THIRTY-SECOND ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING DECEMBER 7, 1909

STATE OF IOWA

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REPORT OF THE RAILROAD COMMISSIONERS

STATE OF IOWA,

BOARD OF RAILROAD COMMISSIONERS,

DES MOINES.

To the Honorable B. F. Carroll, Governor of the State of Iowa:

We have the honor to submit to you herewith the Thirty-second Annual Report of this Board, as directed by law. The Commissioners desire to call your attention to the tabulations of the reports of the various railroad, electric inter-urban, express, terminal and bridge companies, also the decisions and statement of closed cases for the year just ended.

CONDITION OF ROADS IN IOWA.

Many of the railroad companies operating in Iowa are constantly improving their tracks, bridges and buildings. The Board believes that more work should be done along this line than has been done. At no time, in the interest of "economy" or to reduce expenditures in any given period of time, should a railway company permit any of its rolling stock or motive power to remain out of commission for lack of necessary repairs. Locomotives and cars should at all times be kept in as near perfect condition as possible in order that during a period of unusual movement of grain and stock, Iowa shippers might be supplied more promptly than has been at times the experience of the past. This Board has repeatedly made known its wishes to the railroad companies in this respect. It is known that the larger railroad companies operating in Iowa have ordered much additional rolling stock and the Commissioners have reason to believe that unusual demands for cars in the future will be met by the carriers in Iowa much better than they have been in the past.

MILEAGE OF STEAM ROADS.

The column of the comparative statistics referring to the mileage of steam roads in Iowa, shows a net increase of 45.88 miles. The only new line reported, however, is that portion of the St. Paul & Des Moines Railroad from Iowa Falls north to Mason City, 43.80. The Muscatine, North & South reports an increase of mileage due to an error in former reports of 2.95. The Wabash reports a decrease of .02 of a mile, but give no reason for it. The Davenport, Rock Island & Northwestern reports a decrease in mileage of .01 of a mile, due to changes in connections with other roads. The Newton & Northwestern shows a decrease of .30 miles, due to error in 1908 report. The C., M. & St. P. Ry. Co., shows an increase of .13 miles, due to a rearrangement of tracks at Vining and Gladstone stations, and the C., B. & Q. R. R. Co. shows a decrease in mileage of .67 miles, because of track taken up at Fontanelle.

Of the steam mileage report for 1909, 38 miles is operated by both steam and electricity, being that part of the Fort Dodge, Des Moines & Southern Railroad over which are operated both steam and electric cars.

STATISTICS.

The secretary of this Board was reappointed a member of the Committee on Statistics, reporting to the National Association of Railroad Commissioners. Since the date of the last report, this Committee has held several meetings and up to this time no satisfactory solution has arisen for the division of earnings and expenses by state lines. Investigations are still being carried on and it is hoped by another year to have a plan outlined that will prove fairly satisfactory to state railroad commissions and to the Interstate Commerce Commission.

Earnest efforts have been made to have the figures presented by this Board in its Statistical Report, absolutely reliable in every way. Every table has been balanced, and every railroad company's accounts as reported to this Board, have been balanced. This means a great deal of painstaking work and has resulted in finding many errors that would otherwise have been perpetuated by being published.

The statistics of steam railroads, electric inter-urban railways, bridge companies, terminal companies and express companies have been compiled separately. This has meant a great increase in the

time necessary to make this report properly, but we believe the arrangement will be appreciated by the public.

A number of comparative tables are published in this portion of the report, the figures in all cases being taken from the sworn statements of the carriers reporting to this Commission. In the statistical portion of this report will be found all information in detail which has been verified as stated.

COMPARATIVE STATISTICS.

The following tables will be found of interest, as they cover the subjects embraced from 1878 to 1909, inclusive:

COMPARATIVE EARNINGS AND OPERATING EXPENSES IN 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	12,904,420.92	8,436,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,894.58	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	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.59
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,513.54
1898	8,484.16	45,941,596.00	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	54,764,635.95	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
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24
1907	9,817.23	72,826,331.94	51,112,377.66	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.61
1909	9,869.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96

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	25,666	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	16,235,348.31	1.68
1889	24,642	14,212,500.27	1.67
1890	24,351	16,218,183.69	2.12
1891	27,589	16,244,938.45	1.88
1892	30,192	17,870,915.89	1.89
1893	31,127	16,880,373.88	1.68
1894	29,308	16,378,740.81	1.78
1895	24,107	14,168,893.35	1.87
1896	28,165	16,052,796.79	1.82
1897	26,690	15,157,519.49	1.81
1898	30,009	17,280,215.01	1.83
1899	32,385	18,406,383.76	1.82
1900	37,696	21,363,319.55	1.90
1901	37,836	22,253,822.79	1.88
1902	40,636	23,115,065.42	1.82
1903	42,484	24,688,563.17	1.83
1904	38,508	25,328,102.20	2.10
1905	39,586	25,184,463.40	2.03
1906	42,554	26,949,587.52	2.02
1907	43,402	29,667,722.85	2.18
1908	39,833	29,043,622.24	2.33
1909	44,910	29,456,772.63	2.22

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	25,666	13	174	16	34
1886	106,178	------	2,164	25,761	10	126	25	38
1887	91,007	------	2,545	29,088	9	134	23	39
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	52
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	171,900	101,851	90,584	26,690	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	37,696	8	59	20	59
1901	211,883	250,464	158,712	37,836	6	52	21	100
1902	237,289	236,276	183,712	40,636	4	49	6	98
1903	267,127	264,589	217,072	42,484	11	83	27	87
1904	284,748	280,559	237,248	38,508	10	75	20	147
1905	288,133	282,717	245,946	39,586	5	45	11	102
1906	297,925	294,344	267,912	42,554	5	57	21	173
1907	323,715	318,614	300,119	43,402	8	80	13	150
1908	329,508	322,675	310,430	39,833	7	73	20	96
1909	334,345	332,657	323,969	44,910	1	64	8	88

ACCIDENTS TO PERSONS IN IOWA.

Year	Killed				Injured			
	Passengers	Employes	Others	Total	Passengers	Employes	Others	Total
1878	20	29	31	80	51	137	35	223
1879	2	42	40	84	12	103	39	154
1880	6	37	38	80	9	140	34	183
1881	7	67	34	108	17	146	31	194
1882	7	89	69	165	60	502	72	634
1883	4	82	65	151	25	255	50	330
1884	6	72	51	129	47	343	59	449
1885	9	72	75	156	89	720	66	875
1886	8	61	62	131	35	336	74	445
1887	8	59	65	132	28	354	58	440
1888	10	101	69	180	77	564	86	727
1889	4	35	33	72	25	442	46	513
1890	9	73	69	151	67	579	101	747
1891	5	82	91	178	80	601	92	773
1892	23	80	76	179	64	258	77	399
1893	17	81	79	177	78	682	64	824
1894	7	48	90	145	62	367	62	491
1895	4	47	82	133	39	330	74	443
1896	6	36	94	136	62	411	84	557
1897	27	40	90	157	81	291	86	458
1898	5	44	114	163	30	301	70	401
1899	14	62	95	171	101	348	128	577
1900	9	70	143	222	82	449	136	667
1901	7	65	151	223	104	636	142	882
1902	9	64	120	193	104	853	129	1,086
1903	7	100	143	250	169	1,001	147	1,317
1904	12	90	113	215	201	1,419	128	1,749
1905	7	74	109	190	146	1,376	190	1,712
1906	13	80	107	200	195	1,592	188	1,975
1907	13	64	134	211	178	1,584	173	1,935
1908	20	78	117	215	215	1,373	148	1,736
1909	2	77	150	229	225	1,873	181	2,279

TERMINAL COMPANIES.

The number of terminal companies operating in Iowa remains the same as last year, viz: six. These companies, so reporting, show an increase in their mileage of 8.71. The Des Moines Union shows an increase in mileage of 7.93, of which 1.15 is single track. This increase is due to resurvey and reclassification of track. The Des Moines Terminal shows an increase of .67 miles, which was new line constructed during the year. The Union Terminal Company of Sioux City shows an increase of .24 miles, new line constructed during the year. The Sioux City Terminal Company shows a decrease of .13 of a mile, due to an error in the 1908 report.

The comparative table follows. This comparative table also indicates the stock and debt, earnings and operating expenses. Full details of the operations of the terminal companies will be found in the statistical portion of this report.

Year	Mileage all tracks	Gross earnings from operation	Operating expenses	Net earnings from operation	Net earnings per mile of road
1908	50.27	$503,062.16	$335,440.58	$167,621.58	$3,334.42
1909	58.98	457,946.93	292,909.63	165,037.30	2,798.19

Year	Stock			Debt		
	Mileage single track	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	12.59	$2,800,050.00	$222,402.70	4.91	$ 721,500.00	$146,945.01
1909	13.74	2,886,150.00	196,837.70	5.15	671,000.00	130,291.00

BRIDGE COMPANIES.

The bridge companies show an increase in the mileage of 1.41. This increase is due to a resurvey of the Sioux City Bridge Company's line showing that much greater mileage in 1909 than was reported in 1908.

The following comparative table will show the mileage, earnings, operating expenses, stock and debt of bridge companies, the fuller statistics being given in the statistical portion of this report.

