	459
Murray, Geo. P., Wiota, v. C., M. & St. P., on emigrant movables	1901	778
Nichols, Pliny, West Liberty, v. C., R. I. & P., on stock for fairs	1881, 141; 1884	567
Nicholson, H., Maple River Junction, v. C. & N.-W., on emigrant moveables	1888	710
Norton, C. W., Durant, v. C., R. I. & P. and C., M. & St. P., on live stock	1884	520
Nye, J. P., Essex, v. C., B. & Q., on corn	1883	724
Nye & Bourne, Grundy Center, v. B., C. R. & N., excessive rates	1883	733
Ormsby, A. L., Emmetsburg, v. B., C. R. & N., on carriage, interstate	1896	99
Owens, A. Carlisle, v. C., B. & Q., excessive freight charges	1894	243
Pearson & Hayton, Pierson, v. C. & N.-W., grain	1899	95
Persons, B. D., Blencoe, v. C. & N.-W. et al., on car of posts	1889	1053
Plummer, J. W. & Son, New Hartford, v. Ill. Cent., apples, interstate	1899	109
Powers, T. B., Scranton, v. C. & N.-W., live stock and agricultural implements	1898	41
Preston, F. B., Adel, v. D. M. N. & W., on empty egg cases	1891	760
Radwich, S., Davis City, v. C., B. & Q., passenger fare	1888	750
Reasoner, Mrs. H. M., Reasoner, v. C., R. I. & P., on live stock	1889	1068
Redhead, George S., Des Moines, v. D. M. & K. C., on young bulls	1896	96
Reinberger & Shroeder, Des Moines, v. C. & N.-W., on furniture, K. D.	1886	514
Reuken & Tammen, Parkersburg, v. Ill. Cent., on brick in carload	1883	691
Riburn, Thomas, New Albin, v. C., M., & St. P. and B., C. R. & N., on bull	1884	532
Risley, T. E. D., Shenandoah, v. C., B. & Q., on horses, lack of joint rates	1896	150
Ritchie, W. S. & Son, Muscatine, v. B., C. R. & N., et al., on car of oats	1886	588
Rippey Coal Co., Rippey, v. C., M. & St. P., on coal	1889	1026
Robers, F., Coon Rapids, v. C., B. & Q., on account of overweight	1898	85
Roberts, J. & Co., Columbus, Neb., C., B. & Q., on shelled corn	1884	547
Rogers, Warren, Marathon, v. C. & N.-W., on emigrant moveables	1888	722
Rosegrant, S. C., Galva, v. C. & N.-W., on oil meal	1885	511
Rosenberg, Isaac, Traer, v. B., C. R. & N., on merchandise	1884	508
Saucer, W. H., Ackley, v. Ill. Cent., on marble	1883	689
Schnoor, Mrs. O., v. U. S. Express Co., on box of merchandise	1902	287
Scott, O. B., Peterson, v. U. S. Ex. Co. organ	1898	42
Shenk, Walter, Burlington, v. C., M. & St. P., on passenger ticket	1885	525
Shearer, F. W., Ida Grove, v. C. & N.-W., on telephone poles	1884	567
Sheldon, H. C., Tingley, v. C., B. & Q., minimum weight on sheep	1895	201
Shultz, H. E., Dows, v. B., C. R. & N., on show case	1884	532
Smith, E. H., Dubuque, v. Ill. Cent., et al., on goods for state fair	1884	540
Smith, E. R., et al., Fairfield, v. C., R. I. & P., on live stock	1898	78
Smith, H. C., New Hartford, v. Ill. Cent., on household goods	1884	505
Smith, H. D., Monticello, v. C., M. & St. P., on feed	1882	563
Smith, H. D., Monticello, v. Ill. Cent., et al., joint rates refused	1891	762
Smith, S., et al., New Market, v. St. L., K. & N.-W.,, on household goods	1886	609
Smith & Shaul, Quimby, v. K. C., S. J. & C. B., on car apples	1890	869
Stacy, A. I., Stacyville, v. Ill. Cent., interstate	1901	528
Starlin, John, Missouri Valley, v. Wabash, on stone	1884	498

	Year	Page
OVERCHARGE—*Continued.*		
Steer, William M., West Branch, v. B., C. R. & N. R'y Co., on coal	1884	591
Steeves, J. C., Page Center, v. H. & S. and C., B. & Q., joint rates refused	1892	852
Stow, A. E., Castana, v. C. & N.-W., on old wagon	1900	163
Tasker, Thomas G., Onslow, v. C. & N.-W., on corn	1887	728
Tasker, K. S., Onslow, v. C., M. & St. P., on corn to Chicago	1896	131
Taylor, H. L., East Peru, v. C., B. & Q., et al., on emigrant movables	1893	211, 223
Teal, C., Ocheydan, v. B., C. R. & N., on general merchandise	1885	549
Tennessee Cedar and Timber Co., Wanamaker, v. C., B. & Q., et al., on account of stakes on cars	1898	68
Thomas, A. E., Des Moines, v. C., B. & Q., on cow	1887	781
Tuttle, L., Lawrence, Kan., v. M. & St. L., on hay	1886	498
Vorse, F. W., Des Moines, v. M. & St. L., on agricultural implements	1884	545
Voss, Fred, Logan, v. C. & N.-W., on emigrant movables	1889	1060
Wagner, Phil, Des Moines, v. C. & N.-W., on emigrant movables	1891	750
Watson, Mrs., Sioux City, v. K. C., St. J. & C. B., et al., on household goods	1883	609
Watson, J. A., Hull, v. C., M. & St. P., on emigrant movables, interstate	1896	162
Webb, G. B., Rhodes, v. Adams Express Co.	1900	161
Webb, Henry, Kew, v. C., B. & Q., exorbitant rates	1883	626
Weir, H. C., Mt. Pleasant, v. C., B. & Q., on live stock by weight	1889	1049
Weir, R. H., Winthrop, Dak., v. B., C. R. & N., on household goods	1885	563
Wells, Geo., Germania, v. B., C. R. & N., grain to Chicago	1898	55
Weston, F. E., Carroll, v. C. & N.-W., on hay	1898	50
Wheelock, G. H., Germania & C. M. & St. Paul, on stock cattle	1901	511
Williams, Imp. Co., Dubuque, v. B., C. R. & N., goods not shipped O. R.	1884	528
Williams, R. R., Keb, v. C., B. & Q., on house	1897	96
Wilson, J. C., Harper, v. C., R. I. & P., on carriage	1892	844
Wilson, E. L. Truro, v. C. G. W., on buggy	1896	117
Wiss, Bros., Alta, v. Ill. Cent., on live stock prior to acceptance of commissioners' rates and pending injunction proceedings	1894	282
Wiswell, E. R., Rolfe, v. C. & N.-W., on hay	1888	718
Witham, J. W., Des Moines, v. D. M. & K. C., in passenger fare	1892	849
Wright, W. T., Oskaloosa, v. C. & N.-W. et al., on passenger ticket	1887	732
Yaggy, E. R., Audubon, v. B., C. R. & N., on emigrant movables	1885	580
Yocum, A., et al., Van Cleve, v. C., St. P. & K. C., tickets to state fair	1889	1061
Young, Charles, Taintor, v. Iowa Cent., on emigrant movables	1891	750
Younger, J. W., Winterset, v. C. & N.-W., car of wheat	1902	289
Zangs, H. A., Ottumwa, v. C., B. & K. C., on whisky	1884	598
OVERCHARGE, refunded in case of violation of long and short haul clause	1894	279
OVER CROSSINGS—see *Crossing.*		
OVERFLOW—see *Drainage, Damages, Obstruction.*		
OWNERSHIP AND CONTROL OF RAILROADS BY GOVERNMENT—see *Government.*		
OWNERS' RISK—		
Contract exempting common carrier from liability not authorized by law	1882	415
Law concerning	1884, 528; 1892	831
COMPLAINTS CONCERNING—		
Campbell, Daniel, Glencoe, v. S. C. & P., and C. & N.-W., damages	1882	465
Crawford, W. H. Hampton, v. Iowa Cent., on bulk flaxseed	1881	138
Erickson, C. A., Meservy, v. M. C. & Ft. D., released shipments	1892	831
Shanks & Coats, West Mitchell, v. C., B. & Q. et al	1883	553
Walton, Charles, Paton, v. C., R. I. & P., damage for breakage	1890	878
Williams, Imp. Co., Dubuque, v. B., C. R. & N., carrier's liability unaffected	1884	528
Williams, W. L. Corning, v. C., B. & Q., in shipment of dairy products	1886	510
PALACE STOCK CARS—		
Fields & Bro., W. M., Cedar Falls, v. all lines, extra charge for	1892	833
PASSENGERS CARRIED ON FREIGHT TRAINS—see *Train Service.*		
PASSENGERS FARES—see also *Overcharge.*		
Discussed at national convention of commissioners	1891	30, 35
In New York	1878	52
Reduction of discussed	1887, 47; 1889	43
Ten cents extra on failure to purchase tickets—see also *Ejection from train*	1891	780
With reference to improved condition of roads	1891	25

	Year	Page
COMPLAINTS CONCERNING—		
Armour, Volney, Livermore, v. M. & St. L., extra fare paid on train	1892	833
Baker, T. M., Cumming, v. C. G. W., excessive passenger fare	1894	235
Bradford, W. E., Britt, v. C., M. & St. P., excessive passenger rates	1893	712
Crosby, C. F., South English, v. C., R. I. & P., excessive	1879	27
Curl, C. E., Bloomfield, v. C., B. & Q., advertised excursion rates refused	1883	577
Cade, R. C., Carroll, v. C. & N.-W., on railway ticket	1897	69
Dammier, William, Newton, v. C., R. I. & P., not part of freight charges	1896	149
Danner, W. W., Des Moines, for Holiness Association, camp meeting rates 1894, 325;	1893	193
Day, Homer, Blythedale, Mo., v. C., B. & Q., fare paid on train	1892	832
Dundon, John, Whiting, v. C. & N.-W, overcharge in	1902	248
Frazier, J. S., Nevada, v. C. & N.-W., overcharge on account of longest route	1897	121
Grand Jury, Boone county, v. C. & N.-W., illegal and excessive	1902	300
Gronewoldt, Wm., Nashville, v. C. & N.-W., discrimination in	1901	511
Harris, A., Avoca, v. C., R. I. & P., overcharge in	1881	127
Herring, I., Des Moines, v. C., St. P. & K. C.	1892	850
Howard, E. A., Fairfield, v. C., St. P., M. & O., fare paid on train	1892	861
Iowa Leather and Saddlery Co., Des Moines, v. C. & St. L., inquiry	1897	110
Ives, C. J., v. B., C. R. & N., reduced rates to Y. M. C. A. secretaries	1892	854
Leeds Improvement Co., v. Ill. Cent., five cent fare to Leeds	1889	1086
Linderman, M. Epworth, v. Ill. Cent., car companies be compelled to issue commutation tickets	1897	80
McEvoy, E. P., Osgood, v. C., R. I. & P., failure to observe contract	1901	482
Madison, E. P., Ottumwa, v. C., B. & Q., stop-over checks	1880	76
Parr, F. J., Ft. Dodge, v. B., C. R. & N., overcharge	1900	180
Poorman, D. A., Des Moines, v. C., B. & Q., extra fare paid on train	1891	895
Springer, A., Prairie City, v. C., R. I. & P., refusal to redeem tickets	1885	580
Stevenson, E. C., Rockwell City, v. D. M. N. & W., discrimination	1895	183
Stewart, A. D., Yale, v. C., M. & St. P., petition for refund of excess	1890	229
Tracey, L. D., Des Moines, letter concerning excess paid on train	1879	31
Weston, A. A., Victor, v. C., R. I. & P., overcharge	1898	66
White, D. F., Grinnell, v. C., R. I. & P., 10 cents extra paid on train	1895	281
Witham, J. W., Spirit Lake, v. B., C. R. & N., excessive	1886	573
PASSES to shippers of live stock	1888	649
Weitzell, S. E., Gowrie, v. C., R. I. & P., right of shippers to	1900	180
PATRONAGE FOR HOTEL, SOLICITATION OF—see *Omnibus Privileges.*		
PAVING, carriers must pave between and one foot outside of rails in streets	1884	77
PENALTIES, for failure to apply commissioners' rates, agreement concerning	1889	35
PERCENTAGE OF IOWA TONNAGE—see *Tonnage.*		
PERCENTAGE to short lines	1878, 15; 1879, 65-69; 1883, 787;	1898
PERISHABLE PROPERTY, DELAY IN HANDLING—see *Damages.*		
PERKINS, C. E., president C., B. & Q., letter of, on long and short haul	1896	497
Letter of, adopting commissioners' rates	1889	20
PERSONAL INJURY—		
Frazier, James, Paullina, v. C. & N.-W., thrown out of buggy	1884	521
Hill, Enoch, Mitchellville, v. C., R. I. & P., mail pouch thrown from train	1896	120
Martin, F. A., Washington, v. C., R. I. & P.	1882	531
Reid, Chas., Wessington, v. B., C. R. & N., damages on account of	1883	579
Stephens, C. W., Woodward, v. C., M. & St. P., in caboose in collision	1898	715
Stringham, Alonzo, Kellerton, v. C., B. & Q., damages for	1895	232
PHYSICAL CONDITION OF ROADS, IMPROVED	1896	4
PLATFORMS, height of, at stations	1889	1071
PLATFORMS AT RAILROAD CROSSINGS—see *Joint Stations.*		
POLITICAL situation in Iowa discussed	1888	44, 45
POOLS AND POOLING—		
Discussion of	1878, 48; 1889, 69; 1892, 48; 1893, 42, 58;	1894
Discussion of, in national convention of commissioners	1894	861
Effect of, on trade and commerce	1896	55
Failure of, as a method of controlling rate	1896	57, 58
Forbidden by law	1888	648
Legality of	1887	80
Paper on, by Peter A. Dey	1894	901

	Year	Page
POOL AND POOLING—*Continued.*		
Pooling contracts, sanctions for	1887	42
"Popular and Legal Views Concerning," Judge Cooley	1886	34
Potter, T. J., letter on	1883	647
POSTING OF TARIFFS—see *Tariffs.*		
POULTRY, LIVE, PROVISIONS FOR SHIPMENT OF—		
Gentner, W. H., Farmington, v. C., B. & K. C	1898	49
POWER OF COMMISSIONERS—see *Authority*; also *Commissioners.*		
PREPAID CHARGES—see *Charges, Rates, Prepayment*; also *Freight Charges.*		
PREPAYMENT OF CHARGES—		
Carpenter, C. O., Chicago, v. B., C. R. & N., on melons	1901	516
Conesville, Carpenter, C. O., of, v. B., C. R. & N., guarantee of charges on perishable freight	1896	40
Doyle, Charles T., Panora, v. C. & N.-W., on household goods	1883	638
Prepayment, no discrimination allowable. (Diamond Jo case)	1899	1074
PRESENT CASH VALUE—see *Value.*		
PRIVATE CLAIMS—see also *Damages.*		
Commissioners no authority to collect	1889	1082
PRIVATE SIDETRACKS—see *Side Tracks.*		
PROCEDURE before railroad commissioners	1892	21-30
PROPORTION OF EARNINGS TO SHORT LINES—see *Percentage to Short Lines.*		
PRO-RATING discussed *in re* Merrill v. K. & W	1888	750
In Iowa, discussed	1884	6
For "feeding" lines	1879	65
PROSPERITY of roads	1891	4
PROTECTION FROM CROSSINGS—see *Crossing.*		
PUBLIC WAREHOUSES—see *Warehouses, Public.*		
PUBLICITY of railroad matters desirable	1878	71
PURDY, W. G., vice-president C., R. I. & P., earnings discussed by	1889	8
Letter of, on cash value of railroads	1888	42, 43