Year	Mileage	Gross earnings from operation	Operating expenses	Net earnings from operation	Net earnings per mile of road
1908	26.26	$973,727.38	$122,458.61	$851,268.77	$32,416.93
1909	27.67	675,873.45	41,976.96	633,896.49	21,850.96

Year	Stock			Debt		
	Mileage	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	26.26	$9,875,800.00	$370,077.58	17.70	$1,274,462.49	$72,003.53
1909	26.24	9,875,800.00	376,374.32	17.70	2,750,000.00	155,367.23

ELECTRIC INTER-URBAN RAILWAYS.

By reference to the comparative table showing the mileage of electric inter-urban lines in Iowa, it will be noted that there has been an increase of 116.73 miles. This includes 10 miles of the Albia Inter-Urban, a new line; 104.32 miles credited to the Fort Dodge, Des Moines & Southern Railway, due to the addition of the Newton & Northwestern Railway of 102.2 miles and the Ames & College Railway with a mileage of 2.10; an error in previous years of .02 miles, which makes a total of 104.32. The Waterloo, Cedar Falls & Northern Railway Company also shows an increase of 3.27 miles, being new line built during the year. The Cedar Rapids & Iowa City Railway shows a decrease in mileage of .86, formerly reported as owned, but which mileage is in fact leased and should not be included in the report of miles owned.

Fuller reports concerning the operation of electric inter-urban lines will be found in the statistical portion of the report.

COMPARATIVE STATISTICS OF ELECTRIC INTERURBAN COMPANIES.

Year	Mileage	Gross earnings from operation	Operating expenses	Net earnings from operation	Net earnings per mile
1903	98.27	$ 228,444.55	$132,620.87	$ 95,823.68	$ 975.10
1904	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02

Year	Stock			Debt		
	Mileage	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	192.57	$6,709,200.00	$35,359.60	188.47	$3,912,000.00	$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43

EXPRESS COMPANIES.

In the statistical portion of this report will be found such data as we were able to secure from express companies operating in Iowa. The Commissioners do not believe that these statistics are all that they should be, but expect to continue their efforts to get such information as will enable this Board to determine the actual financial operations of the express companies, so far as the State of Iowa is concerned. This being the first year that the express companies have filed regular reports with this Board, necessarily the returns are not as full or as complete as they should be. We hope to remedy this in future reports.

WRECKS.

The Board is pleased to report that during the year just closed no serious wreck has occurred upon railroads in Iowa involving great loss of life or personal injury. Reports of accidents occurring upon railroads are made promptly to the Board by railroad companies and are kept on file for reference.

HIGHWAY AND FARM GROSSINGS.

For many years this Commission has requested clear and specific authority to determine what shall be a safe and adequate crossing by roadways, public and private, over railroads. The courts in this State have defined that under the present statute the legal crossing in Iowa is "an adequate grade crossing." This Board has endeavored, where it was believed it should be done in the interest of public safety, to compel the construction of over or under-grade crossings. Under this general rule of the courts, however, the Board has been defeated in its attempts to enforce its decisions, for the reason it was shown by testimony that "an adequate grade crossing" could be constructed in a reasonable place. This Board should have positive authority to order over or under crossings, public or private, whenever it is found that the public safety and convenience demands it.

The Commissioners have been confronted with a peculiar condition many times during the past few years, wherein railways have protested that certain highway crossings were unsafe and could not be made safe without a relocation of the highways where they crossed the railways. In most of these cases the Commissioners have been able to induce the county board of supervisors to change the highway in order that a safe crossing might be made. Of course, the Board could have no jurisdiction to compel county supervisors to relocate highways, but it is suggested that in the interests of public safety the laws relating to highways should be so amended that this peculiar condition could be taken care of by some properly constituted public authority, without the necessity of court procedure. It should not be necessary for a railway company to appeal to the courts to protect it against county supervisors who were insisting upon a crossing at a dangerous location, when by a slight change in the highway a safe and adequate crossing might be established.

RAILROADS CROSSING EACH OTHER.

The Board begs leave again to refer to this subject as touched upon in its Thirty-first Annual Report:

"There is considerable doubt in the minds of the members of the Board what authority it may have to determine the method and manner of one railroad crossing another. Section 2063 of the Code provides that the court shall determine the proper method where one railway company desires to cross with its tracks those of another at grade. There seems to be no statute granting any specific authority to any tribunal, unless it be the general statute creating the Board of Railroad Commissioners and giving such Board general supervision over railways, etc., to determine the question of crossing one railroad by another, overhead or undergrade. This Board should have specific authority in all cases to determine the proper method and manner of crossing one railroad by another, under all circumstances and conditions."

DRAINAGE.

The question of proper drainage for farm lands, city property and public highways, wherever such drainage is obstructed or alleged to be obstructed by railway companies' construction, is one that is frequently brought to the attention of the Board, and while, in a general way, the Commission has assumed some jurisdiction in such cases, the Board believes that its powers and duties in reference to this subject should be made clear by legislative enactment. This does not refer, of course, to the question of county ditches or drainage canals but to purely local conditions which have not specifically been provided for by statute.

TELEGRAPH AND TELEPHONE.

The Board would recommend that the Railroad Commission be empowered to regulate telegraph and telephone companies, insofar as their service, rates and charges are concerned. These public utilities are in no sense local, except telephone exchanges within town limits, and at present there is no state authority over them, relating to service or charges.

SPEED OF STOCK TRAINS.

Chapter 115 of the Laws of the Thirty-second General Assembly provides:

"That it is hereby made the duty of all common carriers of freight within this state to move cars of live stock at the highest practicable speed consistent with reasonable safety, and the reasonable movement of its general traffic."

Section 2 of this Act provides that:

"In order to enforce the duty prescribed in section one, the board of Railroad Commissioners shall immediately and from time to time investigate the practice of the common carriers with respect to the move-

ment of live stock; and if it ascertains at any time that the common carriers or any of them are not moving cars of live stock with the proper speed, then upon notice to any such common carrier or carriers, the said board shall prescribe the speed at which and the conditions under which cars of live stock shall be moved within this state by any such carrier or carriers. * * * * *"

Under the provisions of this law the members of this Board have from time to time inquired of shippers whether they were experiencing any difficulty in having live stock moved promptly within the State. Up to this time no such complaint has been made and the Board has not found that there has been any occasion for complaint in respect to the movement of live stock from point to point within the State.

PROTECTING HOME INDUSTRIES.

The complexities involved in the making of intrastate freight rates make the subject an exceedingly difficult one. It will be remembered that selfishness has not been eliminated from the business world. A superficial investigation of intrastate rate making might lead one to believe that frequently the interests of different classes of business conflict.

Many shippers of live stock, grain, etc., desire an exceedingly low interstate rate in order to carry the products of Iowa to the great distributing markets on the lake and seaboard. Many of those engaged in manufacturing industries desire a low interstate rate on the raw material to be shipped from outside the state, and a high interstate rate on the manufactured product in order to keep their competitors out of the territory of Iowa.

Many of those interested in the coal mines of Iowa and in their operation believe that Iowa coal interests require a high interstate rate in order to protect them from the competition of coal mined in Illinois and other states.

An application was made to this Commission, requesting a revision of the intrastate rates on grain and flour. Many shippers objected to this because of certain interstate rate features connected with these products, and before the case could be heard it was practically withdrawn.

The above instances are cited merely to show that the problem of making rates which will be perfectly satisfactory to all parties in interest upon the principle which governs in Iowa, is a very difficult one.

The first principle which ought to be adopted by an Iowa rate making body and which ought to be and always has been in the mind of this Commission in every rate adjustment, is that every Iowa industry should be protected to the utmost limit of the power of this board. The Commission believes that if the doctrine of protecting home industries is good for the nation, it is good for the state. Every manufacturing interest in Iowa should be fostered and encouraged and Iowa shippers should not be placed, in any respect whatsoever, to any disadvantage as compared with a shipper who lives outside the state. If this principle be correct, and we believe it is, this board should use its power and its influence in building up home industries to the end that the raw material produced in Iowa should be manufactured at home, thus giving employment to Iowa labor and investment for Iowa capital.

As an illustration of our theory we have constantly contended that it was wise to foster and encourage packing houses all over the state. In order to do this there should be an exceedingly low intrastate rate on live stock, especially hogs. We believe that wisdom requires the rate making power of this Commission to be so used as to enable packing houses to slaughter the hogs of Iowa at home and ship the manufactured product. In order to accomplish this purpose we have been less interested in the interstate rate on hogs than in the intrastate rate. It is much more important, in order to maintain packing houses in Iowa, that the freight rate within the state for short distances be a low one, than it is to have the interstate rate so low that it will result in taking the hogs raised in this state to Chicago and other distributing centers for packing purposes. This theory is simply in perfect harmony with the doctrine of protecting home industries which undoubtedly reflects the thought and belief of a large majority of the people of Iowa. We believe in extending this theory still further to the encouragement of manufacturing enterprises throughout the state of Iowa.

It is the opinion of this board that if the rigidity of the Iowa Distance Tariff could be lessened to some extent and it was given flexibility at the discretion of the Board in many instances industries could be fostered in this state which would tend greatly to upbuild, without any injury whatever to those which already exist or to the people of Iowa.

DEMURRAGE.

The Commission begs leave to report that the committee appointed by the National Association of Railroad Commissioners, upon which committee this Board was represented by one of its members, reported a uniform set of demurrage rules to the National Association meeting in Washington in November, which report was adopted by the convention. These rules will undoubtedly be promulgated in the various states by railroad commissions and by the railroad companies for interstate business, and the Board believes that many of the perplexing problems that have arisen because of conflict of rules and misunderstanding of conditions will thereby be solved. The Commissioners believe these rules in their application will be found of benefit to shipper and carrier alike, and are vastly superior to anything in effect at the present time. It may be that in actual practice it will be necessary from time to time to slightly amend these rules, but with an understanding of uniformity when such amendment is made, it will affect all alike.

The proposed rules are herewith printed in full:

RULE I.

CARS SUBJECT TO RULES.

Cars held for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, are subject to these demurrage rules, except as follows:

(a) Cars loaded with live stock.

(b) Empty cars placed for loading coal at mines or mine sidings, or coke at coke ovens.

(c) Empty private cars stored on carrier's or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper.

NOTE.—Private cars while in railroad service, whether on carrier's or private tracks, are subject to these demurrage rules to the same extent as cars of railroad ownership.

(Empty private cars are in railroad service from the time they are placed by the carrier for loading or tendered for loading on the orders of a shipper. Private cars under lading are in railroad service until the lading is removed and cars are regularly released. Cars which belong to an industry performing its own switching service are in railroad service from the time they are placed by the industry upon designated interchange tracks and thereby tendered to the carrier for movement. If such cars are subsequently returned empty they are out of service when withdrawn by the industry from the interchange; if returned under load, railroad service is not at an end until the lading is duly removed.)

RULE II.

FREE TIME ALLOWED.

(a) Forty-eight hours (two days) free time will be allowed for loading or unloading on all commodities.

(b) Twenty-four hours (one day) free time will be allowed.

1. When cars are held for reconsignment or switching orders.

2. When cars destined for delivery to or for forwarding by a connecting line are held for surrender of bill of lading or for payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading.

(c) Cars containing freight for trans-shipment to vessel will be allowed such free time at the ports as may be provided in the tariffs of the carriers.

RULE III.

COMPUTING TIME.

NOTE.—In computing time Sundays and legal holidays (national, state, and municipal) will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

(a) On cars held for loading, time will be computed from the first 7 a. m. after placement on public-delivery tracks.

(b) On cars held for orders, time will be computed from the first 7 a. m. after the day on which notice of arrival is sent to consignee. On cars held for unloading, time will be computed from the first 7 a. m. after placement on public-delivery tracks and after the day on which notice of arrival is sent to consignee.

(c) On cars containing freight in bond, time will be computed from the first 7 a. m. after permit to receive goods is issued to consignees by United States collector of customs.

(d) On cars containing freight subject to state inspection, time will be computed from the first 7 a. m. after inspection by state officials.

(e) On cars to be delivered on any other than public-delivery tracks time will be computed from the first 7 a. m. after actual or constructive placement on such tracks. See rule 4 (Notification) and rules 5 and 6 (Constructive placement).

(f) On cars to be delivered on interchange tracks of industrial plants performing their own switching service, time will be computed from the first 7 a. m. following actual or constructive placement on such inter-

change tracks until return thereto. See rule 4 (Notification) and rules 5 and 6 (Constructive placement.) Cars returned loaded will not be recorded released until necessary billing instructions are given.

RULE IV.

NOTIFICATION.

(a) Consignee shall be notified by carrier's agent in writing or as otherwise agreed to by carrier and consignee, within twenty-four hours after arrival of cars and billing at destination, such notice to contain point of shipment, car initials and numbers, and the contents, and, if transferred in transit, the initials and number of the original car. In case car is not placed on public-delivery track within twenty-four hours after notice of arrival has been sent, a notice of placement shall be given to consignee.

(b) When cars are ordered stopped in transit the party ordering the cars stopped shall be notified upon arrival of cars at point of stoppage.

(c) Delivery of cars upon private or industrial interchange tracks, or written notice to consignee of readiness to so deliver, will constitute notification thereof to consignee.

RULE V.

PLACING CARS FOR UNLOADING.

(a) When delivery of cars consigned or ordered to private or industrial interchange tracks can not be made, on account of the act or neglect of the consignee or the inability of consignee to receive, delivery will be considered to have been made when the cars were tendered. The carrier's agent must give the consignee written notice of all cars he has been unable to deliver because of the condition of the private or interchange tracks or because of other conditions attributable to consignee. This will be considered constructive placement. See rule 4 (Notification).

(b) When delivery can not be made on specially designated public-delivery tracks, on account of such tracks being fully occupied, or from other cause beyond the control of the carrier, the delivery will be made at the nearest available point accessible to the consignee and the consignee so notified.

RULE VI.

CARS FOR LOADING.

(a) Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case

the agent must give the consignor written notice of all cars which he has been unable to place because of condition of the private track or because of other conditions attributable to the consignor. This will be considered constructive placement.

(b) When empty cars, placed for loading on orders, are not used, demurrage will be charged from the first 7 a. m. after placing or tender until released, with no time allowance.

RULE VII.

DEMURRAGE CHARGE.

After the expiration of the free time allowed, a charge of $1 per car per day, or fraction of a day, will be made until car is released.

RULE VIII.

CLAIMS.

No demurrage charges shall be assessed under these rules for detention of cars through causes named below. If, through error, demurrage charges are assessed or collected under such conditions, they shall be promptly canceled or refunded by the carrier.

CAUSES.

(a) Weather interference.

1. When the condition of the weather during the prescribed free time is such as to make it impossible to employ men or teams in loading or unloading, or impossible to place freight in cars, or to move it from cars, without serious injury to the freight.

2. When shipments are frozen so as to prevent unloading during the prescribed free time, or when, because of high water or snowdrifts, it is impossible to get to cars for loading or unloading during the prescribed free time.

(b) Bunching.

1. *Cars for loading.*—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. *Cars for unloading or reconsigning.*—When, as a direct result of the act or neglect of carriers, cars destined for one consignee, at one point, and transported via the same route, are bunched in transit and delivered in accumulated numbers in excess of daily shipments, claim to be presented to the carrier's agent before the expiration of the free time, the consignee shall be allowed such free time as he would have been en-

titled to had the cars been delivered in accordance with the daily rate of shipment.

(c) Demand of overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

(d) Delayed or improper notice by carrier.

NOTE.—When notice has been given in substantial compliance with the requirements as specified by the rules, the consignee shall not thereafter have the right to call in question the sufficiency of such notice unless within twenty-four hours after receiving the same he shall serve upon the delivering carrier a full written statement of his objections to the sufficiency of said notice.

(e) Railroad errors or omissions.

RULE IX.

AVERAGE AGREEMENT.

When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided for by rule 7, on all cars held for loading or unloading by such shipper or receiver shall be computed on the basis of the average time of detention to all such cars during each calendar month, such average detehtion to be computed as follows:

(a) A credit of one day will be allowed for each car released within the first twenty-four hours of free time. A debit of one day will be charged for each twenty-four hours or fraction thereof that a car is detained beyond the first forty-eight hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than seven (7) days' credits be applied in cancellation of debits accruing on any one car.

(b) At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and $1 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made to shippers or receivers on account of such excess of credits, nor shall the credits in excess of the debits of any one month be used to offset the debits of any other month.

(c) Credits earned on cars belonging to one class of equipment shall not be used in offsetting debits accruing on cars belonging to a different class of equipment. For the purpose of applying this provision, cars shall be deemed to consist of two classes: (1) Box cars, including refrigerator cars; (2) freight cars of all other descriptions.

(d) A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under sections (a) and (b) of rule 8.

(e) A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

AGREEMENT.

To.....*Railway Company*:

In accordance with the terms of rule 9 of the.....Car Service Association reading as follows:

I (or we) do expressly agree with the above-named railroad company that I (or we) will make prompt payment of all car-service charges accruing in accordance with such rule during the continuance of this agreement on cars held for loading or unloading by me (or us) or on my (or our) account at.....station of the above named railroad company. This agreement is to take effect....., 191.., and to continue until terminated by thirty days' written notice to the railroad company.

.....

Approved and accepted by and on behalf of the above named railroad company by.....

LONG AND SHORT HAUL CLAUSE.

There has been considerable objection by business interests of the State to the so-called "long and short haul clause" of the Iowa railway statute (Section 2126, Code). The legislature has made some attempts to so amend this section of the law as to enable this Board to permit the making of rates by carriers which are prohibited by section noted, under such conditions as to prevent any unjust discrimination. Owing to the peculiar situation of Iowa in the general rate structures of the country, many conditions arise which demand an adjustment of rates within the State to meet conditions over which the State authorities have no control. Where these adjustments can be made without disturbing the general rate structure within Iowa, the Board, after investigation, should have authority to permit the railway companies to do so. It is probable that Sections 2145, *et seq.* would have to be considered in any such amended statute, but the Commissioners believe this could be taken care of without detriment to carriers and certainly to the advantage of the shipping public in Iowa. The Board respectfully suggests that this should be considered by the next general assembly.

FREIGHT RATES IN IOWA.

The records of this Board will show that for years it has been lowering rates within Iowa. This has not always been done by changing the rate schedules themselves, but has been accomplished by changing commodities from a higher to a lower class in the Classification of Freights. In practically every case presented to the Board the request has not been so much that the rates be lowered upon any given commodity, but the lowering of the rate has been asked incidentally because of the rate on some other similar commodity, or because of some other conditons, a lowering was necessary in order to *equalize* rates. The Commissioners have tried conscientiously in all rate cases that have been brought to their attention to so adjust rates as to equalize the conditions. They believe this to be more important than constant reductions, although wherever they have believed that rates have been too high they have promptly ordered a proper readjustment of the schedules.