QUOTATIONS OF RATES BY AGENTS BINDS CARRIERS—see *Rates.*

RAILROAD QUESTION—		
Address by Thomas M. Cooley	1891	29
Anderson, Commissioner, paper on, by	1883	52
Discussion of	1884	4-30
In its relation to accounts and statistics of companies	1893	400
Origin and problem of Adams	1881	81
Smith, Spencer, Commissioner, on	1889	21
RAILROAD SITUATION IN THE WEST. Paper by Gen. G. M. Dodge	1888	89
RAILROADS—		
Abandonment of road and taking up track—see *Abandonment of Road.*		
Are public highways	1881, 77; 1886	54
Classification of, "A," "B," "C"	1881	85
Crossing railroad, failure to stop at—see *Crossing Stop.*		
Elevation of—see *Topographical Discussion.*		
History of—see also *History.*	1880	230
In hands of receivers—see *Receivers.*		
In the West, situation of, General Dodge	1888	80
Laws—see *Laws Relating to Railways.*		
Legislation concerning—see *Legislation.*		
Ownership or control by government—see *Government.*		
Present cash value of, letters concerning, etc	1887, 131-147; 1888	661
Progress of railroad building discussed	1881	77
Stockholders and public equally interested in prosperity of	1886	54
Their origin and problems, Adams	1881	81
Their relation to the territory they were built to serve	1886	50, 53
When in private business cannot discriminate in favor of themselves	1889	1046

	Year	Page
RAILROAD COMMISSIONERS—		
Additional powers of, discussed—see also *Commissioners, authority of*	1885	54
Authority of, discussion concerning law granting additional power to	1884	42, 81
Conference of—see *Commissioners.*		
Convention of	1881	164
Discussion of, by Judge Cooley	1881	45
List of Iowa commissioners—see *Commissioners.*		
Law discussed	1885	36
Made elective	1889	28
National convention of, at Columbus—see also *Commissioners.*	1878	73, 74
Report to the Cullom committee on interstate commerce	1885	33
RATES, FREIGHT—for passenger rates, see *Passenger Fares*		
Adoption of commissioners' rates by railroads, February, 1889	1889	29, 30
Agreement of companies to adopt commissioners' schedule	1889	35
Application by Iowa trunk lines for advance in	1894	184
Based solely on comparison with rates in other states	1894	193
As between through lines and local lines, percentages	1893	38
Authority of commissioners to make, under law of 1878	1889	25
Carload rates on mixed cars of linseed and carbon oils	1892	844
Carriers no ground for complaint at reduction of by public authority to the average it voluntarily accepts. *Int. Com. Com.*	1891	10
Carriers using class A rates on interstate business cannot plead for class B locally, when such rates discriminate against Iowa. B., C. R. & N.	1890	871
Cerro Gordo and Ida counties, citizens of, petition of, to reduce	1896	220
Change in, by amendment to classification No 12	1892	217
Coal, ice, etc., for less than five miles.	1890, 903, 922; 1891	729
Coal, petition for advance in for 200 miles and upwards	1892	791
Coal, protest of operators against advance in	1894	191
Coal rates, investigation of, ordered by Twenty-seventh General Assembly	1899	9
Coal, schedule in 1880	1880	28, 37
Coal, schedule suggested by Governor Larrabee in Glenwood case	1887	633
Commissioners', apply on shipments from point to point in Iowa, though passing outside in transit	1892	38, 39
Commissioners', criticised by W. G. Purdy, vice-president C., R. I. & P.	1888	41, 42
Commissioners', effect of on purely local roads	1891	13, 14
Commissioners', effect on Iowa business	1891, 9, 16; 1894	210
Commissioners', intended to afford relief to business interests of state and give reasonable compensation for service	1888	35
Commissioners', original schedule, higher than voluntary by carriers	1888	38
Commissioners', promulgated under law of 1888	1888, 35; 1889	936
Commissioners', schedule and classification No. 12	1901	189
Commissioners', proven satisfactory	1892	25
Commissioners', reasonable maximum a check on rate wars	1891	4
Commissioners', schedule, applies to shipments beginning and ending in Iowa, though passing outside in transit	1895	216
Commissioners', schedules, effect of as applied to C., R. I. & P., local traffic	1888	764
Commissioners', schedule, in Dubuque shippers' case	1888	799
Commissioners', schedule, effect of as applied to C., B. & Q. traffic in Iowa	1888	816, 817
Commissioners', what was taken into consideration in fixing	1888	35
Commissions paid for business, evidence of, too high. *Int. Com. Com'n*	1891	10
Commodity, to manufacturers in Iowa impracticable to grant	1894	199
Comparison the proper method of judging a tariff	1888, 764, 784, 815; 1894	191
Comparison of, in Wisconsin, Minnesota, Missouri, Indiana, Illinois, Ohio and Michigan, with Iowa distance tariff	1888, 757, 785, 801; 1894	198
Comparison of, between Chicago and Iowa points, and Davenport, Dubuque and Burlington and Iowa points for same distances	1888, 762,	790, 805, 812
Comparative table of, for distances five miles to 430 miles	1879	10, 12
Competition in, or equality of	1886	33
Complaints of, usually from non-competative points	1882	50
Conspiracy concerning, charge of not sustained	1888	766
Corn, from point to point in Iowa unreasonable	1886	54
Crosby, G. H., freight auditor C., R. I. P., concerning effect of	1888	45
Cutting, effect of, on revenue—see, also, *Rate Wars*	1891	4

RATES, FREIGHT—*Continued.*	Year	Page
Cut rates or rebates, burden of borne by public instead of carriers	1891	10
Davenport shippers' complaint	1888	767
Decrease of	1889	173
Differential	1882	32
Disastrous effect of lack of uniformity in	1882	48
Discussed in "Railroad Question"—see *Railroad Question.*		
Discussed	1879, 83, 85, 70; 1881	6
Discussion of, by President Perkins of C., B. & Q.	1884	10
Discussed at national convention of commissioners	1891	30, 35
Discrimination between stations and shippers	1883	61
Discrimination in, against localities	1885	44
Discrimination in, just and unjust	1880	179
Discrimination in, evil effects of	1883	55
Discrimination in, to Iowa jobbing centers	1881	52
Distances for over 400 miles	1889	1103
Earned, distribution of among expenses	1885	54
Earnings in Iowa under commissioners'	1891	13
Effects of adoption of class A on roads entitled to 30 per cent. higher	1891	14
Elevators favored in	1883	62
Express, discussed	1897	5
Farm products discussed	1884	30
Fixed by board, contested in the courts, discussion of	1888	35
Flexibility of, desirable	1886	59
Fluctuation of	1885	43
General discussion of in reference to wholesalers and retailers	1884	71
Gradual reduction of, comparative tables of	1881	7, 16-51
Grain and other products in Iowa, rates on discussed	1884	7-13
High	1883	62
How may just rates be determined? etc	1893	401, 402
Increase of	1878	59
In Iowa on corn, oats, and stock, compared by years	1884	31
Iowa, railroads receive full amount of allowed by schedule	1894	196
Iowa rates, supreme courts opinion on, in Barris case, discussed	1897	9
Illinois, rates fixed by commissioners not actually charged	1894	195
Illinois, rates based on mileage percentage of through rates or arbitraries	1894	196
Interstate on corn, voluntary reduction of by Iowa lines	1884	12
Interstate, regulation of by state authority not authorized	1882	28
Interstate, discriminating against Iowa points	1888	790
Jobbers and retailers equal	1884	69
Jobbers, withdrawn by railroad companies	1884	70
Joint—see *Joint Rates.*		
Largest immediate returns not necessarily most profitable	1883	41
Law granting power to fix, §34, literal copy of Illinois law	1888, 81; 1894	204
Law cannot be construed away by commissioners	1894	190
Laws of surrounding states, provisions of regarding	1895	vi,
Legislation recommended	1880	42
Litigation concerning	1889	30
Live stock in palace cars—see *Palace Stock Cars.*		
Live stock, in less than car load, requirement of company for attendants, etc	1894	347
Local, conference between commissioners and railroad officials.	1879	9
Logs in Indiana and Illinois compared with log rates in Iowa	1891	786
Logs should be the same as elm wood, opinion by President C. J. Ives	1891	786
Logs compared with rates on manufactured lumber	1891	786
Losses by competitive made up at non-competitive	1882	48
Lower, than published tariff, accepted by carrier, conclusive evidence that published rates are unreasonably high—*Int. Com. Com'n*	1891	10
Low rates in dull seasons, no criterion for establishment of new schedule	1889	1065
Manufacturers in Iowa should have low on raw material	1882	33, 45
Maximum in Iowa higher than in Illinois	1882	28
Maximum and minimum, discussion of	1886	58
May legitimately be reduced to average of what is received for railroad service, including that done free or at reduced rates. *Int. Com. Com'n.*	1891	11

RATES, FREIGHT—*Continued.*	Year	Page
Mileage on cars furnished by shippers, acts as rebate (Schoonmaker)	1891	30
Misquoted by agents—see *Liability.*		
Nebraska, Justice Brewer's opinion of rates in	1894	198
Nebraska, not correct basis of comparison with Iowa	1894	198
On branch lines, not determined by cost of service thereon	1881	45
Overcharge accruing during injunction against commissioners' rates	1894	282
Per cent of increase of in tariff of May 10, 1888, over Illinois rate	1888	752-753
Percentage of Iowa local to through on C., B. & Q.	1888	8 7
Percentage of through rates effective in Illinois, but not in Iowa	1895	vii
Percentage of, allowed to short lines on through business	1879	65
Per ton per mile compared, 1868 to 1881, for 300 miles	1881	8
Per ton per mile, from Chicago to Iowa points compared with Iowa rates	1869	1080
Per ton per mile	1884	29
Petition of Cerro Gordo and Ida counties for reduction in	1885	x, 220
Posting of—see *Tariffs.*		
Population and earnings per mile in various states	1894	198
Power of legislature to delegate power to fix discussed	1888	35-36
Procedure followed	1892	25
Producer forgotten in fixing	1892	49 50
Proportion of through should not be higher than local	1884	515
Pro-rating per mile as a rate-making basis	1879	68
Pro-rate percentage	1894	196
Pro-rate percentage not permitted west of Mississippi River	1894, 197, 198;	vii
Publicity of, tends to prevent abuses	1892	34-51
Publicity of, good results from	1884	4
Reasonable, discussion of	1886	29
Reasonableness and stability of, the first requirement	1882	49
Reasonable, discussed, paper by Commissioner Fleming, Kentucky	1894	218
Reasonable, discussed by Judge Brewer	1894	218
Reasonable, decision of Minnesota supreme court affecting	1897	302
Reasonableness of, experiment the only test—*Judge Brewer's Decision*	1893	32-34
Reasonable, defined by interstate commerce commission	1891, 10; 1894	218
Reasonable, defined by Judge Brewer	1894	218, 219
Reasonable, defined by Iowa commissioners	1894	221
Reasonable, value of railroad property an element in determining	1894	221, 227
Reasonable, discussed	1892	45
Reasonable, report of committee on at national convention of	1886	40a
Reduced on several carloads	1890	182
Reduction in, by railway companies	1890	24
Reduction of, on grain	1884	9-12
Reduction, 30 per cent in local, by Illinois railroad commission	1892	20
Reduction of, not always followed by reduction of gross or net revenue—*Judge Brewer's Decision*	1889	34
Relation of, to business depression and market price of article hauled	1884	6-8
Request by commission for temporary reduction of corn rates in Iowa on account of partial failure of corn crop	1890	619
Retail and wholesale—see *Carload Rates*		
Review of rate hearing in 1894	1895	v
Revised on request of railroads for 300 miles	1888	35
Rippey, E. P., testimony of, concerning effect on C., B. & Q. revenue	1 88	817
Sand case, Barris v. C., B. & Q., maximum rates	1897	9
Schedule of, adopted in Davenport, Dubuque and Burlington rate cases	1888,	752, 773, 797
Schedule of, proposed by Commissioner Dey in 1894 case	1894	222
Schedule of—see *Schedule of Rates*		
Should share prosperity and adversity of locality	1878	49
Should sympathize with circumstances and conditions of the people	1886	54
Should they be "what traffic will bear?"	1888	92
Special to favored shippers	1885	42
Stability of desirable	1885	43
Statute concerning cannot be construed away by commission	1894	199
Success of commissioners' rates due in part to absence of rate wars	1891	11
Switching in Des Moines street railway case—see also *Switching*	1892	790

RATES, FREIGHT—*Continued.*	Year	Page
Tariff not always evidence of actual rates charged—*Int. Com. Com'n*	1891	10
Tariff of 1879 a result of conference	1879	9-14
Temporary injunction by Judge Brewer	1888	26
Territorial, assignment in	1882	51
Their alleged effect requiring reduction in number of employes	1891	17
Through, too low; local, too high	1878	49
Through and local compared	1881	10
Through rates as related to local	1882	27
Uniformity in, desired	1878	49
United States and Austria-Hungary compared	1881	10
Via shortest route, shipper entitled to	1891	773
Voluntarily charged by carriers fix the maximum that can be claimed from the public—*Int. Com. Com'n*	1891	10
When lowered, can be raised with difficulty	1886	54
When quoted by agents, carriers are bound by	1886	609
Which induce largest volume of business at reasonable return for services rendered, most profitable to carriers and the public	1886	41
Wholesale and retail	1880	1821
Wholesale and retail features of transportation problem	1884	7
Wholesale and retail justified	1878	2
With reference to improved condition of roads, discussed	1891	2
RATES—FREIGHT—COMPLAINTS CONCERNING—		
Armstrong, D. & Co., Farley, v. R'y. Co., discrimination in	1879	15
Baker Wire Co., Des Moines, v. Various R'ys, petition for equalization of	1897	714
Barber, Ed., Glidden, v. C. & N.-W., excessive, on buggy	1884	49-60
Barclay & Son, West Liberty, v. C., R. I. & P.	1901	513
Barrett, J. E. & Son, Mt. Vernon, v. C. & N.-W., discriminating in on flour	1886	482
Beeman, C. D., Waukon, v. C., M. & St. P., excess on hard coal, interstate	1899	109
Besley, L. C., Council Bluffs, v. C., B. & Q., for restoration of sand rates	1893	246
Best, W. J., Villisca, v. C., B. & Q., excess, interstate	1899	72
Boies, Horace, governor, v. B., C. R. & N., petition for reduced on round trip shipments of stock cattle	1893	246
Brazil Coal Co., Chicago, v. C., M. & St. P., on coal, refusal to apply Iowa rates as proportion of through rate	1895	185
Buchanan, W., et al., Kansas City, v. C., R. I. & P. on lumber	1901	486
Buffington, B. F. & Co., Red Oak, v. C., B. & Q., excessive on wheat	1879	30
Burlington, shippers of, v. C., B. & Q., et al., extortionate of May 10, 1888	1888	797
Butler, Wm., Clarinda, v. Wabash, against grain loaded from wagons	1883	711
Cade, H. Lenox, attendant with live stock shipments, L. C. L.	1894	347
Carpenter, E. E., v. C., M. & St. P. et al, joint	1900	5, 127
Cerro Gordo and Ida counties, petition of citizens of, for lower freight rates	1895	x, 220
Chamberlain & Co. Winthrop, v. Ill. Cent., on flour	1887	681
Chase & Co., Red Oak, v. C., B. & Q., excessive on wheat	1879	31
C., St. P. & K. C., ruling on reduced rates for seed grain	1892	828
Coal Exchange, Boone, v. C. & N.-W., discrimination on coal	1884	559
Coal rates, in Iowa, investigation of	1899	19
Coker, Henry, and board of trade, Council Bluffs, v. C., R. I. & P., extortionate on coal, and discrimination	1893	834
Cole, J. S. & Son, Greene, v. B., C. R. & N., proportion of through rates should not be higher than local	1884	524
Conway, J. A., Chariton, v. C., B. & Q., on excess of ten head of live stock	1896	102
Council Bluffs board of trade v. C. & N.-W., O. & St. L., K. C., St. J. & C. B., unreasonable and discriminative, petition for adoption of commissioners' schedule	1889	1051
Crystal Mill Co., Council Bluffs, v. K. C., St. J. & C. B. on flour	1883	715
Daugherty, J. F., Sup'r., Keokuk, v. St. L., K. & N. W., excessive on coal	1895	217
Davenport shippers of, v. Various R'ys, extortionate of May 10, 1888	1888	732
Davenport shippers, petition of for revision of, on B., C. R. & N., on basis of interstate rates	1889	1084, 1087
Davenport, shippers of, v. B., C. R. & N. et al., petition for establishment of class A rates	1889	1022, 1087

COMPLAINTS CONCERNING—*Continued.*	Year	Page
Dennis, J. B., Traer, v. B., C. R. & N., excessive on merchandise	1884	515
D. M. N. & W., on hay, petition of, for an advance in	1888	100
Dickey, Wm. G., Maxwell, v. C., M. & St. P. et al., on coal	1887	779
Dickey, Wm. G., Maxwell, v. C., M. & St. P., unreasonable on coal	1888	675
Donahue, Robert, Burlington, v. railway companies, on iron	1894	327
Dolittle, M. B., Cresco, v. C., M. & St. P., discrimination on hay	1888	711
Dorn, A. A., Neola, v. C., R. I. & P., excessive on hogs to Omaha	1888	670
Downs, J. C., Albia, v. C., B. & Q., discrimination in lumber rates	1879	34
Dubuque, citizens of v. C., M. & St. P., extortionate	1881	144
Dubuque, shippers of, v. C., M. & St. P. et al., extortionate of May, 1888	1888	773
Ellyson, Zed, West Liberty, v. B., C. R. & N., on horse	1898	511
Express companies, law concerning rates	1896	4
Fassett & Hanson, Stanton, v. C., B. & Q., on cattle	1879	35
Fleming, W. & J., McGregor, v. C., M. & St. P., excessive on lumber	1880	7
Foster, Suel, Muscatine, v. B., C. R. & N., on small and large shipments, long and short hauls	1885	557
Fowler company, The Waterloo, v. Ill. Cent., discrimination in, on apples	1886	484
Gasper Bros., Kingsley v. C. & N.-W., extortionate local in Iowa	1888	692
Groneweg & Schoentgen, Council Bluffs, v. K. C., St. J. & C. B., excessive	1882	583
Groneweg & Schoentgen, Council Bluffs, v. K. C. St. J. & C. B., unreasonable	1883	604
Harris, H. P., Des Moines, v. C., R. I. & P., excessive on wood	1884	506
Hay rates, Rodgers et al., Britt, petition for reduction	1896	27
Haver, J. & Co., Tingley, v. C., B. & Q., exorbitant on corn to Chicago	1883	741
Heaton Fuel Co., Council Bluffs, v. C., R. I. & P., excessive on coal	1888	708
Hemmingway, M., Hampton, attendant with L. C. L. live stock	1894	347
Hershey Lumber Co., Muscatine, v. B. C. R. & N., change without notice	1883	565
Hewitt, S. M., Hamburg, v. K. C., St. J. & C. B., et al., excessive rates	1882	538
Higley, E. B. Co., Mason City, v. Willmar & S. F., improper application of class "C" rates	1902	303
Hill, John N., Ft. Dodge, v. M. & St. L., discrimination in	1882	557
Hogaboom, S. R., Creston, v. C., B. & Q., higher for short than for long hauls	1895	226
Humeston & Shenandoah R'd Co., application of "A" rates to	1899	108
Hummer, Geo., Mercantile Co., Iowa City, v. B., C. R. & N., excessive, interstate	1899	67
Huntington, W. A., Calmus, v. C. & N.-W., extortionate on coal	1888	695
Huse, S. E., Coon Rapids, v. C., M. & St. P., excessive, short coal haul	1887	722
Dissenting opinion by Commissioner Dey	1887	723
Iowa Central, application for increase on live stock	1894	347
Iowa State Jobbers and Manufacturers' association v. Iowa trunk lines, petition for restoration of former	1885	536
Iowa State Jobbers and Manufacturers' association v. Iowa trunk lines, petition for reduction in Iowa rates to correspond with reduction in interstate rates	1894	288
Iowa trunk lines, petition of, for advance in Iowa rates	1894	184
Ives, C. D., general freight agent, B., C. R. & N., as special committee Western Freight association, application for withdrawal of stock and cattle rates	1881	728
Jameson, Leon, Adel, inquiry of, concerning right of large and small shippers to	1888	837
Judd, A. T., et al., v. various lines excessive, on breeding animals	1884	498
Kansas, Sprenkle, Imogene, v. Wabash, on corn to Chicago	1883	704
Keefe, James, Ft. Dodge, v. M. & St. L., unreasonable on coal	1889	1094
Kingsley, citizens of, v. C. & N.-W., excessive	1888	698
Lane Implement Co., Red Oak, v. C., B. & Q., higher charge for short than for long distances	1895	175
Larrabee, Gov. William, v. C., B. & Q., discrimination in, on coal	1887	624, 670
Lehigh, citizens of, v. Crooked Creek Railway company unreasonable	1878	28
Lighthall, B., Alden, v. Ill. Cent., discrimination in	1882	564
Manatrey, J. P., Fairfield, v. C., B. & Q., on live stock, L. C. L., passenger fare for attendant accompanying not authorized	1894	276
Mason City & Ft. Dodge Railroad company, application for increase in	1890	906
McClintock, William, West Union, v. B., C. R. & N., excessive	1879	17
Merrill, J. H. & Co., Ottumwa, v. K. & W., discrimination in	1888	739
Merrill & Keeney, Des Moines, v. C. & N.-W. et al., on furniture C. L.	1883	678
Merrill & Keeney case, to jobbers and retailers	1884	69
Miller et al., Mt. Pisgah, v. C. & N.-W., excessive	1900	164

	Year	Page
RATES—FREIGHT—COMPLAINTS CONCERNING—*Continued.*		
Minneapolis Lumber Co., Belmond, v. M. C. & Ft. D., coal	1892	843
Mitchell, C. W., Dubuque, v. all lines, implements returned for repairs	1892	835
Muffly, W. H., Osage, v. Ill. Cent., discrimination in, on wheat	1879	16
Nye & Bourne, Grundy Center, v. B., C. R. & N. et al., on merchandise	1883	733
Oskaloosa Water Co., Oskaloosa, v. Cent. Iowa, excessive, switching	1886	560
Ottumwa Iron Works v. C., R. I. & P., application for special	1882	482
Palm, W. J., Grundy Center, v. B., C. R. & N., interstate on coal	1895	231
Pierce, J. K. Lockridge, v. C., B. & Q., excessive on coal	1887	695
Raney Bros., Fairfield, v. Railway Companies, on paving brick	1897	111
Rand Lumber Co., Burlington, v. C., B. & Q., on lumber	1882	550
Red Oak township, trustees of, et al., v. C., B. & Q., rates, rebates, etc	1882	554
Reeves, Henry, Decorah, v. C., M. & St. P., excessive on hogs, interstate	1899	108
Ritchie, W. S., Muscatine, v. C., M. & St. P., excessive on potatoes	1880	133
Risk, C. C., Fairfield, v. C., B. & Q., on corn	1887	686
Robinson, C. W., Dubuque, v. B., C. R. & N., discrimination excessive	1882	500
Rodefer, J. W., Council Bluffs, v. C. & N.-W., transfer charges	1879	38
Saucer, W. H., Ackley, v. Ill. Cent., on marble	1883	68
Shaver & Dows, Cedar Rapids, v. joint western classification, crackers	1883	659
Shepherd & Carpenter, Iowa City, v. C., R. I. & P., et al., non-competitive	1883	657
Smith, H. D., Monticello, v. C., M. & St. P., excessive	1882	563
Smith Bros., Waterloo, v. B., C. R. & N., on hard coal	1883	676
Smythe, Robert, v. C. & N.-W., protest against increase in	1879	8
Spencer Bros., Randolph, v. C., B. & Q., excessive	1882	540
Squires & Son et al., Milo, v. C., B. & Q., excessive	1886	511, 512
Dissenting opinion by Commissioner Coffin	1886	512
State of Iowa, by Governor Larrabee, v. C., B. & Q., discrimination in, on coal	1887	624, 670
Stewart, John J., Council Bluffs, v. C. & N.-W. et al., on live stock	1879	26
Stocker et al., v. railway companies, discrimination in, on various commodities	1879	7
Stotts & Houston, Exira, v. C., R. I. & P., discrimination in, on stove	1879	20
Summers, William & Sons, Ft. Atkinson, v. C., M. & St. P., special	1894	180
Sweet, A. L., Chicago, v. C. & N.-W., through rates on coal	1895	178
Taylor, J. C., Des Moines, v. C., B. & Q., discrimination in	1882	531
Townsend, J. W., Kahoka, Mo., v. C., R. I. & P., excessive on oats	1886	574
Van Valkenburg, A. B. Ames, excessive	1879	21
Webb, Henry, Kew, v. C., B. & Q., exorbitant	1883	626
Whitebreast Fuel Co. et al., application of, for advance in coal rates	1892	791
White, W. Q., Elston, v. C., B. & Q., application of "A" rates to H. & S. R'd	1899	103
Whiting, T. H., Clermont, v. B., C. R. & N., excessive on tile	1887	753
Wood, W. A., Harvester Co., St. Paul, commissioners' rates apply on shipments beginning and ending in Iowa, though passing outside in transit	1896	216
York, J., Zenorsville, v. C. & N.-W., on coal	1888	896
RATE WARS—see also *Rates.*		
Discussion of, by Charles Francis Adams	1883	89
Discussed in relation to earnings	1891	16
In 1881	1882	32
REASONABLE RATES FOR SWITCHING CARS—see *Switching.*		
REASONABLE RATES—see *Rates.*		
REBATES.		
Allowed to Omaha and refused to Council Bluffs	1896	537
Carriers should not discriminate in between shippers	1883	708
General practice of carriers to grant	1888	765
Merrill & Keeney, Des Moines, v. C. & N.-W. et al., on furniture	1883	678
Should they be allowed?	1885	38–42
Tasker, A. C. and T. G., Onslow, v. C. & N.-W., on hay	1886	684
Winkler, J. W., Woodward, v. C., M. & St. P., on grain and live stock	1883	705
RE-BILLING—see *Through Billing.*		
RECEIVERS. Roads in hands of	1890, 8; 1891	17
RECEIVING AND FORWARDING CARS—see *Refusal to Receive and Forward Cars.*		
"RECIPROCITY."		
Hoffman, A. G., Plato, v. B., C. R. & N., in demurrage charges	1898	266
REDUCED PASSENGER FARE—see *Passenger Fare.*		

	Year	Page
REDUCED RATES ON CORN, CATTLE, CARLOADS OF COMMODITIES, ETC.—see *Rates.*		
ON ROUND SHIPMENTS OF STOCK CATTLE—see *Rates.*		
REFRIGERATOR CARS.		
Fowler, C. W., Rowan, v. B., C. R. & N., failure to use, veal damaged	1895	166
Hise Bros., Washington, v. C., R. I. & P., for dairy products	1886	568
Hughey & Son, Wirt, v. H. & S., refusal to furnish	1884	564
Marshall & Son, Chariton, v. C., B. & Q., failure to furnish	1884	597
Shaver Cheese Co., Cedar Rapids v. B., C. R. & N., rights of shippers	1894	305
REFUNDING OF OVERCHARGE—see *Overcharge.*		
Shanks & Coats, West Mitchell, v. C., B. & Q.	1883	554
Sweezey & Borman, Newell, v. Ill. Cent.	1883	539
REFUSAL TO CARRY PASSENGERS ON FREIGHT TRAINS—see *Train Service.*		
REFUSAL TO FURNISH REFRIGERATOR CARS—see *Refrigerator Cars;* also *Failure to Furnish Cars.*		
REFUSAL TO FURNISH CARS—see *Failure to Furnish Cars.*		
REFUSAL TO SWITCH—see *Switching.*		
REFUSAL OF USE OF PRIVATE SWITCH FOR LOADING CARS—see *Side Track.*		
REFUSAL TO ALLOW LOADING OF CARS FROM WAGONS—see *Rights of Shippers.*		
REFUSAL TO RECEIVE AND FORWARD FREIGHT AND CARS	1878	16
Beed, William G., Hampton, v. Ill. Cent., to send cars off its own line	1898	671
Bernard Bros., Malcom, v. C., R. I. & P.	1895	189
Boyd, H. E., Malcom, v. C., R. I. & P., failure to forward coal	1898	91
Brownell, H., Keokuk, v. C., R. I. & P., refusal to send cars off own line	1900	181
Carleton, E. O., Grand Junction, v. C., R. I. & P., hog shipment	1892	846
Converse, S. A., Cresco, v. C., M. & St. P., to haul Burton stock cars	1888	709
Crawford, R. W., Fort Dodge, v. D. M. & Ft. D., to carry alcohol	1884	580
Dodge, Daniel, What Cheer, v. C., R. I. & P., coal in carloads	1887	729
Dorr Cattle Co., Des Moines, v. D. M. N. & W., refusal to provide cars for slop feed	1898	84
Great Western Fuel Co., Gilmore, v. C. & N.-W.	1885	570
Greene, J. A., et al., Stone City, v. C., M. & St. P., refusal to forward cars of stone unless shippers pay the expense of staking and planking the end	1892	960
Hambleton Milling Co., Keokuk, v. C., R. I. & P., grain shipments	1895	234
Hammond, H. E., Carroll, v. C., R. I. & P., for points on other lines	1888	674
Hastings, mayor and council of, v. C., B. & Q., coal shipments	1880	89
Hoag, J. M., Maquokets, v. C., M. & St. P., ponies for state fair	1889	1003
Iowa Fuel Co., Des Moines, v. C., St. P. & K. C., coal shipments	1888	718
Iowa Central Railway v. C., R. I. & P., flour	1895	187
Irwin, Phillips & C., Keokuk, v. C., R. I. & P., refusal to make joint rates	1887	717
Jennings Bros., Malcom, v. C., R. I. & P.	1895	189
Jerome, F. H., v. C., B. & Q.	1882	445
Keokuk & D. M. R'y Co., v. D. M. & Ft. D. R'y Co.	1878	5
Leverton, John, Abbott, v. Iowa Cent. R'y, refusal to allow cars to leave line	1898	86
Lilburn, Samuel & Co., Ottumwa, v. C., R. I. & P.	1890	77
McCaull-Webster Grain Co., Minneapolis, v. Ill. Cent. Rd. Co., car of grain destined east	189	23
McCaull-Webster Grain Co. et al., Minneapolis, v. C., M. & St. P. et al., refusal to transfer at Council Bluffs	1901	529, 581
McCaull-Webster Grain Co., v. C. & N.-W., refusal to transfer etc	1901	520
Mitchell, M. W., Warren, v. B. & S. W.	1890	119
Muscatine melon shippers v. C., R. I. & P., melons	1895	213
Norris & Co., Prairie City, v. C., R. I. & P., to send cars off its own lines	1896	143
Perry, N. H., Le Mars, v. D. M. & Ft. Dodge	1881	143
Phillips Fuel Co., Ottumwa, v. C., B. & Q., et al	1892	836
Ranks & Sterzbach, Rodman, v. B., C. R. & N., et al	1892	848
Richards & Black, Wapello, v. B., C. R. & N.	1881	134
Risk, Alex, Winthrop, v. Ill. Cent.	1890	115
Smith, E. F., Wellman, v. B., C. R. & N.	1892, 849; 1899	112
Standard Lumber Co., Dubuque, v. B. & M.	1884	596
Townsend, Le Mars, v. Ill. Cent.	1883	615
Van Houten, E., Pella, v. C., R. I. & P.	1881	128