There are many conditions to be considered with reference to railroad operations within Iowa other than rates. Attention should be given to a careful examination of railway lines, roadbed, bridges, buildings and equipment, in order that the public should receive the safest and best service it is possible to give. This should be paramount to everything else and this Commission hopes that some provision may be made by the legislature in order that these physical conditions may be carefully investigated in Iowa, to the end that Iowa shall stand pre-eminent as a State where the first consideration is given safety of public travel and superior service in all departments of railroading.

EXPRESS RATES.

There is no subject concerning transportation which is engrossing the close attention of more thinking men today than the complex proposition of the proper regulation of express companies and the determination of the rates they should charge. This Board has tried faithfully to get all the information available upon this subject but has had no funds with which to conduct any original research and has been compelled to receive such testimony as has been introduced in open hearing and act upon it as best it might. The Board is not entirely satisfied with its present schedule of express rates which is in use in the State of Iowa, and is still investigating the subject with a view of determining what the reasonable and just charge shall be for transportation by express locally within this

State. Many other states, as well as the national government, are attempting to deal with this proposition, and the experience of the Iowa Commission seems to be the experience of all commissions. This Board hopes to profit by the exhaustive investigations other state commissions are making at great expense, but can not help believing that the State of Iowa should be a pioneer in this work, even though it should require a large sum of money to carry it on.

INDUSTRY RATES.

The Commission begs leave to repeat what it said last year upon this subject:

"The board believes this commission should have authority to extend the so-called "switching zone" in cities and towns in order that industries located within a few miles of the station might have the advantage of a lower or switching rate into such city or town eliminating the mileage rates prescribed by the board for the distance it is necessary to haul the freight. The establishment of such switching rates could not act as a discrimination, and the exigencies of commerce, under these conditions, demand an adjustment of rates on this basis. Within a few miles of many of the towns in Iowa are located important and growing industries of various kinds, all virtually located within the town (in many instances actually within the boundary limits), but outside of what is technically termed switching or yard limits. This situation is often made necessary by reason of the location of the raw material required for such industries The board should be given authority to extend the switching limits to include such industries."

EXPENSE OF IOWA RAILROAD COMMISSION.

It is perhaps not generally known that the Iowa Railroad Commission costs the people of the State less money than the railroad commission of any other state in the union having equal authority or doing anything near the amount of work. Aside from the salary of the Commissioners and the secretary and the cost of printing and binding and office supplies, the Board expends approximately $6,000.00 a year for all clerk hire, traveling and other expenses. Despite the handicap of lack of funds a tariff department is maintained where all tariffs on all railroads entering Iowa, wherein any Iowa station is affected, are now on file for ready reference. The most complete satistical tables published by any railroad commission situated similarly are reported annually, and hundreds of complaints covering every conceivable feature of railroad operation, are handled with as great a degree of promptness as is possible under the circumstances.

The Commission has been absolutely prohibited from making any initiative or original investigations into a great many subjects that it has had a desire to take up. Five thousand dollars was appropriated in 1907 for freight rate investigation. Except for a complete revision of Iowa Classification of Freights, the amount appropriated was utterly inadequate to enable the Board to do any original research, and it has been found absolutely necessary to expend a large portion of this appropriation in employing clerks to tabulate rates and file tariffs.

One of our neighbor states, within the past three or four years, has expended more than $125,000.00 in making original investigation into the local freight earnings upon two lines of railroad, covering but the average months of the year. This investigation is not yet completed. The disputed rates are still in the courts and the local rates today in that state are very much higher than the Iowa maximum rates as fixed by this Board.

With reference to express rates the same state has a force of men at work in New York City examining the express business insofar as that particular state is concerned, which is costing approximately $18,000.00.

At an enormous expense, nearly $100,000, another state has attempted a physical valuation of its railroads. Another neighbor state is conducting general researches at great expense along the line of determining the revenues derived from local business of railways and the cost incident thereto.

The State of Iowa was the pioneer in fixing rates within state limits. For twenty years and more the people of the State have been enjoying much lower local rates than any state adjoining. The Board believes the time has come when the State of Iowa should not be backward in thorough investigation of local conditons and that this Board should be furnished authority and funds with which to make careful research into railroad and express conditions with a view of determining what the just and reasonable charges should be for the services performed locally within Iowa. The funds provided should be amply sufficient in amount. It will be no small task to attempt anything like a thorough investigation when it is remembered that there are more than 10,000 miles of steam and electric railway within Iowa; and that the express business is very complicated and very little understood by any supervising authority in the United States.

The following table may be of interest:

	Mileage		Salaries of commissioners	Salary of secretary	Total appropriation—Biennial
	Steam	Electric Interurban			
Illinois	12,081.51	1,293.38	$3,500.00	$1,500.00	*a* $49,440.00
Iowa	9,928.20	361.91	2,200.00	1,800.00	*b* 28,800.00
Minnesota	8,273.00	102.00	4,500.00	2,000.00	*c d* 79,000.00
Missouri	8,053.61	88.325	3,000.00	2,000.00	36,000.00
Nebraska	6,105.00	14.28	3,000.00	2,400.00	*e* 96,000.00
Oklahoma	5,941.72	*g* 136.02	4,000.00	2,000.00	*f* 180,000.00
Wisconsin	7,419.19	*g* 592.39	5,000.00	2,500.00	*h* 189,775.06

a Salaries only.
b In addition to this amount there was appropriated by the Thirty-second General Assembly (1907) the sum of $5,000.00 to be used in an investigation of freight rates.
c This is based on the actual appropriation for one year of $39,500.00.
d In addition to this amount, $103,000.00 had been expended during three years exclusive of attorneys' fees, for the purpose of physical valuation of railroads.
e Of this amount, $40,000.00 is for physical valuation of railroads, etc., including salaries.
f Approximate.
g Street and Interurban.
h This is based on the actual disbursements for one year of $94,887.53.

ORGANIZATION OF THE BOARD.

On January 5, 1909, N. S. Ketchum of Marshalltown having qualified as Commissioner for the term beginning the first Monday in January, 1909, the Board proceeded to organize as provided by law.

Commissioner D. J. Palmer was elected the Chairman of the Board. Dwight N. Lewis was reappointed Secretary, Thomas H. Boylan, Clerk, and Harry H. Whitaker, Stenographer. The Secretary was empowered to employ such provisional help as might be required in the office and at a later date, upon authority of the Thirty-third General Assembly, appointments were made as follows:

George L. McCaughan, rate and statistical clerk; Will H. Henry, assistant rate and statistical clerk, and Thomas Watters, Jr., assistant stenographer and file clerk.

Respectfully submitted,

Attest: DWIGHT N. LEWIS, *Secretary.*

Des Moines, Iowa, December 6, 1909.

D. J. PALMER,
W. L. EATON,
N. S. KETCHUM.

COMPILED RETURNS

OF STEAM

Railway Companies

TABLE No. 1—

CAPITAL STOCK.

Railroads	Total Par Value Outstanding				Total Par Value Held by Respondent Corporation				Total Par Value Not Held by Respondent Corporation		Dividends Declared During Year			
			Per Mile		In Treasury		In Sinking or Other Funds				Common		Preferred	
	Common	Preferred	Miles	Amount	Common	Preferred	Common	Preferred	Common	Preferred	Rate	Amount	Rate	Amount
Atchison, Topeka & Santa Fe	$ 121,604,000.00	$ 114,199,530.00	10,319.54	$ 22,850.00	$ 44,500.00	$ 25,800.00			$ 121,559,500.00	$ 114,173,730.00	5	$ 5,152,550.00	5	$ 5,708,690.00
Atlantic, Northern & Southern	178,400.00		17.00	10,494.11					178,400.00					
Chicago, Anamosa & Northern	112,000.00		19.60	5,714.00	112,000.00									
Chicago, Burlington & Quincy	110,839,100.00		8,806.26	12,586.00					110,839,100.00		8	8,867,128.00		
Chicago Great Western	44,465,195.00	a 62,626,531.00	755.17	141,812.00					44,465,195.00	c 62,465,931.00				
Mason City & Ft. Dodge	19,295,400.00	13,635,752.00	378.13	86,851.00		b 160,000.00			19,295,400.00	13,635,752.00				
Wisconsin, Minnesota & Pacific	5,893,400.00		271.00	21,747.00					5,893,400.00					
Chicago, Milwaukee & St. Paul	116,348,200.00	116,274,900.00	7,281.32	31,947.93										
Chicago & North-Western	101,952,730.97	22,398,954.56	7,515.05	16,547.00	402,200.00	343,000.00	5,300	86,100	115,940,700.00	115,845,800.00	7	5,817,266.00	7	3,498,348.00
Chicago, St. P., Minn. & Omaha	21,403,293.33	12,646,833.29	1,666.69	20,430.00	2,333,892.15	3,834.56			99,618,838.82	22,395,120.00	7	6,972,903.00	8	1,791,600.00
Chicago, Rock Island & Pacific	75,000,000.00		5,212.43	14,388.00	2,844,206.64	1,386,921.66			18,559,086.69	11,259,911.63	7	1,298,934.00	7	787,976.00
Colfax Northern	60,000.00		6.00	10,000.00	2,252.50				74,997,747.50		5½-6	3,998,331.75		
Crooked Creek	225,000.00		17.61	6,530.00					60,000.00					
Davenport, Rock Island & N. W.	3,000,000.00		46.76	64,157.00										
Dubuque & Sioux City (Ill. Cent.)	11,759,500.00		759.88	15,475.00					3,000,000.00					
Iowa Central	8,524,683.00	5,674,771.00	490.93	37,480.00					11,759,500.00		3½	411,582.50		
Albia & Centerville	400,000.00		24.40	16,393.00					8,524,683.00	5,674,771.00				
Iowa & Great Northern	500,000.00								400,000.00					
Manchester & Oneida	59,832.50		8.00	7,479.06					500,000.00					
Minneapolis & St. Louis	6,000,000.00	4,000,000.00	632.06	15,821.00					59,832.50					
Muscatine, North & South	450,000.00		28.67	15,695.85	164,100.00	34,100.00			5,835,900.00	3,965,900.00			5	198,170.00
Newton & Northwestern d	2,900,000.00	500,000.00	102.50	11,378.00										
St. Paul & Des Moines e	2,300,000.00		114.24	20,133.00					2,050,000.00	500,000.00				
Des Moines, Iowa Falls & N. f	910,200.00		70.44	12,921.00	280,000.00				2,020,000.00					
Tabor & Northern	25,300.00		8.79	2,878.00					910,200.00					
Union Pacific	199,304,300.00	99,569,300.00	3,289.33	90,864.00					25,300.00					
Wabash	53,141,453.00	39,141,453.00	2,041.38	45,206.00	2,000.00	25,300.00			199,302,300.00	99,544,000.00	10	19,678,327.22	4	3,981,760.00
					617.00	1,744.00			53,140,836.00	39,139,709.00				
Total	$ 905,661,987.80	$ 490,668,024.85	49,883.18	$ 27,960.76	$ 6,185,768.29	$ 1,981,300.22	$5,300	$ 86,100	$ 898,795,919.51	$ 488,600,624.63		$52,137,022.47		$15,966,544.00