	Year	Page
RATES—FREIGHT—COMPLAINTS CONCERNING—*Continued.*		
Vincent, J. F., Union stock yards, Des Moines, v. C., R. I. & P., refusal to deliver cars	1896, 105; 1901	388
Ward, C. H. & Co., Des Moines, v. C., R. I. & P., to handle Wabash cars	1884	554
Whitlock & Fields, Ladora, v. C., R. I. & P., refusal to allow cars to go off its lines	1898	82
When destined to certain markets	1890	992
Willard, Son & Co., Marshalltown, v. C. G. W., to forward hides	1896	44
Wis., Iowa & Neb. v. Iowa Northern, to switch	1896	559
Yakush, M. F., Van Horn, v. C., M. & St. P., plaster in sacks	1902	301
REGULATIONS OF CARRIERS, methods proposed	1886	34
REGULATIONS OF RAILROADS TO SURROUNDING TERRITORY	1886	50, 51
RELEASED SHIPMENTS, right of shippers in—see *Owner's Risk.*		
RELOCATION OF HIGHWAYS, expenses of crossing borne by railway company	1889	1066
REMOVAL OF STATION OR FREIGHT HOUSE—see *Station.*		
REMOVAL OF ELEVATOR, COAL SHEDS, ETC.—see *Site*		
RENTAL FOR PALACE STOCK CARS—see *Palace Stock Cars*		
REPORT OF HEPBURN COMMITTEE—see *Hepburn Committee.*		
REPORT OF CARRIERS—		
Difficulty of obtaining information from	1898, 3, 33; 1895, iv; 1897	4
Governor's questions for railway companies discussed	1889	42
Incomplete and inaccurate	1878, 34; 1879, 40, 42; 1880, 156; 1890, 9; 1892, 21; 1893, 35; 1894, 223, 227, 230	
On Iowa business discussed	1891, 3; 1899	4
Of carriers to commissioners, difficulty in obtaining	1898	3
Suggestions in reference to amendment of law concerning	1879	4
RESPONSIBILITY OF CARRIERS—see *Liability;* also *Damages.*		
RETURNS OF RAILWAY COMPANIES—see *Reports of Carriers.*		
RIGHTS of builders of side track to connect with main line	1881	981
RIGHTS of carriers to control station ground, subject to rights of the public	1891	778
RIGHT of company to retain its cars on its own line—see *Refusal to Receive and Forward Freight; Failure to Furnish Cars.*		
RIGHTS of the public at crossings blocked by trains	1896	554
RIGHTS of the public contributing in aid of railroad protected by the courts when road is in hands of a receiver	1889	1043
RIGHTS OF SHIPPERS—		
Chapin, Merritt & Co., Des Moines, v. C., M. & St. P., to select routes	1884	518
Clow, W. D., Traer, v. B., C. R. & N., to select route	1885	581
Dalhoff & Co., Burlington, v. C., B. & Q. and Wabash, to select route	1882	561
Downey, D. B., Allison, v. U. G. W., right to choice of market	1899	128
Entitled to same rates as shippers from elevators when cars are loaded from wagons in same time	1884	536
Hambleton Milling Co., Keokuk, v. C., R. I. & P., choice of market	1895	221
Haver, John & Co., et al., Tingley v. K. & W., routing of live stock	1902	289
Jerome, F. H., v. C., B. & Q., to choose market	1882	445
Jewell, H. E., Coon Rapids, v. U. S. Ex. Co., of hog	1901	528
Leverton, John, Abbott, v Iowa Cen., loading cars from wagon	1899	92
Muscatine melon shippers, v. C., R. I. & P., choice of market	1895	213
Nye & Bourne, Grundy Center, v. B., C, R. & N., to select routes	1888	788
Smith, J. M., v. C., B. & Q., pooling—large and small cars—pass to live stock shippers	1883	648
Stacy & Co., Osage, v. Ill. Cent., right to load from wagons	1899	121
Watson, E. B., Newton, v. Am. Ex. Co., live stock	1901	508
Weston, William, Anita, v. C., R. I. & P., right to load from wagons	1899	118
White, Geo. C., Nevada, v. C. & N.-W., right to load from wagons	1899	121
To select route for shipments	1886	491
To rates by shortest route	1887, 761; 1891	778
To choice of market	1890, 932; 1892	750, 858
Townsend, Le Mars, v. Ill. Cent., to select market and routes	1883	615
RIGHT OF WAY DAMAGES—see *Damages.*		
RIPLEY, E. P., G. F. A., C., B. & Q., letter of, on reduction of corn rates in Iowa	1886	619
ROAD, ABANDONMENT OF—see *Abandonment of Road.*		
ROADBED AND TRACK, condition of on Omaha & St. Louis Railway	1902	227

	Year	Page
ROAD BUILT FROM EARNINGS IN EXCESS OF 6 PER CENT ON $30,000 PER MILE—see *Mileage.*		
ROAD WORK BY CONTRACT—see *Contract.*		
ROUND-TRIP RATES—see *Rates.*		
ROUND-TRIP SHIPMENTS OF STOCK CATTLE—see *Rates.*		
ROUND-TRIP TICKETS—see *Excursion Tickets;* also *Tickets.*		
ROUTES, RIGHTS OF SHIPPERS TO SELECT—see *Rights of Shippers.*		
RULE FOR EQUITABLE DISTRIBUTION OF CARS—see *Distribution of Cars*	1888	719
RUNNING RAILROAD CROSSINGS—see *Crossing Stops.*		
SAFETY APPLIANCES—see *Couplers and Brakes, Automatic.*		
SAGE, W. M., G. F. A., C., R. I. & P., letter of, on reduction of corn rates	1886	621
ST. L., K. & N. W., information concerning ownership of	1892	824
SALARIES OF OFFICERS	1888	645-650
SAMPLE CASES—see *Baggage.*		
SAND RATES—see *Rates.*		
SANITARY AND UNSANITARY CONDITIONS—		
Colfax, Citizens of, v. C., R. I. & P., improved in outbuildings	1889	1067
Everett, H., Council Bluffs, v. C., R. I. & P., of outbuildings	1881	185
Marengo, citizens of, v. C., R. I. & P.	1894	274
SCALES, TRACK—see *Track Scales.*		
SCARCITY OF CARS—see *Failure to Furnish Cars.*		
SCARCITY OF COAL	1880	571
SCHEDULE OF RATES—see also *Rates.*		
Adopted in Davenport, Dubuque and Burlington cases	1888, 752, 773-797	
Commissioners' was in force pending injunction suits	1889	1062
Distance above 400 miles	1889	1101
Must be posted for public inspection	1889	1101
Reasonable maximum rates, adoption of, by C. & N.-W.	1889	1051
SECRECY in railroad matters to be avoided	1878	71
SECRETARY OF BOARD—		
Cameron, J. S.	1878	3
Morgan, E. J.	1880	3
Ainsworth, W. W.	1887	9
Lewis, Dwight N.	1890	15
SENATE COMMITTEE, United States, investigation of, on interstate commerce	1885	32
SENDING CARS OFF THEIR OWN LINE—see *Refusal to Receive and Forward Freight.*		
SHIPMENTS FROM POINT TO POINT IN IOWA—		
Though passing outside in transit, state commerce	1892	38, 39
SHIPPERS AND CARRIERS—		
Shippers at stations must be afforded like facilities for doing business	1888	829
Their relation to each other discussed	1884	7
SHIPPERS ENTITLED TO RATES VIA SHORTEST ROUTES—see *Rights of Shippers.*		
SHIPPING FACILITIES, MONOPOLY OF AGAINST PUBLIC POLICY—see *Monopoly.*		
SHIPPING FACILITIES—see *Station Facilities, Failure to Furnish Cars, Refrigerator Cars.*		
SHIPPING REGULATIONS—		
Budd, J. L., Ames, v. C. & N.-W.	1882	494
Carpenter, C. O., Chicago, v. B., C. R. & N., prepayment charges on melons	1901	516
Crawford, W. H., Hampton, v. Cent. Iowa, release on flax seed	1881	188
Cressler, C. W., & Co., Scranton, v. C. & N.-W., in shipment of butter	1890	977
Loading and unloading L. C. L. shipments	1892	838
Shippers required to protect cars for stone shipments at private expense	1892	900
Stocker, J. W., et al., Logan, v. C. & N.-W., in live stock	1890	58
SHORTAGE IN TRANSIT—see *Lost in Transit.*		
SHORTAGE OF CARS—see *Failure to Furnish Cars.*		
SHORTEST ROUTE, SHIPPERS ENTITLED TO RATES BASED ON—see *Rights of Shippers.*		
SHORT LINES—		
Percentage of through rates allowed to	1889	33
SHORT LINE RATES—see *Percentage to Short Lines.*		
"SHRINKER"—used on scales to defraud sellers of produce	1899	2

	Year	Page
SIDE TRACKS—see also *Spur Track.*		
Authority of commissioners to order construction of, questioned	1890	857
Changing grade of, damages for	1890	923
Should private builders be allowed to connect with railroads?	1895	xxxv
COMPLAINTS CONCERNING—		
Alta, citizens of, v. Illinois Central, insufficient to mill	1885	577
Biggins, J. P. Zwingle, v. C., M. & St. P., at Sylva	1901	480
Davidson, M., Plano, v. Wabash, violation of contract in matter of building	1882	540
Dawson, S. R. Perry, v. W., St. L. & P., to coal and wood house	1887	684
Dennis, citizens of, v. A. & C., restoration of	1895	120
Dorcas, John, Shiloh, v. C. & N.-W., failure to furnish as per contract	1886	573
Emerson, O. B., et al., Afton v. C., B. & Q., condition of approach to	1902	301
Fraser, J. Holmes, v. B., C. R. & N., trespassing on land designed for	1888	683
Hill Bros., Clarion, v. M. C. & Ft. D., refusal of use of private	1897	755
Hornick Milling Co., Hornick, v. C., M. & St. P., to mill	1900	188
Howard, C. O., Waukon, v. C., M. & St. P., additional facilities	1902	280
Marcus Roller Mills, Marcus, v. Illinois Central, petition for, to warehouse	1894	299
Nemmers, N. B., Lamotte, v. C., M. & St. P., to elevator	1899	71
Norman, citizens of, v. M. & St. L., building of, diverted business	1887	685
Pasco Bros., What Cheer, v. C. & N.-W., enforcing contract to construct	1889	980
Plover, citizens of, v. C., R. I. & P., petition for additional	1890	935
Rights of builders to connect with other railroads	1889, 981; 1891	45
Roberts, C. L., Grinnell, v. C., R. I. & P., discriminative privileges on	1889	1027
Showman, William, et al., v. C., M. & St. P., petition to restore	1890	917
Sindt, W. V., Holstein, v. C. & N.-W., to warehouse	1894	276
Smith, W. C., et. al., Lockridge, v. C. B. & Q., at Coalport	1898	27
Watts, F., Goose Lake, v. C. & N.-W., additional	1901	887
SIDINGS, PUBLIC HIGHWAYS, Dubuque switching case	1889	1084
SIGNALS, ELECTRIC, AT CROSSING—see *Electric Signals.*		
SIOUX CITY & DAKOTA R. R., history of	1879	111
SITES FOR COAL HOUSES, ELEVATORS, WAREHOUSES, ETC.—		
Carriers must not discriminate in granting	1890	857
Decision of the supreme court reviewed in sunny Hill Alliance case	1892	29-31
Decision of	1897	4
Exclusive rights to single shippers against public policy	1895, xxx	xxxiv
Jurisdiction of board	1899	107
COMPLAINTS CONCERNING, Petition for—		
Adams, J. H., Havelock, v. C. & N.-W., for elevator, jurisdiction of board	1899	107
Ashton, E. J., Edmonds, v. C., St. P., M. & O.	1899	74
Badger Grain & Live Stock Co., v. M. & St. L., for elevator	1902	276
Blow, M., Estherville, v. B., C. R. & N., for coal shed	1898	497
Boutilier, H. N., Britt, v. C., M. & St. P., removal of coal sheds, etc	1898	60
Britson, L. A., Roland, v. Iowa Central, for lumber house	1900	220
Campbell, Joel, Ayrshire, v. C., R. I. & P., for coal house	1892	801
Carlson, S. G., Stratford, v. C. & N.-W., rental for scales	1898	212
Carpenter, W. B., Marion, v. C., M. & St. P., removal of elevator	1898	144
Cook, R. W., Crawfordsville, v. B. & N.-W., for coal house	1895	207
Douglas, J. B., West Branch, v. B., C. R. & N., removal of coal shed	1899	96
Duncan, J. E., Ames, v. C. & N.-W., requirements for lease for coal house site	1900	214
Eckert & Williams, Northwood, v. B., C. R. & N., at Kensett	1900	925
Edmonds, E. J., Marcus, v. C., St. P., M. & O., for elevator	1892, 862; 1899	74
Farmers' Alliance, of Hartley, v. C., M. & St. P., for coal house	1890	911
Farmers' Co-operative Ass'n, Swea City, v. B., C. R. & N., application for	1899	80
Farmers' Incorporated Co-operative Society, Goldfield, v. B., C. R. & N., for elevator	1902	259
Farmers' Mutual Live Stock Ass'n, Kensett, inquiry	1899	87
Supreme court opinion reviewed	1892	29-31
Farmers' Ass'n, by A. F. Lough, Estherville, v. B., C. R. & N., for elevator	1900	119
Frazier & Ballou, Primghar, v. D. & S. C. (Ill. Cent.), for warehouse	1890	940
French & King, Maxwell, v. C., M. & St. P., information concerning rights of lessees of elevators on station grounds or right of way	1898	240

	Year	Page
COMPLAINTS CONCERNING, Petition for—*Continued.*		
Frum, S. B., Shelby, v. C., R. I. & P., for coal house	1890	52
Fry, U. S., Van Horne, inquiry relative to	1897	67
Gafford, Joseph, Burlington, v. citizens of Murray, obstructing street	1887	687
Gier & Belz, Conrad Grove, v. C. & N.-W., expense of relocation	1892	843
Gray & Whyte, Glencoe, v. S. C. & P., for elevator	1901	475
Hardin county, citizens of, v. B., C. R. & N., for elevator	1890	888
Hodges, N. W., Storm Lake, v. Ill. Cent., discrimination and refusal of	1890	897
Hollis, Thomas, Radcliffe, v. C. & N.-W., application for additional	1890	893
Jansen, Antem, Haverhill, v. C., M. & St. P., for elevator	1888	838
Jensen, J. G. L., Gilman, v. Iowa Central, elevator	1891	731
Kenyon & Hilliard, Mt. Union, v. B. & N.-W., for elevator	1894	253
Kline Bros., Rockwell, v. Iowa Central, for warehouse	1895	172
Lancaster, W., Bradgate, v. C. & N.-W., for elevator	1892	823
Leverton, John W., Abbott, v. Iowa Central, termination of lease	1900	161
Lewis, R. G., Des Moines, v. C., R. I. & P., removal of elevator	1895	211
McCallsburg, citizen of, v. Iowa Central, refusal to grant	1885	574
McCord & Co., et al., Storm Lake, v. Ill. Cent., for coal house	1898	199
McNamara, J. F., Vincent, v. M. C. & Ft. D., for coal house	1894	294
Northwestern Iowa Grain Co., Britt, v. C., R. G., & N.-W. R'y, for elevator at Woden	1900	54
Parish, E. H., Cambridge, v. C., M. & St. P., for coal house	1902	227
Parsons & Heath, Galt, v. B., C. R. & N., for grain warehouse	1891	818
Peters, B. F., Runnells, v. Wabash, enforced removal of mill	1902	274
Pickering-Johnson Grain Co., Shenandoah, v. O. & St. L., at Summit	1893 621; 1895	xxxix
Pioneer Hay Camp, shipping privileges at	1899	29
Porter, James, Sutherland, v. Ill. Cent., removal at Larrabee	1891	824
Price & Palmer, et al., Ellsworth, v. C. & N.-W., elevator	1892	828
Rasmussen, A. D., et al., v. B., C. R. & N., at Pioneer Hay Camp	1899	29
Richardson & Kauffman, Belmond, v. M. C. & Ft. D., removal of elevator	1896	159
Riepe, H. H., Sperry, v. B., C. R. & N. R'y, removal of elevator	1900	118
Robinson, J. C., et al., Marathon, v. C. & N.-W., coal house	1892	859
Ross & Brady, Akron, v. C., M. & St. P., grain warehouse	1892	781
Russell, J. M., Storm Lake, v. Ill. Cent., removal of elevator at crossing	1893	154
Schroeder, E. J., Oyens, v. Illinois Central, for elevator	1902	286
Seibert Bros. & Co., Forest City, v. B., C. R. & N., for elevator	1900	196
Smith, E. R., Cherokee, v. Ill. Cent., for coal house	1895	238
Smith, C. J., Ogden, v. M. & St. L., for warehouse	1895	227
Smith, J. S., Jewell, v. C. & N.-W., for elevator	1891	794
Smith, M. L., Elwell, v. C., M. & St. P., for elevator	1899	117
Spencer Grain Co., Minneapolis, v. B., C. R. & N., termination of lease for elevator tor site at Crystal Lake	1900	215
Steer, William M., West Branch, v. B., C. R. & N., for warehouse	1900	856
Sunny Hill Alliance, Hartley, v. C., M. & St. P., for coal house	1890	911
Thomas, G. F., Swea City, v. B., C. R. & N., elevator at Armstrong	1898	57
Townsend & Merrill, Cedar Falls, v. Ill. Cent., termination of lease	1898	26
Townsend & Merrill Co., Cedar Falls, v. C. & N.-W., site for elevator at Dike	1902	296
Townsend & Merrill, Dike, v. C. & N.-W., for lumber and coal yard	1900	214
Webster Bros., Waucoma, v. C., St. P. & K. C., at Boyd	1900	895
Webster Bros., Waucoma, v. C., M. & St. P., at Jackson Junction	1894	271
Welles, W. W., Webster City, v. W. C. & S. W., failure to furnish	1889	1045
Wellsburg, citizens of, v. B., C. R. & N., for elevator	1891	820
Wertz, C. C., Greene, v. B., C. R. & N., for coal house	1897	21
Wilbur, D. W., Hawkeye, v. C., M. & St. P., grain warehouse	1895	155
Williams Bros., Primghar, v. Ill. Cent., for elevator	1896	184
Winnebago Farmers Alliance, v. M. & St. L., coal house	1891	782
York, Joseph, Zenorsville, v. C. & N.-W., for coal sheds	1888	836
SLEEPING CARS—		
Dowell, A. B., Vinton, v. C. & N.-W., holders of second-class ticket not entitled to	1888	652
Privileges, descrimination in, at Council Bluffs	1888	702
SMALL AND LARGE SHIPPERS—see *Car Load Rates.*		
SMITH, SPENCER, COMMISSIONER, paper on the "Railroad Question"	1889	91
SNOW FENCE, APPROPRIATING LAND FOR—see *Appropriation of Land.*		

	Year	Page
SNOW BLOCKADE—		
Belmond, citizens of, v. Central Iowa failure to keep road open	1884	517
Cass, S. F., Sumner, v. Dub. & Dak., failure to run trains on account of	1884	505
Goshen, citizens of, v. H. & S., petition to raise	1886	507
Jackson, E. P., et al., Gilmore, v. D. M. & Ft. D., asking removal of	1883	573
Tripoli, citizens of, v. C. G. W., failure to remove, and delay of trains	1898	225
SOFT COAL RATES—see *Rates.*		
SOLICITATION OF HOTEL PATRONAGE AT STATIONS—see *Omnibus Privileges.*		
SPECIAL TRAIN to carry live stock, extra charge for	1887	782
SPECIAL RATES on building material for churches, permissible	1883	837
SPECIAL RATES, large shipper not entitled to, as against small shipper	1888	837
SPECIAL EMERGENCY RATES ON CORN—see *Rates.*		
SPECIAL RATES TO LARGE SHIPPERS—see *Car Load Rates;* also *Rates.*		
SPEED OF FREIGHT TRAINS	1878	65
SPEED OF TRAINS IN CITIES—		
Hill, E., Mitchellville, v. C., R. I. & P., through town	1896	120
Malvern, city of, v. C., B. & Q., danger from fast trains	1889	1040
SPUR TRACKS— see also *Side Tracks.*		
Dooley, George, Newton, v. Iowa Central, protest against removal of	1891	737
Excelsior Coal Co. v. Central Iowa, compulsory operation of	1878	24
Robertson, S. A., Des Moines, taxation of quarry track	1881	133
Connection with main line—see *Side Track.*		
STANWOOD & TIPTON RAILWAY, history of	1879	112
STATE AND INTERSTATE COMMERCE—see also *Interstate Commerce* and *Rates*	1886	4
Diamond Jo Line v. C., B. & Q	1889	1074, 1077
Opinion of supreme court	1892	901
WHAT CONSTITUTES—		
Carpenter, D. J., Beloit, v. C., M. & St. P., shipments from point to point within the state, though passing outside in transit, are state commerce	1890	849
Freight shipped from point to point within the state of Iowa, though passing outside in transit, held to be state commerce	1889, 1074-1077; 1890	849
Hamilton & Co., Algona, v. B., C. R. & N., what constitutes	1897	118
Heath, H. R. & Sons, Ft. Dodge, v. Ill. Cent., shipments from points in the state to points outside, though rebilled in transit, interstate commerce	1894	164
McGilora, L. E., Larchwood, v. B., C. R. & N., traffic from point to point in Iowa though passing outside in transit, is state commerce	1892	862
Skeen & Zook, Albia, v. C., B. & Q., from point to point in Iowa is state commerce	1898	74
STATE CONTROL OF C., R. I. & P. R'y	1880	177
STATION, RELOCATION OF, LeGrand, citizens of, v. C. & N.-W. R'y Co	1901	160
STATION—FACILITIES AND SERVICE—See also *Joint Stations*	Year	Page
Abandonment of—see *Abandonment of Station.*		
Changing name of, legislation recommended	1889, 39; 1891	44
Cleanliness and removal of disorderly persons recommended	1884	42
Control of grounds, omnibus privileges—see *Omnibus Privileges.*		
Exclusive use of must not be granted to one person	1890	893-894
Establishing of new, legislation recommended	1889	39
Facilities for doing business at	1895	xxix
Finances of company cannot be considered by board in ordering	1884	509
Grade of highway crossing over station grounds	1893	10, 156
Joint and Y connections—see *Joint Stations;* also *Wyes.*		
New legislation recommended	1891	43
Profits to carriers not sole element in establishment of	1894	496
COMPLAINTS CONCERNING—		
Albia, condition of depot used by Wabash and Iowa Central	1902	297
Albrecht, A. S., et al., Mederville, v. C., M. & St. P., petition to rebuild station	1896	101
Adaza, citizens of, v. D. M. N. & W., petition for depot	1896, 173; 1898	35
Algona, citizens of, v. C., M. & St. P., for relocation of	1889	1057
Aplington, citizens of, to keep open at night	1882	455
Ashaw, v. C., R. I. & P., petition for removal of	1891	789
Aurora, Zera Knapp of, v. C. G. W., condition of depot platform	1900	148
Austin, citizens of, v. C., M. & St. P., petition for removal of	1892	863

	Year	Page
COMPLAINTS CONCERNING—*Continued.*		
Avery, citizens of, v. C., B. & Q., petition for	1892	742
Barnum, C. F. Bryant, Recorder, v. Ill. Cent., dangerous location of depot	1895	219
Bassett, citizens of, v. C., M. & St. P., for flag station	1896	121
Bayless, F. D., Elkader, v. C., M. & St. P., facilities at Osborne	1892	830
Benson, inaccessibility of sidetrack at, on Ill. Cent., complaint, L. Canfield	1901	489
Bigelow, M. F., Alden, v. Ill. Cent., insufficient night service	1884	505
Bingham, L. R. & Son, Estherville, v. B., C. R. & N., facilities for storing and handling perishable freight	1896	104
Bismark station case	1889, 36, 992; 1895	xl
Bouton, citizens of, v. C., M. & St. P., depot, etc	1890	943
Boyd, G. J., Herndon, v. C., M. & St. P., night service	1885	576
Boyd, G. J., Herndon, v. C., M. & St. P., condition of road to depot	1902	298
Boyd, citizens of, v. C. G. W. R'y, petition for depot	1899	84
Browns, Hale & Riggs, citizens of, v. C., M. & St. P., reopening	1891	746
Bryan, D. B., Bouton, v. C., M. & St. P., depot	1888	688
Bunch, citizens of, v. C., R. I. & P., depot at Bunch postoffice and Paris siding	1891	793
Butt, M., et al., Harvey, v. Wabash, platform	1893	210
California Junction, citizens of, v. F., E. & M. V., et al., depot	1887	623
Calloway, P., Atlantic, v. C., R. I. & P., privileges of stockyards	1895	233
Campbell, F. R., Bismarck, v. C., M. & St. P., restoration of	1889, 36, 992; 1895	xl
Capron, G. F., Capron station, v. C., M. & St. P., facilities as per contract	1889	1058
Carbon Junction, better depot at, on M., C. & F. D	1900	175
Cedar Valley, citizens of, v. B., C. R. & N., petition for stockyards	1900	129
Claypool, W. W., et al., Spencer, C., M. & St. P., at Hay siding	1893	204
Cleghorn and Cherokee county, citizens of, v. Dub. & S. C., depot	1889	1019
Dissenting opinion by Commissioner Campbell	1886	1020
Cleveland, E. S., Holmes, v. B., C. R. & N., better accommodations	1888	706
Cleveland, E. S., Holmes, v. B., C. R. & N., facilities	1890	883
Coalport, restoration of sidetrack	1898	27
Cochran, William, et al., Elmira, v. B., C. R. & N., facilities	1892	736
Supplemental decision	1892	737
Colfax, citizens of, v. C., R. I. & P., improved sanitary conditions	1889	1067
Cone, citizens of, v. B., C. R. & N., flag station	1887	778
Cornelia, Johnson Bros. of, v. M. C. & F. D., petition for depot	1900	178
Corning, citizens of, v. C., B. & Q., relocation of depot	1888	700
Council Bluffs, citizens of, v. U. P., insufficient facilities	1886	530-570
Council Bluffs, city of, v. All Entering Railways, additional facilities	1892	809
Creighton, C. E., Oakville, Iowa Central, depot	1894	244
Crippen Creamery Co., Crippen, v. C., M. & St. P., platform	1894	270
Croton, W. H. Butler, of, v. C., R. I., & P., for telegraph	1901	487
Crozier, M. W., Stark, v. B. & N. W., petition for	1890	857
Cylinder, citizens of, v. C., M. & St. P., depot	1891	815
Dallas Center, Benton Bros., of, v. C., R. I. & P., keeping depot open	1896	83
David, Scholtes & Poorte, of, v. W. & W., service	1898	55
Davidson Bros., Hull, v. C., M. & St. P., changing name of	1887	692
Dissenting opinion by Commissioner Coffin	1887	696
Dawson, citizens of, v. C., M. & St. P., petition for	1890	937
Dawson, S. R., Percy, v. W., St. L. & P., for wood and coal	1887	684
Dennis, citizens of, v. A. & C., restoration of switch	1895	120
Des Moines, unsafe condition of union depot	1898	11
Diagonal, citizens of, v. C. G. W., freight station	1894	156
Doon, citizens of, v. C., St. P., M. & O., petition for depot at Lunt's siding	1896	88
Downey, citizens of, v. C., R. I. & P., petition for night agent	1900	114
Dumont, depot platform at	1901	485
Elrick, citizens of, v. Iowa Central, for re-establishment of	1897	72
Evanston, depot at, W. D. Drake, et al., v. M. C. & Ft. D	1898	36
Everly, citizens of, v. C., M. & St. P., petition for	1887	742
Felton, J. B., New Virginia, v. D. M. & K. C., bad condition of	1892	789
Fifield, citizens of, v. Wabash, petition for	1894	287
Florence, C. W. Thorup, of, v. M. C. & Ft. D., petition for depot	1901	382
Gallagher, J. S., et al., Wesley, v. C., M. & St. P., for night operator	1893	226
Gaston, E. E., Van Wert, v. Wabash Western, condition of, conduct in	1888	692

COMPLAINT CONCERNING—*Continued*	Year	Page
Glendale, citizens of, v. C., B. & Q., petition for	1890	861
Goose Lake, additional sidetracks at, on C. & N.-W	1901	387
Grey, L. E., Perry, v. C., M. & St. P., night service at Herndon	1887	623
Halley, J. R., Nashville, v. C. & N.-W., station service	1896	94
Ham & Carver, Dubuque, v. B., C. R. & N., better mail service	1883	721
Hanna, J. Q., Goldfield, v. C. & N.-W., location of	1882	432
Harrington, D. E., Postville, v. C., M. & St. P., insufficient service	1890	860
Hawarden, citizens of, v. C., M. & St. P., for building	1883	696
Herndon, citizens of, v. C., M. & St. P. and W., St. L. & P., approaches to	1886	552
Hickory Grove township, Jasper county, citizens of, v. Iowa Cent., facilities	1890	900
Hill's Siding, petition for depot at, on B., C. R. & N	1898	67
Rehearing declined	1890	901
Hodges, C. H., et al., Sexton, v. C., M. & St. P., petition for	1892	800
Hornaday, J. C., Wall, J. J., et al., v. C., R. I. & P., at Udell	1892	864
Howell station, petition for depot at, on Wabash, by Bosquet et al., Pella	1902	268
Hutchins, citizens of, v. C., M. & St. P., petition for	1893	147
Independence, citizens of, v. Ill. Cent., to stop at platforms	1892	785
Ira, station service	1895	150
Jenks, A. M., Sheldahl, v. C. & N.-W., et al., platform	1887	689
Johnson, T. S., et al., Bonair, v. C., M. & St. P., petition for	1892	799
Kelly, George, W. P., of, v. C. & N.-W., inaccessibility of team track	1900	186
Kenwood Park, citizens of, v. C., M. & St. P., petition for	1893	244
Kingston, abandonment of, complaint, E. H. Sharp, et al., Leon, v. K. & W	1902	288
Kirkwood, Kerschner, E. A., of, establishment of	1900	140
Klemme, citizens of, v. B., C. R. & N., petition for	1890	884
Kniffin, citizens of, v. C., R. I. & P., petition for facilities	1891, 751; 1895	176
Krysher, Levi, Avon, v. C., B. & Q. and C., R. I. & P., for removal	1886	503
Latty, citizens of, v. B., C. R. & N., for additional room at	1886	522
Ledyard, depot at, citizens of, v. B., C. R. & N. and C. & N.-W	1898	38
Le Grand, citizens of, v. C. & N.-W, relocation of	1894	313
Le Mars, citizens of, v. Ill. Cent., et al., for more commodious	1890	889
Lemon, H. F., et al., Elm Springs, v. C., M. & St. P., agent	1897	127
Lennon, H., et al., Elm Springs, v. C., M. & St. P., facilities for freight	1898	72
Leyner, John, et al., Dallas county, v. C., R. I. & P., removal of Ashawa	1892	807
Lida, citizens of, v. C., St. P. & K. C., petition for	1889	1010
Leiser, et al., Abbott, v. B., C. R. & N. and Central Iowa, joint	1882	440
Little Wall Lake, citizens of, v. M. C. & Ft. D., petition for flag	1891	830
Luana, depot platform at, P. Bredow, Maxwell, v. C., M. & St. P	1898	35
Lucas, Wm. Fleener, of, v. C., B. & Q., depot open at night	1901	501
Lunt's siding, petition for depot, by citizens of Doon	1896	38
Lux, Peter, et al., Hopkinton, v. C., M. & St. P., at Lux siding	1893	141
Malone, J. D., et al., Santiago, v. C., St. P. & K. C., petition for	1893	214
Marengo, citizens of, v. C., R. I. & P., sanitary condition of	1894	274
McCusker, Edward, Loretto, v. C., St. P. & K. C., abandonment of Lida	1889	1010
McFarlane, William, et al., Blencoe, v. S. C. & P., petition for	1884	508
McKinney, Mrs. J. C., Decorah, v. Ill. Cent., care of	1883	557
McLaughlin, D. E., David, v. W. & S. W., petition for	1893	257
Melbourne, citizens of, v. C., St. P. & K. C., petition for	1888	733
Melbourne, J. H. Bagley, et al., v. C. G. W., joint station at crossing	1896	15
Meriden, citizens of, v. Ill. Cent., for rebuilding of burned	1886	514
Miller, J. D., et al., Ida Grove, v. C. & N.-W., Petition for	1884, 495; 1885	551
Miller, J. T., Iowa Falls, v. B., C. R. & N	1881	143
Morning Sun, citizens of, v. Central Iowa and B., C. R. & N. for	1884, 588; 1885	564
Nashville, Miles Sinkey of, v. C. & N.-W., removal of agent	1900	125
New Hartford, citizens of, v. D. & S. C., for reopening, night	1891	741
Norelius, A., Kiron, v. C. & N.-W., location of station	1899	100
Norway, J. T. Springer of, v. C. & N.-W., lighting of depot and platform	1898, 90; 1900	154
Oakley, citizens of, v. C., B. & Q., petition to reopen	1886	501
Oakville, citizens of, v. Iowa Cent., petition for additional	1891, 797; 1894	244
O'Brien Bros., Valeria, v. C., St. P. & K. C., freight house	1892	833
Okoboji, O. I. Wilson of, v. C., M. & St. P.	1901	497
Oline Bros., Page Center, v. C., B. & Q., agent	1899	49