a Includes $28,129,189.00 4 per cent debenture stock.
b Includes $52,100.00 4 per cent debenture stock.
c Includes $28,077,089.00 4 per cent debenture stock.
d The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
e The report of the St. P. & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
f The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

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TABLE No. 2—CAPITAL STOCK—CONTINUED.

Railroads	Total Number of Shares Outstanding— For Cash		For Construction of New Properties		For Additions and Betterments		Purpose of Issue: For Purchase of Railway or other Property		For Acquisition of Securities		For Reorganization		Total	Number of Stockholders	Total Cash Realized
	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred			
Atchison, Topeka & Santa Fe	20								196,040	a 92,000	1,019,980	1,049,995	2,358,035	21,412	$ 2,000.00
Atlantic, Northern & Southern	1,509						185						1,784	752	178,400.00
Chicago, Anamosa & Northern														1	
Chicago, Burlington & Quincy									230,987	156,357	213,665	c 315,301	1,060,311	7,445	16,786,228.27
Chicago Great Western		b 2,760				b 150,241			200,000	140,000			340,000	6	32,841,152.00
Mason City & Ft. Dodge											20,000		58,934	6	4,060,000.00
Wisconsin, Minnesota & Pacific			18,334										2,326,231	8,840	157,842,527.91
Chicago, Milwaukee & St. Paul	854,654	713,284			c 90,231		207,377	108,315	11,220	341,150			1,243,516	7,135	63,527,886.74
Chicago & North-Western	605,043	36,400			c 13,232	c 24,086	395,276	110,899	5,975	52,605			340,501	1,165	4,315,067.00
Chicago, St. P., Minn. & Omaha	53,461	20,466	f 28,442	f 13,869			62,800	62,800			69,330	29,333	750,000	556	75,000,000.00
Chicago, Rock Island & Pacific	282,755						g 47,645				419,600		600	9	60,000.00
Colfax Northern							600						2,250	16	
Crooked Creek	117		508		h 435		1,100						30,000	9	3,000,000.00
Davenport, Rock Island & N. W.	30,000										79,996		117,595	28	
Dubuque & Sioux City (Ill. Cent.)											85,230	56,734	141,964	621	
Iowa Central											4,000		4,000	7	
Albia & Centerville							4,237		763				5,000	6	500,000.00
Iowa & Great Northern													5,983	269	
Manchester & Oneida	5,983										60,000	40,000	100,000	527	
Minneapolis & St. Louis											4,500		4,500		
Muscatine, North & South													25,000	101	
Newton & Northwestern i			20,000	5,000							11,200		20,200	58	2,020,000.00
St. Paul & Des Moines j			9,000										9,102		910,200.00
Des Moines, Iowa Falls & N. k	9,102												508	43	25,300.00
Tabor & Northern	387		119						1,628,736		699,950	750,000	2,988,736	18,944	2,000.00
Union Pacific	20								251,415	151,414	280,000	240,000	922,829	3,264	
Wabash															
Total	1,843,141	772,910	76,493	18,869	103,898	174,327	777,419	282,014	2,525,136	933,526	2,877,481	2,481,363	12,866,577	71,612	$ 541,290,361.92

a Issued for convertible bonds—retired.
b 4 per cent debenture stock.
c Includes 94,770 shares 4 per cent debenture stock and 33,000 shares 4 per cent debenture stock issued for payment of C., S. P. & K. C. Ry. 5 per cent priority loan.
d Issued for construction of road.
e Issued for dividends in lieu of amount of net earnings which had been expended for construction.
f Issued and on hand.
g Includes 1,404 shares reserved for purchase of railway or other property.
h Issued for dividends.
i The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
j The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
k The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
l All stock is held by Midland Railway Construction Company.

TABLE No. 3—

Railroads	Recapitulation of Funded Debt	
	Total par value outstanding	Total cash realized
Atchison, Topeka & Santa Fe	$ 307,714,350.00	$ 149,705,198.97
Atlantic, Northern & Southern	117,500.00	
Chicago, Anamosa & Northern	350,000.00	
Chicago, Burlington & Quincy	203,373,000.00	
Chicago Great Western	9,380,924.71	8,491,848.38
Mason City & Ft. Dodge	12,000,000.00	
Wisconsin, Minnesota & Pacific	6,232,000.00	17,607.00
Chicago, Milwaukee & St. Paul	143,593,500.00	
Chicago & North-Western	203,665,000.00	
Chicago, St. P., Minn. & Omaha	30,024,097.00	14,572,218.00
Chicago, Rock Island & Pacific	186,634,000.00	187,925,740.00
Colfax Northern	47,500.00	47,500.00
Crooked Creek		
Davenport, Rock Island & N. W.		
Dubuque & Sioux City (Ill. Cent.)	17,874,714.20	17,874,714.20
Iowa Central	14,116,233.00	5,981,907.00
Albia & Centerville		
Iowa & Great Northern		
Manchester & Oneida	65,000.00	
Minneapolis & St. Louis	25,839,656.00	17,732,904.00
Muscatine, North & South		
Newton & Northwestern *a*	3,060,000.00	
St. Paul & Des Moines *b*	2,510,000.00	2,400,000.00
Des Moines, Iowa Falls & N. *c*	1,151,000.00	1,151,000.00
Tabor & Northern	50,000.00	
Union Pacific	226,126,800.00	119,163,851.95
Wabash	110,286,152.00	
Total	$ 1,504,211,426.91	$ 525,064,549.50

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

FUNDED DEBT.

Recapitulation of Funded Debt

Total par value held by respondent corporation		Total par value not held by respondent corporation	Interest		
In treasury	In sinking or other fund		Rate	Amount accrued during year	Amount paid during year
$ 3,307,030.00		$ 304,407,320.00	4-5-6	$ 13,198,606.66	$ 12,973,470.85
			6-7	7,962.63	7,962.63
1,943,200.00		201,429,800.00	3½-4-5-6-7	7,875,507.16	7,658,381.77
		9,380,924.71	5	476,835.28	52,242.87
		12,000,000.00	4	480,000.00	240,000.00
421,000.00		5,811,000.00	4	232,440.00	232,440.00
27,828,000.00	$ 1,033,000.00	114,732,500.00	3½-5-6-7	5,855,717.50	5,896,676.25
42,773,000.00	4,640,500.00	156,251,500.00	3½-4-5-6-7	7,603,025.00	7,487,118.82
1,690,097.00		28,334,000.00	3½-5-6	1,602,773.32	1,602,805.50
		186,634,000.00	4-5-6-7	7,964,364.47	8,026,323.73
		47,500.00	5	2,468.75	2,500.00
		17,874,714.20	3-4-5-7	787,762.24	787,394.74
395,000.00		13,721,233.00	4-5	571,554.87	571,554.87
		65,000.00	5	3,250.00	3,250.00
117,000.00		25,722,656.00	4-5-6-7	1,213,387.91	1,213,387.91
		3,060,000.00	5	114,750.00	
		2,510,000.00	4½-5	91,300.84	74,217.50
		1,151,000.00	5	7,391.66	3,000.00
		50,000.00	5	2,500.00	2,500.00
1,238,000.00		224,888,800.00	4	8,842,919.28	8,471,971.87
546,414.00		109,739,738.00	3½-4-5-6	5,030,012.56	5,030,012.56
$ 80,258,741.00	$ 5,673,500.00	$ 1,417,811,685.91		$ 61,964,530.13	$ 60,337,201.87

TABLE No. 4—RECAPITULATION OF CAPITALIZATION.