COMPLAINTS CONCERNING—*Continued.*	Year	Page
Orillia, citizens of, v. C. G. W., reopening	1894	238
Orillia, J. A. Garret of, v. C. G. W., day agent	1899	60
Osborne, citizens of, v. C., M. & St. P., petition for	1891	740
Otho, citizens of, v. M. & St. L., petition for	1892	780
Petition for reopening	1895	170
Otranto, citizens of, v. C., M. & St. P., for larger building	1892	731
Page Center, citizens of, v. C., B. & Q., for agent	1892, 780; 1899	49
Paulger, J., et al., New Hartford, v. Ill. Cent., for night service	1885	553
Plover, citizens of, v. C., R. I. & P., petition for	1890	935
Plummer, Wm. H., Logan, v. Ill. Cent., location of	1899	112
Poorman, D. A., Des Moines, v. C., B. & Q., lack of	1891	635
Prichard, N. Warren, v. C., M. & St. P.	1885	568
Rands, citizens of, v. D. M. N. & W., petition for	1893	221
Red Oak, citizens of, v. C., B. & Q., relocation of freight house	1889	991
Reed, J. G., et al., Lime Springs, v. C., M. & St. P, night service	1893	213
Reynolds, J. J., et al., Blencoe, v. S. C. & P., petition for stock yards	1888	711
Richardson, G. W., Clear Lake, v. C., M., & St. P., at Ventura	1890	924
Richardson & Berard, Fairfax, v. C. & N.-W., unsuitable condition of depot	1889	1079
Ridgeway, citizens of, v. C., M. & St. P., rebuilding of burned	1888	751
Riggs, W. K., Castalia, v. B., C. R. & N., petition to reopen	1890	875
River Junction, citizens of, v. B., C. R. & N., telegraph operator	1899	33
Robbins, R. R., Herndon, v. C., M., & St. P., for freight house	1893	215
Root's Siding, citizens of, v. B., C. R. & N., depot	1898	61
Roybar, F., Valeria, v. C., St. P. & K. C., for platform	1889	1071
Russell, citizens of, v. C., B. & Q. for night service	1886	506
Ruthven, citizens of, v. C., M. & St. P., for removal of	1886	561
Sandusky, citizens of, v. St. L., K. C. & N.-W., for rebuilding	1890	899
Schell, John W., et al., Graham, v. B., C. R. & N., shipping facilities	1892	734
Seevers, W. A., et. al., Oskaloosa, v. Central Iowa, accomodations	1886	520
Sheldon, citizens of, v. C., M. & St. P., inadequate	1887	697
Shipley Bros., Herndon, v. C., M. & St. P., insufficient approaches	1885	525
Showman, William, et al., Showman v. C., M. & St. P., for restoration of	1890	917
Slater, citizens of, v. C. & N.-W., petition for building	1888	689
Snyder, A. B., et al., Spaulding, v. C., B. & Q., for reopening	1891	747
Solomon, citizens of, v. O. & St. L., petition for	1892	757
Springer, C. H., Springer, v. Ill. Cent., at Stacyville Jct	1898	59
Sumner, depot facilities furnished by C. G. W. R'y Co.	1899, 115; 1900	158
Thornton, citizens of, v. M. C. & Ft. D., petition for depot	1889	981
Todd, C. J. & J. T., Diagonal, v. St. P. & K. C., facilities	1892	828
Traer, Dennis, J. B., of, v. C. & N.-W, depot open for night trains	1900	217
Udell, citizens of, v. C., R. I. & P., establishment of	1894	162
Ulster, citizens of, v. C., M. & St. P., petition for	1890	855
Van Saun, George B., Cedar Falls, v. C. G. W., opening of	1894	285
Warner, W. F. Luana, v. C., M. & St. P., insufficient depot grounds	1897	53
Waterloo, condition of depot platform on B., C. R. & N. R'y	1900	216
Watts, Fremont, Goose Lake, v. C. & N.-W., shipping facilities	1890	229
Waverly, condition of Ill. Central depot	1902	229
Westfield, citizens of, v. C., M. & St. P., petition for	1890	919
Westfield, citizens of, v. C., M. & St. P., amended decision	1891	802
Williams, citizens of, v. Ill. Cent., for night mail service	1888	712
Williard, citizens of, v. C., M. & St. P., flag station	1901	522
Wilson, G. M., et al., Ira, v. C. G. W., insufficient	1895	150
Wilson, J. S., Hill's Siding, v. B., C. R. & N., petition for	1892, 735; 1898	183
Wilson Junction, Rall, W. A. Perry, v. C. G. W., insufficient accommodations at	1900	166
Wisdom, F., Creston, v. C., B. & Q., et al., additional at Afton Junction	1897	101
Woolstock, citizens of, v. C. & N.-W., night agent	1901	518
Wright, A. G., et al., Whiting, v. S. C. & P., for night service	1886	512
Young, James & Co., Sidney, v. C., B. & Q., negligence of agent	1894	307
STATISTICS, difficulty in obtaining	1897, 4; 1899	4
STATUTES RELATING TO RAILWAYS—see *Laws.*		
STEALING LIVE STOCK IN TRANSIT—see *Substitution of Live Stock, etc.*		
STEEL RAILS, introduction of, duty on, etc	1880	183

	Year	Page
STOCK CAPITAL—see *Capital Stock.*		
STOCK CATTLE, PETITION FOR WITHDRAWAL OF RATES ON—see *Rates.*		
STOCK CATTLE, REDUCED RATES FOR ROUND TRIP SHIPMENTS OF—see *Rates.*		
STOCK AND DEBT per mile	1880	157
STOCKHOLDERS, LISTS OF	1888	650, 657
STOCK KILLED AND INJURED—see, also, *Damages.*		
Bailey, J. S., Searsboro, v. Cent. Iowa, at crossing, failure to whistle	1888	669
Bantes, L., Weldon, v. K. & W., on crossing	1892	844
Bates, L. P., Russell, v. W., St. L. & P., et al., failure to fence	1886	608
Barkley, E. A., Odebolt, v. C. & N.-W., by train	1895	165
Beyers, Mrs. J. W., Hull, v. C., M. & St. P., on private crossing	1898	69
Blanchard, John, Blencoe, v. S. C., & P., on crossing	1887	739
Boatwright, D. J., Hastie, v. Wabash, hogs on account of defective fence	1892	865
Boswell, Jos., Davis City, v. C., B. & Q., calf	1901	526
Bruntsing, A. E., Hull, v. C., M. & St. P., on open farm crossing	1898	52
Butin, D. F., Des Moines, v. C., M. & St. P., damages for	1888	685
Campbell, F. R., Bismarck, v. C., M. & St. P., calf	1898	69
Condit, A. B., Paton, v. C., R. I. & P., at cattle guard	1888	828
Cowry, Patrick, Paton, v. C., R. I. & P., near station	1888	746
Decker, J. I., East Peru, v. C., St. P. & K. C., by train	1890	866
Dickman, John, Westgate, v. C., St. P. & K. C., at crossing	1889	104
Dooler, W. L., Vall, v. C. & N.-W., defective fence	1898	657
Dundon, Mary, Whiting, v. C. & N.-W., cow	1902	268
Earle, W. C., Waukon, v. C., M. & St P., hogs in transit	1888	735
Emery, H. A., Thayer, v. C., B. & Q.	1895	240
Ferguson, J. A., Paton, v. C., R. I. & P., cow	1889	1045
Fowler F. H., Cedar Rapids, v. B., C. R. & N., failure to whistle and ring	1892	851
Fraser, W. W., Bevingten, v. C., R. I. & P., on depot grounds	1888	743, 745
Fraser, J., Paullina, v. C. & N.-W	1895	170
Frazier, Geo., Panora, v. D. M., N. & W., defective cattle guards	1897	110
Gould, M., Van Wert, v. H. & S., struck by engine	1890	845
Gruwell, E. T., West Branch, v. B., C. R. & N., claim for	1889	1033
Helmer, M. F. Mechanicsville, v. C. & N.-W., on right of way	1884	522
Harris, H. W., Perry, v. D. M. & Ft. D. R'd, on highway crossing	1883	694
Harris, John, Oswalt, v. Iowa Northern, claim for on crossing	1892	826
Hibbard, A. A., Paullina, v. C. & N.-W., calf	1886, 586; 1894	237
Hibbard, A. A., Paullina, v. C. & N.-W., hogs	1889, 1060; 1895	169
Holst, H., Clutier, v. C. & N.-W., colt	1901	482
Ives, Julius, Dickens, v. C. M. & St. P., damage for	1889	1025
Leeper, J. W., Truro, v. D. M. K. C., injured in cattle guard	1892	826
Logan, Mrs. R. E., Rhodes, v. C., M. & St. P., on account of defective fence	1892	843
Mackinnon, J. C., Gen. Mgr. C., F. M. & D. M., inquiry as to liability	1893	249
March, C. H., Grinnell, v. Cent. Iowa, at crossing, failure to whistle	1888	680
Mayhew, N. P., Villisca, v. C., B. & Q., in transit	1885	547
McCahall, M., et al., Conger, v. C., St. P. & K. C., claim for	1891	818
McCracken, Mrs. E., Thornburg, v. B., C. R. & N., failure to fence	1892	866
McCracken Mrs. E., Thornburg, v. B., C. R. & N., claim for	1898	218
McWilliams, H. Denison, v. C. & N.-W., claim for	1890	91
Neff, G. W., Wayland, v. Burlington and Northwestern, killing a hog	1902	249
Raybourne, A., Woodward, v. D. M. & Northern, claim for	1892	830
Remington Bros., Murray, v. C., B. & Q., on crossing	1891	778
Richards, W., Davis City, v. C., B. & Q., claim for	1898	67
Roberts, Anthony, Van Wert, v. K. & W., hog, on depot grounds	1892	881
Rohmer, J., Paullina v. C. & N.-W., claim for	1888	714
Rudiabaugh, C. S., Davis City, v. C., B. & Q., claim for	1887	680
Shay, John, Maloy, v. C., St. P. & K. C., claim for	1892	823
Smith, J. J., West Branch, v. B., C. R. & N., cow	1898	280
Stout J. C., Thayer, v. C., B. & Q.	1898	68
Tallman, J. A., Paton, v. C., R. I. & P., on station grounds	1895	208
Tasker Bros., Onslow, v. C. & N.-W	1889	1068
Waggoner. Henry, Odebolt, v. C. & N.-W	1885	546
Week, C. F., Clermont, v. B., C. R. & N., damages for	1886	510

	Year	Page
STOCK KILLED AND INJURED—*Continued.*		
White, S. J., Plymouth, v. C., M. & St. P., account of defective fence	1892	848
Wilson, E. C., Van Wert, v. H. & S., injured on bridge	1888	682
STOCK IN TRANSIT, DAMAGE TO—see *Damages.*		
STOCK WATERING. Hepburn Committee Report	1880	178
STOCK WATERING—see *Watering Stock.*		
STOCK YARD—		
Armstrong, Henry, Glidden, v. C. & N.-W., location of	1902	245
Bull, A. N., et al., Gilmore City, v. C., R. I. & P., condition of	1902	296
Calloway, Dr. P., Atlantic, v. C., R. I. & P., discrimination in privileges	1895	233
Cedar Valley, citizens of, v. B., C. R. & N., petition for	1900	129
Conger, B. F., Woodward, v. C., M. & St. P., discrimination in privileges	1894	345
Conover, citizens of, v. C., M. & St. P., lack of water at	1895	135
Coon Rapids, citizens of, v. C., M. & St. P., condition of	1898	53
Ewing, J. K., Shannon, v. C. G. W., condition of	1901	381
Leverton, John, Abbott, v. Iowa Cent., condition of	1899	99
Marcus, city of, v. Ill. Cent., removal of	1897	123
Marshall, R. H. and H. L. Casey, v. C., R. I & P., location of	1901, 498; 1902	294
McCullough & Fudge, Marne, v. C., R. I. & P., lack of water in	1897	132
Meehan, P. F., and William Drew, Clayton, v. C., B. & Q., petition for	1894	291
Onan, J. C., Lohrville, v. C., M. & St. P., discrimination in use of	1900	175
Reynolds, J. J., et al , Blencoe, v. S. C. & P., petition for	1888	711
Ridgeway, citizens of, v. C., M. & St. P., lack of Water, etc	1898	75
Shannon City, Ewing, J. K. of, v. C. G. W., condition of stock yards	1896	51
Vincent, J. F., prop. union stock yards, Des Moines, v. C., R. I. & P., refusal to deliver cars	1896	105
STONE SHIPMENTS—regulations concerning	1892	860
STOPPING FAST TRAINS AT SMALL STATIONS—see *Train Service.*		
STOPPING the running of trains, power of the commissioners in, when road is declared unsafe	1892	766
STOP-OVER CHECKS AND PRIVILEGES—see also *Passenger Fare*	1892	861
STOPPING TRAINS AT PLATFORMS	1889	987
Beck, W. J. R., Ft. Madison, v. St. L., K. & N. W., stopping caboose at platform	1897	89
Hillyard, J. W., Dows, v. B., C. R. & N.	1902	280
McGuire, E. H., Marengo, v. C., R. I. & P., refusal to	1890	907
Murphy, A. J., Herndon, v. C., M. & St. P	1902	272
Selma, citizens of, v. C., R. I. & P., caboose, liability of carriers	1891	776
STOPPING TRAINS AT RAILROAD CROSSINGS—see *Crossing Stops.*		
STORAGE, USE OF CARS FOR WAREHOUSE PURPOSES—see *Demurrage.*		
STORAGE, CHARGES FOR—see *Baggage.*		
STREET CROSSING, BLOCKADING OF WITH TRAINS—see *Obstruction of Streets.*		
STREET CROSSINGS, ESTABLISHMENT OF—see *Crossings, Highway.*		
STRIKES—		
Employment of incompetent engineers on C., B. & Q	1887	787
Discussion and effect of	1888, 44; 1889	83
Delay of freight on account of—see *Delay in Transit.*		
SUBSTITUTION—		
Wilson, A. R., Traer, v. C. & N.-W., of light for heavy steer	1888	723
SUNDAY TRAINS—		
Discussed, recommendations concerning etc	1883, 81; 1884, 42; 1885, 96; 1886	59
Algona Y case, defining discretion of commissioners in ordering "Y"	1892	896
Carpenter, D. J. Beloit, v. C. M. & St. P., what constitutes state commerce	1892	901
Cutler, G. L., Charion, under farm crossing	1892	889
Ft. Dodge v. C , R. I. & P. et al., rebuilding of Tara track	1892	879
McDonald, Thomas, Bayard, under farm crossing case	1892	893
Sunny Hill Alliance, Hartley, asking for site for coal house	1892	903
SUPREME COURT, decision of in reference to orders of railroad commissioners discussed	1892	21-39
Decision of in granger cases	1878	55
SWITCH TRACK—see *Spur Track.*		
SWITCH, refusal to allow use of, Lock, C., Keokuk, v. St. L., K. C. & N. W., for loading of ice	1902	267