Railroads	Capital Stock					Funded Debt				Stock and Debt				
	Total par value outstanding	Assignment		Amount per mile of road		Total par value outstanding	Assignment		Amount per mile of line		Total par value outstanding	Assignment		Amount per mile of line	
		To railways	To other properties	Miles	Amount		To railways	To other property	Miles	Amount		To railways	To other Property	Miles	Amount
Atchison, Topeka & S. F.	$ 235,803,530.00	$ 235,803,530.00		10,319.54	$22,850.00	$ 307,714,350.00	$ 307,714,350.00		10,319.54	$29,819.00	$ 543,517,880.00	$ 543,517,880.00		10,319.54	$ 52,669.00
Atlantic, Northern & S.	178,400.00	178,400.00		17.00	10,494.11	117,500.00	117,500.00		17.00	6,911.76	295,900.00	295,900.00		17.00	17,405.87
Chicago, Anamosa & N.	112,000.00	112,000.00		19.60	5,714.00	350,000.00	350,000.00		19.60	17,857.00	462,000.00	462,000.00		19.60	23,571.00
Chicago, B. & Q.	110,839,100.00	110,839,100.00		8,806.26	12,586.00	203,373,000.00	203,373,000.00		8,806.26	23,094.00	314,212,100.00	314,212,100.00		8,806.26	35,680.00
Chicago Great Western	107,091,726.00	107,091,726.00		755.17	141,812.00	9,380,924.71	9,380,924.71		755.17	12,422.00	116,472,650.71	116,472,650.71		755.17	154,234.00
Mason City & Ft. Dodge	32,841,152.00	32,841,152.00		378.13	86,851.00	12,000,000.00	12,000,000.00		378.13	31,735.00	44,841,152.00	44,841,152.00		378.13	118,586.00
Wisconsin, Minn. & Pac.	5,893,400.00	5,893,400.00		271.00	21,747.00	6,232,000.00	6,232,000.00		271.00	22,997.00	12,125,400.00	12,125,400.00		271.00	44,744.00
Chicago, Mil. & St. Paul	232,623,100.00	232,623,100.00		7,281.32	31,947.93	143,593,500.00	143,593,500.00		7,281.32	19,720.81	376,216,600.00	376,216,600.00		7,281.32	51,668.74
Chicago & North-Western	124,351,685.53	124,351,685.53		7,515.05	16,547.00	203,665,000.00	203,665,000.00		7,515.05	27,101.00	328,016,685.53	328,016,685.53		7,515.05	43,648.00
Chicago, St. P., Minn. & O.	34,050,126.62	34,050,126.00		1,636.69	20,430.00	30,024,097.00	30,024,097.00		1,666.69	18,014.00	64,074,223.00	64,074,223.00		1,666.69	38,444.00
Chicago, Rock Island & Pac.	75,000,000.00	75,000,000.00		5,212.43	14,388.00	186,634,000.00	186,634,000.00		5,212.43	35,806.00	261,634,000.00	261,634,000.00		5,212.43	50,194.00
Colfax Northern	60,000.00	60,000.00		6.00	10,000.00	47,500.00	47,500.00		6.00	7,917.00	107,500.00	107,500.00		6.00	17,917.00
Crooked Creek	225,000.00	115,000.00	$ 110,000	17.61	6,530.00						225,000.00	115,000.00	$ 110,000	17.61	6,530.00
Davenport, R. I. & N. W.	3,000,000.00	3,000,000.00		46.76	64,157.00						3,000,000.00	3,000,000.00		46.76	64,157.00
Dubuque & S. C. (Ill. Cent.)	11,759,500.00	11,759,500.00		759.88	15,475.00	17,874,714.20	17,874,714.20		759.88	23,523.00	29,634,214.20	29,634,214.20		759.88	38,998.00
Iowa Central	14,199,454.00	14,199,454.00		490.93	28,923.00	14,116,233.00	14,116,233.00		490.93	28,754.00	28,315,687.00	28,315,687.00		490.93	57,677.64
Albia & Centerville	400,000.00	400,000.00		24.40	16,393.00						400,000.00	400,000.00		24.40	16,393.00
Iowa & Great Northern	500,000.00	500,000.00									500,000.00	500,000.00			
Manchester & Oneida	59,832.50	59,832.50		8.00	7,479.06	65,000.00	65,000.00		8.00	8,125.00	124,832.50	124,832.50		8.00	15,604.06
Minneapolis & St. Louis	10,000,000.00	10,000,000.00		632.06	15,821.00	25,839,656.00	25,839,656.00		632.06	40,882.00	35,839,656.00	35,839,656.00		632.06	56,703.00
Muscatine, North & South	450,000.00	450,000.00		28.67	15,695.85						450,000.00	450,000.00		28.67	15,695.85
Newton & Northwestern *a*	2,500,000.00	1,163,250.00	1,333,750	102.50	11,378.00	3,060,000.00	2,510,000.00	$1,606,250	102.50	14,183.00	5,560,000.00	2,940,000	2,620,000.00	102.50	25,561.00
St. Paul & Des Moines *b*	2,300,000.00	2,300,000.00		114.24	20,133.00	2,510,000.00	2,510,000.00		114.24	21,971.00	4,810,000.00	4,810,000.00		114.24	42,104.00
Des Moines, I. F. & N. *c*	910,200.00	910,200.00		70.44	12,921.00	1,151,000.00	1,151,000.00		70.44	16,340.00	2,061,200.00	2,061,200.00		70.44	29,261.00
Tabor & Northern	25,300.00	25,300.00		8.79	2,878.00	50,000.00	50,000.00		8.79	5,688.00	75,300.00	75,300.00		8.79	8,566.00
Union Pacific *d*	298,873,600.00	298,873,600.00		3,289.33	90,864.00	226,126,800.00	226,126,800.00		3,289.33	68,748.00	525,000,400.00	525,000,400.00		3,289.33	159,612.00
Wabash	92,282,906.00	92,282,906.00		2,041.38	45,206.00	110,285,152.00	110,286,152.00		2,041.38	54,025.00	202,569,058.00	202,569,058.00		2,041.38	99,231.00
Total	$ 1,393,330,012.65	$ 1,394,886,262.03	$1,443,750	49,883.18	$27,963.06	$ 1,504,211,426.91	$ 1,502,605,176.91	$1,606,250	49,765.74	$30,193.62	$ 2,900,541,438.94	$ 2,897,491,438.94	$3,050,000	49,883.18	$ 58,085.54

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908 to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d The capital stocks of the U. P. Rd. Co. were issued in payment for its railroad property and in the acquisition of stocks and bonds of the Oregon Short Line Rd. Co. and the Oregon Rd. & Navigation Co., the mileage of which companies is not dealt with in this report in any manner.

TABLE No. 5—CURRENT ASSETS AND LIABILITIES.

Railroads	Cash and Current Assets Available for Payment of Current Liabilities								Materials and supplies on hand
	Cash	Bills Receivable	Due from agents	Due from solvent companies and individuals	Traffic balances due from other companies	Other cash assets, excluding materials and supplies	Total cash and current assets	Balance current liabilities	Total	
Atchison, Topeka & S. F.	$28,234,426.57	$ 898,079.03	$ 285,409.17	$ 5,945,947.79	$ 1,288,984.19		$ 36,652,846.75		$ 36,652,846.75	$ 8,588,588.84
Atlantic, Northern & S.	1,608.30						1,608.30	416.70	2,025.00	
Chicago, Anamosa & N.	1,149.90		266.78		364.61		1,781.29	44.22	1,825.51	
Chicago, B. & Q.	15,064,572.55	918,277.69		3,307,581.65	1,508,815.82	$ 46,545.59	20,845,793.30		20,845,793.30	5,882,190.73
Chicago Great Western	573,856.28	12,970.03	280,245.78	1,543,780.50	38,554.73		2,449,407.32	2,387,032.16	4,836,439.48	1,169,097.86
Mason City & Ft. Dodge	1,207.06			173,154.94			174,362.00	225,852.89	400,214.89	
Wisconsin, Minn. & Pac.				142,119.66			142,119.66	558,912.05	701,031.71	
Chicago, Mil. & St. Paul	1,869,470.06		1,901,996.74		1,161,328.17	142,884.64	5,075,679.61	3,732,965.11	8,808,644.72	6,127,701.53
Chicago & North-Western	18,389,358.01	100,185.35	2,816,881.47	279,664.45		231,834.57	21,817,923.85		21,817,923.85	5,829,868.36
Chicago, St. P., Minn. & O.	827,996.09	1,600.00	372,766.29	93,480.54	340,840.28		1,636,683.20	1,004,817.59	2,641,500.79	775,154.77
Chicago, Rock Island & Pac.	3,140,805.67	2,254,934.72	1,717,263.04	5,446,142.49			12,559,145.92		12,559,145.92	5,495,262.65
Colfax Northern			1,294.74	1,201.44	501.27		2,997.45	23,394.20	26,391.65	
Crooked Creek	1,721.04		1,501.01	5,948.92	79.11	623.34	9,873.42	18,584.15	28,457.57	
Davenport, R. I. & N. W.	4,625.97		478.86	52,134.90	857.20		58,096.93	293,483.74	351,580.67	22,291.45
Dubuque & S. C. (Ill. Cent.)				7,778.85		243.82	8,022.67	373.73	8,396.40	
Iowa Central	113,688.26		73,292.11	250,063.58	62,964.65	323,083.84	823,092.44		823,092.44	280,410.75
Albia & Centerville	2,500.70		580.12	277.03		399.20	3,707.05	21,681.77	25,388.82	
Iowa & Great Northern				85,600.91			85,600.91	1,110,589.01	1,196,189.92	
Manchester & Oneida	8,144.00	1,890.00	96.41	455.43	51.36	208.67	10,845.87		10,845.87	
Minneapolis & St. Louis	454,572.21	2,717.50	167,920.27	456,385.91	121,251.68	12,596.71	1,215,444.28	368,973.55	1,584,417.83	363,103.16
Muscatine, North & South	7,795.16		336.72	531.08	39.00	27,263.40	35,965.31	10,136.85	46,102.16	
Newton & Northwestern *a*			7,702.16	4,923.49	8,113.63	9,318.14	30,057.42	779,255.99	809,313.41	2,065.21
St. Paul & Des Moines *b*	*d* 12,840.18		34,330.43	13,149.09	5,678.25	233,850.00	274,167.59	341,907.72	616,075.31	892.83
Des Moines, I. F. & N. *c*	511.23	1,500.00	2,569.79	41,325.41		1,922.35	47,828.78	220,490.87	268,319.65	
Tabor & Northern	2,242.28		1,188.82	197.57			3,628.67	39,018.79	42,647.46	
Union Pacific	26,437,829.71	57,446,783.38	530,093.29	24,596,559.18	516,241.20	48,292,201.75	157,819,708.51		157,819,708.51	8,359,843.67
Wabash	2,424,826.83	6,398,654.17	505,893.72	1,599,858.07		27,130.97	10,956,363.76		10,956,363.76	1,080,483.15
Total	$97,550,067.70	$68,037,591.87	$ 8,702,057.72	$ 44,048,262.83	$ 5,054,665.15	$ 49,350,106.99	$ 272,742,752.26	$ 11,137,931.09	$ 283,880,683.35	$ 43,976,399.96

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Debit.

TABLE No. 6—CURRENT ASSETS AND LIABILITIES—CONTINUED.

and Including June 30, 1909.

Railroads	Current Liabilities Accrued to: Receiver's Certificates	Loans and Bills Payable	Audited Vouchers and Accounts	Wages and Salaries	Traffic Balances due other Companies	Dividends not called for	Matured Interest Coupons unpaid *a*	Rents due July 1	Miscellaneous	Total Current Liabilities	Balance Cash Assets	Total
Atchison, Topeka & Santa Fe			$ 4,211,195.33	$ 2,491,780.69	$ 974,212.95	$ 2,887,329.25	$ 673,690.00			$11,241,208.22	$ 25,411,638.53	$ 36,652,846.75
Atlantic, Northern & Southern				592.68			2,025.00			2,025.00		2,025.00
Chicago, Anamosa & Northern					1,232.83					1,825.51		1,825.51
Chicago, Burlington & Quincy			3,383,146.01	2,798,857.61	679,289.28	3,404.00	2,187,303.00		137,899.71	9,189,899.61	11,655,893.69	20,845,793.30
Chicago Great Western		$ 620,000.00	2,601,660.39	443,807.06	327,401.01	127.50	843,443.52			4,836,439.48		4,836,439.48
Mason City & Ft. Dodge		100,000.00	59,674.89				240,540.00			400,214.89		400,214.89
Wisconsin, Minnesota & Pacific		210,500.00	490,031.71				500.00			701,031.71		701,031.71
Chicago, Milwaukee & St. Paul			2,995,876.57	2,402,916.06	574,938.44	14,959.00	2,661,046.25		68,878.40	8,808,644.72		8,808,644.72
Chicago & North-Western			1,820,904.80	2,530,601.32	942,277.15	3,937,430.75	*c* 382,464.02	$27,000.00	149,263.84	9,789,941.88	12,027,981.97	21,817,923.85
Chicago, St. P., Minn. & Omaha			466,379.22	474,143.44	555,108.93	4,534.00	66,991.00	30,889.17	1,043,455.00	2,641,500.79		2,641,500.79
Chicago, Rock Island & Pacific		1,590,000.00	2,551,330.39	2,041,487.03	167,411.22	755,343.07	1,911,555.00	16,709.00	1,400,210.53	10,434,046.24	2,125,099.68	12,559,145.92
Colfax Northern		20,342.00	1,144.48		1,879.49				3,025.68	26,391.65		26,391.65
Crooked Creek		21,925.78	2,475.18						4,056.61	28,457.57		28,457.57
Davenport, Rock Island & N. W.		316,701.63	24,770.77	10,108.27						351,580.67		351,580.67
Dubuque & Sioux City (Ill. Cent.)			711.60	4,027.30	3,657.50					8,396.40		8,396.40
Iowa Central			333,887.04	115,690.00	62,387.56	698.50	14,210.00		76,058.78	602,931.88	220,160.56	823,092.44
Albia & Centerville			24,233.33	768.70	92.59				294.20	25,388.82		25,388.82
Iowa & Great Northern		1,196,189.92								1,196,189.92		1,196,189.92
Manchester & Oneida					5,364.65				381.07	5,745.72	5,100.15	10,845.87
Minneapolis & St. Louis		250,000.00	299,121.51	156,715.04	119,351.43		76,940.25		632,289.60	1,584,417.83		1,584,417.83
Muscatine, North & South		10,500.00	7,706.96	3,436.69	24,209.79				248.81	46,102.16		46,102.16
Newton & Northwestern *b*		238,574.20	82,519.08	8,090.32	6,536.36		473,034.12		559.33	809,313.41		809,313.41
St. Paul & Des Moines *c*		495,931.57	91,693.46		21,720.27				6,730.01	616,075.31		616,075.31
Des Moines, Iowa Falls & N. *d*		257,034.48	8,942.95						2,342.22	268,319.65		268,319.65
Tabor & Northern		39,828.42	2,220.66		598.38					42,647.46		42,647.46
Union Pacific			1,514,638.06	1,424,250.46		11,934,981.50	3,378,936.50		707,556.13	18,960,362.65	138,859,345.86	157,819,708.51
Wabash		624,000.00	2,688,881.76	874,085.45	337,130.50		1,023,188.25		4,583,804.20	10,131,090.16	825,273.60	10,956,363.76
Total		$ 5,991,528.00	$23,663,146.15	$15,874,388.06	$ 4,804,800.36	$19,538,807.57	$13,935,866.91	$74,598.17	$ 8,897,054.12	$92,750,189.31	$ 191,130,494.04	$ 283,880,683.35

a Includes coupons due July 1st.

b The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

c The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

d The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

e Includes coupons due July 1st and 15th.

TABLE No. 7—EXPENDITURES FOR ADDITIONS AND BETTERMENTS—ENTIRE LINE.

Railroads	For Year Ended June 30, 1909	
	Right of way and station grounds	Real estate
Atchison, Topeka & Santa Fe	$ 253,044.44	$ 1,258.20
Atlantic, Northern & Southern		
Chicago, Anamosa & Northern		
Chicago, Burlington & Quincy	112,474.11	157,373.59
Chicago Great Western	586.05	2,647.56
Mason City & Ft. Dodge	587.71	d230.00
Wisconsin, Minnesota & Pacific	1,369.39	
Chicago, Milwaukee & St. Paul	20,070.10	
Chicago & North-Western		
Chicago, St. P., Minn. & Omaha	1,009.92	33,391.32
Chicago, Rock Island & Pacific	88,582.45	
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & N. W.	501.00	
Dubuque & Sioux City (Ill. Cent.)	200.50	
Iowa Central	1,870.86	
Albia & Centerville		
Iowa & Great Northern		
Manchester & Oneida		
Minneapolis & St. Louis	3,882.42	d18,154.27
Muscatine, North & South		
Newton & Northwestern a		
St. Paul & Des Moines b	4,197.77	
Des Moines, Iowa Falls & N. c		
Tabor & Northern		
Union Pacific		
Wabash	13,116.11	d5,500.00
Total	$ 501,492.83	$ 170,786.40

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Credit.

For Year Ended June 30, 1909							
Widening cuts and fills	Protection of banks	Grade revisions and changes of line	Tunnel improvements	Bridges, trestles and culverts	Increased weight of rail	Ballast	Additional main tracks
$ 84,183.43	$ 86,701.00	$ 563,407.44	$ d640.68	$ 314,752.25		$ 271,896.82	$ 802,023.81
68,656.77	102,500.38	95,173.31		278,051.41	$ 218,185.27	200,655.99	4,693.84
4,964.10	109.45	d14,458.88		51,115.60	1,241.09	d5.10	1,350.90
	255.77			31,028.58	4,776.33		80.60
819.85	125.60	4.65		5,745.44			
3,220.08	11,335.56	d4,839,845.64		508,419.33	115,631.27	284,167.34	d145,224.45
7,135.59	25,561.09			10,365.86	20,582.18	238.32	
d9,726.72		77,502.66		218,571.41	156,397.83	328,848.81	1,952.29
600.00				11,596.57	203.14		
	4,925.83			31,621.11	2,282.24		
d210.12		742.06		11,603.36	2,306.67	9,347.71	
424.92	66.97	56,230.83		2,548.64	1,568.47	54,461.10	
3,368.41				3,530.08			
		3,152.20		2,886.75		3,868.89	
2,319.19	67,278.45			6,927.07			33,172.66
$ 165,755.50	$ 298,930.10	d4,058,091.37	$ d640.68	$ 1,487,863.46	$ 523,174.49	$ 1,153,479.88	$ 698,049.65

TABLE No. 8—EXPENDITURES FOR ADDITIONS AND BETTERMENTS—CONTINUED.