	Year	Page
SWITCH, definition of, what constitutes	1890, 901, 922; 1891, 792; 1892, 768; 1894	810
SWITCHES. INTERLOCKING—see *Interlocking Switches.*		
SWITCHING—		
Charges for	1895	217
Legislation recommended	1889, 38; 1891	48
Less rate for greater number of cars switched	1888	667
Regulations of commissioners concerning	1891	862
Schedule for, in Dubuque case established	1887, 749; 1889, 1034-1036	
COMPLAINTS CONCERNING—		
Advance thresher Co. v. C. & N.-W., refusal	1891	768
Agar Packing Co., Des Moines, v. C. & N.-W., refusal to switch car of hogs	1902	278
Aultman, C. & Co., Cedar Rapids, v. C. & N.-W., refusal and discrimination	1893	206
Bannister Bros., Clinton, v. C., M. & St. P., refusal, car of wheat	1891	778
Bigelow Bros, New Hampton, v. C. G. W., refusal	1894	281
Catheart & Woodruff, Correctionville, v. Illinois Central et al	1894, 350; 1893	81
C. Ft. M. & D. M. R'y Co. v. St. L., K. & N. W. R'y. Co., exorbitant	1894	356
Collins Oil Tank Line, Cedar Rapids, v. C., M. & St. P., refusal	1900	120
Conant, Homer, Sheldon, v. Illinois Central et al., refusal	1894	339
Corey Coal Co., Lehigh, v. Crooked Creek	1895	16
Rehearing	1900	18
Council Bluffs Water Works Co. v. C. & N.-W., excessive	1888	667
Cunningham, T. A. Clare, v. C., R. I. & P. et al., excessive	1890	880
Cunningham, T. A., Clare, v. C. B. & Q. and C., R. & P., rehearing	1891	800
Day & Sons, Minneapolis, v. Illinois Central, unreasonable charges for	1886	490
Deaf Institute, Council Bluffs, v. C., R. I. & P., excessive	1891	792
Des Moines Linseed Oil Co., v. C., M. & St. P., refusal to	1897	152
Des Moines Northern & Western R'y. Co. v. C. & N.-W	1895	229
Des Moines Oil Tank Co. v. C. & N.-W., refusal, tank cars	1888	827
Des Moines Street R. R. Co. v. C. & N.-W., exorbitant charges, rate fixed	1892	790
Dubuque Board of Trade v. Illinois Central et al., refusal to	1887	743
Dissenting opinion by Commissioner Dey	1887	749
Dubuque, fuel oil switching case	1889	1062
Farmington Coal & Mining Co. v. C., R. I. & P., charges	1894	308
Firmenich Mfg. Co., Marshalltown, v. Iowa Cent. and C. & N.-W., refusal	1890	868
Gould, E. E., Goldfield, v. B., C., R. & N., failure	1892	559
Hambleton Milling Co., Keokuk, v. C., R. I. & P., discrimination	1894	358
Hampton Milling Co., Hampton, v. Iowa Central, refusal	1890	867
Heath, H. R. & Sons, Ft. Dodge, v. Ill. Cent., discrimination	1894	164
Heath, H. R., & Sons, Ft, Dodge, v. M. & St. L., at Sheldon	1897	60
Heaton Fuel Co., Council Bluffs, v. C. & N.-W., excessive charges	1888	667
Jones county, supervisors of, v. C. & N.-W	1888	675
Keokuk & W. R. R. Co. v. St. L., K. & N.-W. et al, exorbitant charges	1889	904
K. & W. R. R. Co. v. C., R. I. & P., refusal at Bevington	1890	76
Lane, H. D. & Co., Tama, v. C., M. & St. P., exorbitant rate	1892	854
Little, E. J. Lima, Ohio, v. C. M. & St. P., refusal, of oil at Dubuque	1889 1032,	1036
Lyons Paper Mill Co. v. C. & N.-W., excessive rates on coal	1892	865
Malden, T. E., Manson, v. Ill. Cent., exorbitant charges	1881	131
Miller, A. H., Melbourne, v. C., M. & St. P., refusal to	1898	216
Niver Iron Works, Muscatine, v. B., C. R. & N.	1899	82
Norwegian Plow Co., Dubuque, v Ill. Cent., refusal to	1889	1037
Oskaloosa Water Co., Oskaloosa, v. Central Iowa, excessive rates for	1886	590
Ottumwa Iron Works v. C., R. I. & P., excessive charges on coal	1891	757
Preston, W. A., Grinnell, v. C., R. I. & P., refusal	1901	473
Randall & Dickey, Des Moines, v. C. & N.-W., refusal cars of implements	1892	827
Scott, B. P., Goldfield, v. B., C. R. & N., refusal	1898	54
South Side Ice Co., Centerville, inquiry concerning	1898	51
Sweezy & Borman, Newell, v. Ill. Cent., excessive rates	1888	539
Talbott, D. H., Sioux City, v. C., M. & St. P., et al., excessive charges	1890	884
Thompson, Watson, Clinton. v. C. & N.-W., refusal to	1898	668
Townsend, E., Cedar Falls, v. Ill. Cent., overcharge	1881	142

	Year	Page
COMPLAINTS CONCERNING—*Continued.*		
Townsend, J. W., Keokuk, v. C., R. I. & P., discrimination in	1894	358
Vincent, J. F., Des Moines, v. C., R. I. & P., cars to Union stockyards	1896, 105; 1901	388
Western White Bronze Co., Des Moines, v. C., R. I. & P., refusal	1895	192
Wisconsin, Iowa & Nebraska R'y Co. v. C. & N.-W., refusal to	1884	580
Wisconsin, Iowa & Nebraska v. Iowa Northern, refusal to, and forward	1886	559
Wolff, P. A., Cedar Rapids, v. C. & N.-W., refusal to	1893	254
Wylie, J. S., Davenport, v. C., M. & St. P., excessive charges	1890	901, 920
TAKING UP TRACK—see *Abandonment of Road.*		
TARIFFS—		
Posting of, legislation recommended	1889	42
Ruling of board, concerning posting of	1889	1060
TARIFF, GRANGER—see *Granger Tariff.*		
TAXES, TAXATION AND TAX AID—		
Discussion of law concerning	1884	82
In aid of railroads, discussed	1884	82
In aid of railroads to secure stations—see *Stations.*		
Rich. Geo. L., Fort Dodge, v. Ft. Dodge & Ft. Ridgely and M. & St. L. R'ys.	1883	500
Returns to be made to railroad commissioners	1878	33
Taxation of railroad property	1878	69
Taxation of railroads, discussed	1886	14
Telegraph facilities—see *Station Facilities.*		
TERMINAL CHARGES—		
Huse, S. E., Coon Rapids, v. C., M. & St. P., excessive on short haul of coal	1887	722
Dissenting opinion by Commissioner Dey	1883	727
Petition for establishment of at 1 cent per hundred	1889	1024
TERRITORY, DIVISION OF, BETWEEN ROADS—see *Miscellaneous;* also *Rates.*		
THROUGH BILLING—		
Davenport, shippers of, v. B., C. R. & N., et al., West Liberty	1889 1022,	1067
THROUGH RATES, PERCENTAGE OF, allowed to local lines	1898	33
THROUGH TRAIN SERVICE—see *Train Service.*		
TICKETS—see also *Passenger Fares.*		
Bogart, George, Shenandoah, v. C., R. I. & P., in honoring round-trip tickets	1890	959
Burns, Thomas, Breda, v. C. & N.-W., refund paid for but not issued	1898	216
Byram, M. W., Fremont, v. Iowa Cent., discrimination in sale of round-trip	1891	727
Discrimination in sale of—see *Discrimination.*		
Grissell, A. H., Menlo, v. C., R. I. & P., regulations concerning, limited	1890	906
TILE RATE—see *Rates.*		
TIME FOR LOADING AND UNLOADING CARS—see *Demurrage.*		
TOLL BRIDGE, ABSORPTION OF—see *Bridge Toll.*		
TONNAGE—		
Earnings, on state and interstate, decrease in for 1894, compared with 1893	1894	215
East and west compared	1878	64
From point to point in Iowa as compared with total Iowa tonnage	1892	15-20
Failure of companies to report commodity	1878	61
Failure to separate for different states	1878	62
In carloads and less than carloads, comparative amount in car	1893	33
In Iowa, increase of	1890, 26; 1891	4
In Iowa, has reached its maximum	1883	32
Local freight, percentage of in Iowa	1884	31
Percentage of	1885	23
TOOL CHESTS, MECHANICS', TRANSPORTATION OF AS BAGGAGE—see *Baggage.*		
TOPOGRAPHICAL—Discussion of elevation of railroads	1879	59-63
TRACKS, SPUR, COMPULSORY OPERATION OF—see *Spur Tracks.*		
TRACK SCALES—		
Calloway, Dr. P., Atlantic, v. C., R. I. & P.	1895	233
Denette, J. H., Randolph, v. T. & N., imperfect condition of	1900	210
For weighing grain and live stock	1895	xxxvii
Sanders, W. B., Rolfe, v. C. & N.-W., conditions necessary for securing	1892	851
TRAFFIC POOLING—see *Pooling.*		

	Year	Page
TRAINS BLOCKING STREETS—see *Obstructing Streets.*		
TRAIN CONNECTION—see *Train Service.*		
TRAINS CARRYING PASSENGERS TO BE STOPPED AT PLATFORM— see also *Stopping Trains at Platforms.*		
TRAINS, SPEED OF—see *Speed of Trains*	1889	987, 108
TRAIN SERVICE—see also *Stopping trains at Platforms.*		
Carriers required to furnish adequate and reasonable facilities	1891	810
Obligation to furnish first-class service in consideration of aid received	1889	1007
Restoration of on branch lines	1889	10
Should be so arranged as to carry passengers to principal towns in forenoons and return in the afternoon	1891	766, 810
Decision of U. S. supreme court with reference to right of state to interfere with the running of through trains	1900	369
Discussion of through passenger and freight service	1898	6
Discussion of stopping fast trains at small stations	1890	66
TRAIN SERVICE—COMPLAINTS CONCERNING—		
Afton, citizens of, v. C. G. W., insufficient mail service at Talmage	1893	36
Albia, citizens of, v. Central Iowa, insufficient number of trains	1883	596
Alden, F. E., Furry, v. Illinois Cent., stopping fast train	1896	94
Allen, J. F., Vinton, v. C., M. & St P., petition for additional	1889	1081
Allison, B. P., Harding, v. C. G. W., additional	1901	523
Aplington, citizens of, v. Illinois Central, re-establishment of night service, etc	1893, 219; 1896, 88;	1899 88
Atalissa, citizens of, v. C., R. I. & P., stopping through trains	1897	76
Aurora, citizens of by H. J. Griswold, Winthrop, v. C. G. W., better mail	1894	269
Aurora, citizens of, v. C. G. W	1900	112
Bayless, F. D., Elkader, v. C., M. & St. P., insufficient	1889	1012
Beck, W. J. R., Ft. Madison, v. St. L., K. & N. W., insufficient	1889	79
Beck, W. J. R., Ft. Madison, v. A., T. & S. Fe	1902	271
Canfield, Lee, Benson, v. Ill. Cent.	1902	275
Cascade, citizens of, v. C., M. & St. P., inadequate freight train service	1896	85
Charles City, train connection at, C., M. & St. P. et al	1901	481
Chillicothie, citizens of, v. C., B. & Q., stopping through train	1900	168
Coin, W. E., Adair, of, v. O. & St. L., stopping fast train	1893	73
Collver, H. F., Mechanicsville, v. C. & N.-W.	1902	281
Cone, citizens of, v. B., C. R. & N., stopping additional trains	1889	1014
Conger, Jas., Des Moines, v C., M. & St. P., insufficient	1899	118
Corning, citizens of, v. C., B. & Q., stopping trains	1891, 788;	1893 200
Cozier, B. F. W., Indianola, v. C. & N.-W. et al., connection at Sheldahl	1887	727
Cumming, citizens of, v. C. G. W., additional train service	1896, 124;	1901 493
Dashiell, M. A., et al., Indianola, v. C., R. I. & P	1892	859
Davis, W. J., Harlan, v. C., R. I. & P, withdrawal of, on branch lines	1889	1009
Defiance, citizens of, et al., v. C., M. & St. P., additional train	1892	783
De Busk, M. R., Wiota, mail service	1899	94
De Soto, Earlham, Dexter, citizens of, v. C., R. I. & P., additional	1897	91
Denison, citizens of, v. C. & N.-W., petition to stop fast train	1892	733
Dunsmore, N., Rockwell, v. Central Iowa, failure to stop at stations, etc	1883	529
Earlham, citizens of, v. C., R. I. & P., petition to stop additional trains	1888	519
Elkader, citizens of, v. C., M. & St. P., on branch line	1897	97
Falkenhamer, Geo., Vinton, v. B., C. R. & N.	1898	66
Forbes, Frank, Osage, v. C., M. & St. P. et al., train connections	1888	684
Galt, citizens of, v. B., C. R. & N., stopping through trains	1902	245
Green Bros. et al., East Peru, v. C. G. W., insufficient freight	1895	119
Greenfield, Orient, Bridgewater, Fontanelle, and Massena, citizens of, v. C., B. & Q., additional train service for branch line	1891	783
Haines, A. L., Seymour, v. C., R. I. & P.	1902	255
Hancock, J. T. & Sons, Dubuque, v. C. G. W., passenger	1895	171
Hardy, Becker & Cheever of, v. B., C. R. & N.	1900	111
Hosper, citizens of, v. C., St. P., M. & O., petition for night train service	1896	45
Hoyt, O. N., Green Mountain, v. C. G. W., stopping train on signal	1897	116
Hummer, George, Mercantile Co., Iowa City, v. C., R. I. & P., insufficient	1894	816
Jenison, E. M., Ottumwa, v. Wabash et al., between Ottumwa and Des Moines	1895	180
Johnston, D. G. et al., Kalo Junction, v. M. & St. L., resumption of	1902	256

	Year	Page
TRAIN SERVICE—*Continued.*		
Jones, C. D., Independence, v. C., R. I. & P., and Ill. Cent., insufficient	1894	301
Keosauqua, citizens of, v. C., R. I. & P., petition for	1890	875
Kirkpatrick, J. W., Wyoming, v C. & N.-W., carrying passengers on freight trains.	1897	151
Knowles, W. F., James, v. C., St. P., M. & O., petition for local	1893	138
Knowles, W. F., James, v. Ill. Cent. et al., Le Mars to Sioux City	1895	572
Latty, citizens of, v. B., C. R. & N., passenger train	1897	688
Lehigh, Citizens of, v. M., C. & Ft. D., restoration of	1902	229
Leimkuehler, Frank, Moscow, v. C., R. I. & P., additional trains	1893	217
Macedonia, Citizens of, v. C., B. & Q., on account of mail	1902	258
Marble Rock, F. E. Gates, mayor of, v. B., C. R. & N., stopping train at small station.	1898	96
Masonville, J. W. Turley, of, v. Ill. Cent., stopping through train	1898	45
McCallsburg, John P. Sunde, et al., of, v. Iowa Central, branch line train service	1898	49
McDougall, D. J., et al., Arcadia, v. C. & N.-W., insufficient	1894	517
Milo, Lacona, Ackworth, Chariton, v. C., B. & Q.	1896	164
Moscow, F. Leimkuehler, v. C., R. I. & P., stopping train on flag signal	1901	512
Mt. Ayr and citizens of Ringgold county, v. C., B. & Q., inadequate	1889	1004
Dissenting opinion of Commissioner Dey	1889	1008
Mt. Ayr, citizens of, v. C., B. & Q., letter from attorney-general concerning	1893	242
Murphy, D. D., Elkader, v. C., M. & St. P., improved	1892	864
Numa and Centerville, citizens of, v. C., R. I. & P., additional	1891	761
Oak Grove, citizens of, v. Iowa Central, refusal to stop trains	1900	182
Olinger, William, Thayer, v. C., B. & Q., additional	1894	265
Panama and Persia, et al., citizens of, v. C., M. & St. P., additional	1892	783
Persia, citizens of, et al, v. C., M. & St. P., additional	1892	783
Pleasanton, citizens of, v. D. M. & K. C., additional	1893	139
Printy, H. C., Center Point, v. B., C. R. & N., additional	1892	742
Reynard, Joseph S., et al., Creston, v. C., St. P. & K. C. and C., B. & Q., additional at Afton Junction	1892, 779;	1892 186
Ruchte, A., Dubuque, v. C., M. & St. P., on Volga branch	1898	20
Rudd, citizens of, v. C., M. & St. P., stopping fast train, 1894, 177; rehearing	1895	115
Sandusky, citizens of, v. St. L. & N. K. W., stopping fast train	1894	266
Santiago and Berwick, citizens of, v. C., St. P. & K. C., additional	1892	787
Scott, J. H., Mediapolis, v. B. & N. W., train to carry passengers	1892	849
Seamans, H. W., Clinton, v. B., C. R. & N., insufficient	1890	945
Shannon City, J. K. Ewing, et al., of, v. C., G. W., stopping fast train	1896	50
Sioux City & Pacific railroad, train service	1901	462
Sloan, citizens of, v. S. C. & P., additional	1889	1072
Snoke, D. H., et al., Durant, v. C., R. I. & P., insufficient	1896	146
Stanley, citizens of, v. C. G. W., additional	1901	526
Strahn, citizens of, v. O. & St. L., stopping fast train at	1899	78
Talmage, citizens of, v. C. G. W., insufficient mail service	1896	90
Tiffin and sixteen other cities and towns on C., R. I. & P., additional	1891	803
Turkey River Branch, C., M. & St. P.	1898	20
Vinton, Cunningham, T. C., et al., of, v. B., C. R. & N., request for through freight service	1900	211
Volga Branch C., M. & St. P.	1898, 20;	1900 106
Waterloo, train connection at	1899	75
Wankon, citizens of, v. C., M. & St. P., additional	1892	782
Wehde, D. C., Berwick, v. C. G. W., stopping certain train	1896	180
Wehle, Wm. E., v. C. M. & St. P., from McGregor	1885	508
Westgate, R. R. Robinson of, v. C. G. W., stopping fast train	1896	22
West Union, citizens of, et al., v. C., M. & St. P., on Volga Branch	1900	106
White, George F., Low Moor, v. C. & N.-W., additional	1889	1087
Whiting, city of, v. S. C. & P., stopping fast train	1896	48
Whitmore, Frank, Osceola, v. C., B. & Q., insufficient passenger	1897	708
Whitney, W. C., Whiting, v. S. C. & P., stopping trains	1896	80
Wilson, F. M., Templeton, v. C., M. & St. P., stopping of "flyer"	1893, 243;	1894 179
Woodburn, Citizens of, v. C., B. & Q., discrimination in	1902	228
Yorkshire, citizens of, et al., v. C., M. & St. P., additional	1892	783
TRAMPS	1878	45
TRANSFER AND TRANSFER FACILITIES, CHARGES, ETC.—see also *Wyes.*		
Baggage, passenger or freight, discussion of law concerning	1884	78-79

	Year	Page
TRANSFER, ETC.		
Fogg, J. Leland, Cedar Rapids, v. C., M. & St. P., et al., charges	1892	846
Fayette county, citizens of, v. C., M. & St. P., at Donnan Junction	1887	705
Harris & Cole Bros., Cedar Falls, v. C. & N.-W., Ill. Cent., C., B. & Q., C., St. P. & K. C. and H. & S., petition for transfer for less than carload freight in O'Brien county, near Afton, and in Ringgold county	1889	998
Kendig, A. J., Shannon City, v. W.-F. & Co's Express, refusal to transfer at Afton Junction	1900	165
Leiser, I. M., Abbott, v., B., C. R. & N., failure to furnish	1880	138
Louden Machinery company, Fairfield, v. C., B. & Q. and C. G. W., at Afton	1898	167
Miller, Jay D., Ida Grove, v. C., M. & St. P. et al., petition for crossing	1897	755
Nelson, Oley, et al., v. C. & N.-W. and C., M. & St. P., at Sheldahl	1883	698
Reynard, J. S., Creston, v. C., B. & Q. and C. G. W., at Afton Junction	1893	136
Rodifer, J. W., Council Bluffs, v. C. & N.-W., protest against requiring transfer of coal at Junction	1879	39
Waldo & Thornley, Woodward, v. C., R. I. & P. et al., at Junction	1897	122
TRANSPORTATION FACILITIES FOR COAL—see also *Failure to Furnish Cars.*		
TRANSPORTING FREIGHT—see *Refusal to Receive and Forward Freight.*		
TRANSPORTATION FREE FOR COMMISSIONERS AND SECRETARY, see also *Laws*	1878	35
TRAVELING MEN'S SAMPLE CASES—see *Baggage.*		
TRESPASSING ON TRACK, DANGER OF	1891	847
TRESPASS:		
Gillis, Jas. R., Mt. Pleasant, v., St. L., K. & N.-W., location of ditch	1901	471
TUCKER, HORACE, G. F. A. Ill. Cent., on reduction of Iowa corn rates	1886	621

UNDER CROSSING—see *Crossing.*
UNIFORMITY OF RAILROAD ACCOUNTS—see *Accounts.*

UNIFORM CLASSIFICATION, discussed	1887	4
UNION DEPOTS—see also *Stations and Joint Stations.*		
At junction points, discussed and recommended	1884, 42, 78,	82
Discussion of, by L. S. Coffin	1883	89
Liabilities of companies using same	1884	82
Legislation recommended	1889, 40; 1891	44
COMPLAINTS CONCERNING—		
Adams county, citizens of, v. C., St. P. & K. C. et al., petition, near Afton	1888	747
Council Bluffs, city of, v. all entering railways, petition for	1892	809
Council Bluffs, citizens of, various lines, petition for	1886	570
Des Moines, unsafe condition of	1898	11
Harrison Twp., Mahaska county, citizens of, v. B. & W. and C. & N.-W., petition	1887	764
Keokuk, city of, v. C., R. I. & P., et al., petition for	1886	612
Dissenting opinion by Commissioner Coffin	1886	617
Ledyard v. B., C. R. & N. and C. & N.-W.	1898	38
Malvern, crossing of, C., B. & Q. and O. & St. L.	1900	134
Morning Sun, citizens, v. B., C. R. & N., et al., petition for	1888	726
Ottumwa case	1887	699
Wheatland case	1887	756
UNIT OF RATES, the car load—see also *Car Load Rates*	1880	182
UNJUST DISCRIMINATION—see *Discrimination.*		
UNSAFE CONDITION OF BRIDGE—see *Bridges, Unsafe Condition of.*		
UNSAFE CONDITION OF ROAD—		
Barnes, A. R., Albia, v. Albia & Cent	1892	789
Bristow, citizens of, v. C. G. W., of Sumner & Hampton branch	1892	764
Cochran, M., Oasis, v, B., C. R. & N.	1881	134
Edwards, N. W., Moulton, v. St. L., K. C. & N.	1880	64
Employes committee of, v. O. & St. L.	1892	758
Hotchkiss, A. C., Adel, v. D. M. N. & W.	1892	848
Kasson, L. J., Des Moines, Iowa Cent	1886	558
Sumner & Hampton, branch on C. G. W.	1892	83

	Year	Page
VALUE—		
Actual present cash, of road and equipment, letters concerning	1887	131-147
Letter of W. G. Purdy, vice-president C., R. I. & P. R'y Co., and discussion	1888	41,44-45
Present cash, of railroad property	1888	661
Of railroads as compared with other property	1878	66
VIADUCTS—		
City council, by laws of Iowa, given full control and jurisdiction over the streets, alleys, and public grounds of the city	1893	152
Commissioners have no authority to order where no street exists	1892	777
Condition of in various cities	1894	150
Expense not a factor in protecting life at crossings	1886	506
Jurisdiction of commissioners over, appellate of supervisory in its nature	1893	152
Objections of abutting property owners relatively unimportant as bearing upon the public safety and convenience	1893	153
Plans for construction must provide for closing street over railroad	1894	156
Rights of public to viaduct, expense not to be considered	1886	506
COMPLAINTS CONCERNING—		
Cedar Rapids, city of, v. B., C. R. & N., et al., petition for across avenue A.	1888	742
Cedar Rapids, city of, v. various railways, petition for	1891, 801; 1901	159
Davenport, Charles Francis, engineer, v. C., M. & St. P., petition for	1894	304
Davenport, city of, v. C., M. & St. P.	1899	71
Des Moines, Iowa, in matter of, on Ninth street	1888, 795; 1894	148
Des Moines, in matter of, on Seventh street	1888	736
Des Moines, plans for, on Seventh street, approved	1889	1079
Des Moines, city of, v. various railways, petition for, on Ninth street	1898	149
Fort Dodge, city of, v. C., R. I. & P. and M. & St. L., petition for	1892, 802; 1900	67
McGregor, city of, v. C., M. & St. P., over-crossing on highway	1889	1009
Neola, citizens of, v. C., R. I. & P. and C., M. & St. P., petition for	1892	805
Oelwein, city of, v. C. G. W., condition of	1890	81
Oskaloosa, city of, v. C., R. I. & P., petition for	1892	768
Oskaloosa, city of, v. Iowa Central R'y, petition for	1900	138
Walnut, citizens of, v. C., R. I. & P., petition for over-head crossing	1889	979
VIOLATION OF CONTRACT—see *Contract.*		
WAREHOUSE SITES—see *Sites.*		
WAREHOUSES, PUBLIC, should be established	1895	xxxv
WAREHOUSE, USE OF CARS FOR—see *Demurrage.*		
WARMING CARS—Discussion of	1887, 56; 1890, 6; 1898	4
WAR RATES—see *Rate Wars.*		
WATER, OVERFLOW, DRAINAGE, BACK WATER, ETC.—see *Overflow, Drainage.*		
WATER FOR LIVE STOCK: Wickersham, T. G., Capron, v. C., G. W., depriving of use of	1901	518
WATER ROUTES for east-bound freights, effects on rates	1879	70
WATERED STOCK—see also *Capitalization* and *Stock Watering.*		
Discussion of	1881, 33; 1883, 31, 1886, 55; 1887	51-58
Earnings of, 1874 to 1888	1891	36, 37
Increase of, by C., R. I. & P.	1880	178
Increase of, by C., B. & Q.	1880	178
Legislative control in issuance of	1880	179
WATERWAY, OBSTRUCTION OF—see *Obstruction and Overflow.*		
WATT, JAMES, letter of, on maintenance of carload rates	1885	47
WEIGHING ASSOCIATION, WESTERN, rules to govern shipments	1895	218
WEIGHTS, ESTIMATED—see *Minimum Weights.*		
WHISTLING AT HIGHWAY CROSSINGS—see *Stock Killed, Crossing, Highway.*		
WHOLESALE AND RETAIL RATES—see also *Carload Rates.*	1880	182
WHOLESALE HOUSES, NUMBER IN IOWA—see *Jobbers.*		
WICKER, H. C., traffic manager C. & N.-W., on reduction of Iowa corn rates	1886	621
YTRACKS—		
Discussion and legislation recommended	1880	40
Laws concerning, imperative and compulsory	1882, 429; 1887	754
Legislation recommended	1891	44
Will not be ordered unless required for commercial reasons	1898	171

COMPLAINTS CONCERNING—	Year	Page
Adams county, citizens of, v. C., B. & Q , petition for near Afton	1888	747
Algona, citizens of, v. C., M. & St. P., petition for	1889, 1056-1058	
Algona, citizens of, v. C. & N.-W. et al., petition for	1890, 843; 1900	156
Atwood, What Cheer Stove Co. v. C., R. I. & P. et al., petition for	1897	139
Bevington, D. M. & K. C. v. C., R. I. & P	1897	20
Billings, E. Ogden v. M. & St. L. and C. & N.-W. at Ogden	1882	556
Brown, M. C., et al., Waterloo, v. C. G. W. et al	1897	30
Budd, H. J., Knoxville, C. & N.-W. and C., B. & Q., transfer track	1884	590
Burt, C. J., Dubuque, v. C., M. & St. P. and C. & N.-W., at Clinton	1882	539
Carnforth, What Cheer Stove Co., v. C., R. I. & P. et al	1897	139
Central Iowa Coal Co., Des Moines, v. D. M. & Ft. D. et al., petition for	1884	514
Cox & Kirker, Deep River, v. C., R. I & P. and C. & N.-W., at crossing	1884	591
Diagonal, citizens of, v. C., St. P. & K. C. and H. & S., petition for	1889	1083
Fayette county, citizens of, v. C., M. & St. P. et al., at Donnan Junction	1887	705
Geddings, C. S., Kelley v. C. & N.-W., refusal to transfer cars at Sheldahl	1886	530
Hanna, J. Q., Goldfield, v. C. & N.-W	1882	422
Henry, W. G., et al., Emmetsburg, v. B., C. R. & N., and C., M. & St. P	1882	528
Lawrence, C. S.; Manning, v. C. & N.-W. and C., M. & St. P	1885	566
Lehigh, Samuel McClure v. M. C. & Ft. D. et al	1897	36
Leiser, I. M., Abbott, v. B., C. R. & N., petition for	1880	136
Leiser, et al., Abbott, v., B., C. R. & N. and Central Iowa, for establishment of	1882	438
Lohrville, Patten, M. T. of v. C. & N.-W., application for	1896, 25; 1897	19
McCoy, H. C., Algona, v. C., M. & St. P. and C. & N.-W., at crossing	1885	548
Miller, J. D., Ida Grove, v. C., M. & St. P. et al., petition for	1887	755
Ossian, citizens of, v. B., C. R. & N. and C., M. & St. P. petition for	1892	758
Richardson, G. H., Belmond, v. Cetral Iowa and B., C. R. & N., at crossing	1884	579
Robinson, C. W., Dubuque, v. C. & N.-W. and Ill. Cent., at Webster City	1882	539
Rock Rapids, citizens of, v. Ill. Cent., et al., for transfer track	1892	782
Seymour, citizens of, v. C., M. & St. P., et al., for transfer track	1892	738
Shannon City, citizens of, v. C. G. W	1896	33
Smith, R. H. Holstein, v. C. & N.-W. et al., at Correctionville	1888	683
Sutherland and Paullina, citizens of, v. C. & N.-W. et al	1887	754
Sutherland and Paullina, citizens of, v. C. & N.-W. et al., order for	1888	745
Waterloo, The Fowler Co. of, et al., v. C. G. W. et al., petition for	1900, 80; 1901	174
YOUNG MEN'S CHRISTIAN ASSOCIATION SECRETARIES, reduced rates for	1892	854