Railroads	For Year Ended June 30, 1909			
	Sidings and spur tracks	Terminal yards	Fencing right of way	Improvement of over and under grade crossings
Atchison, Topeka & Santa Fe	$ 460,415.26	$ 405,230.57	$ 31,803.12	$ 4,857.61
Atlantic, Northern & Southern				
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	86,777.44	10,193.03	23,197.99	7,025.43
Chicago Great Western	23,079.20	11,098.83		25,491.62
Mason City & Ft. Dodge	3,709.80	5,690.98		
Wisconsin, Minnesota & Pacific	486.30	94.13		
Chicago, Milwaukee & St. Paul	317,192.88		3,007.74	12,598.17
Chicago & North-Western				
Chicago, St. P., Minn. & Omaha	24,195.33	3,430.69	486.66	
Chicago, Rock Island & Pacific	395,814.82		14,163.03	
Colfax Northern				
Crooked Creek				
Davenport, Rock Island & N. W.	1,950.46			
Dubuque & Sioux City (Ill. Cent.)	9,590.97			
Iowa Central	37,203.47		422.14	
Albia & Centerville				
Iowa & Great Northern				
Manchester & Oneida				
Minneapolis & St. Louis	15,245.42		1,124.04	
Muscatine, North & South				
Newton & Northwestern *a*				
St. Paul & Des Moines *b*				
Des Moines, Iowa Falls & N. *c*				
Tabor & Northern				
Union Pacific				
Wabash	8,726.04	2,990.99		
Total	$ 1,384,387.39	$ 438,729.22	$ 74,204.72	$ 49,972.83

Railroads	Expenditures for Year Ended June 30, 1909							
	Track elevation, elimination of grade crossings, etc.	Interlocking apparatus	Block and other signal apparatus	Telegraph and telephone lines	Station buildings and fixtures	Shops engine-houses and turntables	Shop machinery and tools	Water and fuel stations
Atchison, Topeka & Santa Fe	$ 80,664.86	$ 64,680.07	$ 11,377.86	$ 98,289.89	$ 137,550.64	$ 230,939.77	$ *d e* 10,821.30	$ 181,475.21
Atlantic, Northern & Southern								
Chicago, Anamosa & Northern								
Chicago, Burlington & Quincy	745,990.94	27,626.96	*d* 1,221.81	118,676.38	101,339.01	13,240.79	21,449.40	32,870.01
Chicago Great Western		*d* 337.41			2,749.27	*d* 653.07	1,029.86	5,296.61
Mason City & Ft. Dodge		*d* 138.04			4.56	179.42	*d* 75.00	
Wisconsin, Minnesota & Pacific					190.49			
Chicago, Milwaukee & St. Paul	352,716.69	9,971.13	7,973.12	11,459.47	296,542.44	89,990.44	6,238.52	112,871.12
Chicago & North-Western								
Chicago, St. P., Minn. & Omaha			887.40		16,074.02	1,040.81	7,377.91	16,675.38
Chicago, Rock Island & Pacific	27,074.14	191,188.69		53,921.11	147,938.44	47,776.75	47,937.11	114,392.66
Colfax Northern					82.07		45.73	
Crooked Creek							9.50	
Davenport, Rock Island & N. W.					2,364.60			
Dubuque & Sioux City (Ill. Cent.)		1,187.64	740.22	5,056.32	1,344.28	5,989.14		416.55
Iowa Central	10.32	162.15	2,554.75	22.19	18,562.46	32,362.46	27,578.20	20,974.47
Albia & Centerville								
Iowa & Great Northern								
Manchester & Oneida								
Minneapolis & St. Louis			92.84		2,773.80	829.35	31,469.41	2,416.17
Muscatine, North & South								
Newton & Northwestern *a*								
St. Paul & Des Moines *b*					933.93	4,278.22		3,378.25
Des Moines, Iowa Falls & N. *c*								
Tabor & Northern								
Union Pacific								
Wabash		2,175.80	3,175.53		3,187.52	7,460.59	8,621.40	2,197.12
Total	$ 1,206,456.95	$ 296,516.99	$ 25,579.91	$ 287,425.36	$ 731,637.56	$ 433,344.67	$ 140,920.74	$ 492,964.40

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b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Credit.

e Includes "Roadway Tools."

TABLE No. 9—EXPENDITURES FOR ADDITIONS AND BETTERMENTS—CONTINUED.

Railroads	For Year Ended June 30, 1909							
	Gas producing plants	Snow and sand fences and snow sheds	Miscellaneous structures	Reconstruction of road purchased	Equipment	Interest and commission	Total—Entire Line	Total—Iowa
Atchison, Topeka & Santa Fe		$ 1,759.45	$30,014.97		$ d1,073,245.31		$ 3,036,980.36	$ 91,193
Atlantic, Northern & Southern							50,709.40	50,70.
Chicago, Anamosa & Northern								
Chicago, Burlington & Quincy			12,847.29		171,608.00		2,628,979.85	e 137,31
Chicago Great Western			3,032.74		24,306.74		142,645.16	75,6.
Mason City & Ft. Dodge					d 3,723.43		42,147.28	39,1
Wisconsin, Minnesota & Pacific							9,213.17	7
Chicago, Milwaukee & St. Paul			307.32				d 2,694,263.30	d g 690,8
Chicago & North-Western			13,042.07	f 83,446.20			8,704,731.38	h 1,823,7
Chicago, St. P., Minn. & Omaha					30,068.64		211,112.30	1,3
Chicago, Rock Island & Pacific			12,651.23				1,988,302.36	257,1
Colfax Northern			33.83				127.80	1
Crooked Creek							9.50	
Davenport, Rock Island & N. W.							17,215.77	20,3
Dubuque & Sioux City (Ill. Cent.)							89,060.00	g 83,7
Iowa Central			2,199.80				995,314.17	767,9
Albia & Centerville			558.12		390,949.37	438,293.53		
Iowa & Great Northern								
Manchester & Oneida								
Minneapolis & St. Louis			1,786.37		259,466.99	518,175.00	934,408.47	192,45
Muscatine, North & South				f 4,000.05	4,367.92		15,266.46	15,2
Newton & Northwestern a								
St. Paul & Des Moines b				h 8,157.65			30,853.66	30,8
Des Moines, Iowa Falls & N. c								
Tabor & Northern								
Union Pacific							3,651,631.62	
Wabash			305.30		1,048,645.61		1,200,679.07	l 74,4
Total	$ 137.77	$ 1,759.45	$76,779.04	$ 95,603.90	$ 852,384.53	$ 956,468.53	$ 21,055,124.48	$ 2,971,4

Railroads	For Year Ended June 30, 1909		
	Grain elevators and storage warehouses	Dock and wharf property	Electric light and power plants
Atchison, Topeka & Santa Fe	$ 978.60	$ 4,382.38	
Atlantic, Northern & Southern			
Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy	6,185.86	13,407.53	
Chicago Great Western			
Mason City & Ft. Dodge			
Wisconsin, Minnesota & Pacific			
Chicago, Milwaukee & St. Paul	31,003.12		
Chicago & North-Western			
Chicago, St. P., Minn. & Omaha			
Chicago, Rock Island & Pacific	69,245.31	6,432.30	10,057.67
Colfax Northern			
Crooked Creek			
Davenport, Rock Island & N. W.			
Dubuque & Sioux City (Ill. Cent.)	23,505.40		
Iowa Central			
Albia & Centerville			
Iowa & Great Northern			
Manchester & Oneida			
Minneapolis & St. Louis			
Muscatine, North & South			
Newton & Northwestern a			
St. Paul & Des Moines b			
Des Moines, Iowa Falls & N. c			
Tabor & Northern			
Union Pacific			
Wabash	d 2,000.00	d 2,369.43	1,149.12
Total	$ 128,918.29	$ 21,852.78	$ 11,206.79

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d Credit.
e Estimated.
f Additional ties.
g Road mileage basis.
h Proportional.
i Tie suspense.
k Other expenditures.
l Road mileage, owned basis.

TABLE No. 10—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—ENTIRE LINE AND IOWA.

Railroads	Road		Equipment		General Expenditures		Total Entire Line		Total Iowa	
	Total cost to June 30, 1908	Total cost to June 30, 1909	Total cost to June 30, 1908	Total cost to June 30, 1909	Total cost to June 30, 1908	Total cost to June 30, 1909	Total cost to June 30, 1908	Total cost to June 30, 1909	Total cost to June 30, 1908	Total cost to June 30, 1909
Atchison, Topeka & S. F.	$ 471,364,640.24	$ 476,289,757.43	$45,239,219.10	$d 44,165,618.29	$ 108,169.89	$ 113,201.71	$ 516,712,029.23	$ 520,568,577.43	$ i 1,011,232.08	$ 1,018,969.40
Atlantic, Northern & S.	219,401.00	268,110.40	5,940.32	7,570.32			225,341.32	275,680.72	225,341.32	275,680.72
Chicago, Anamosa & N.	273,965.12	286,126.20			14,328.23	14,328.23	288,293.35	300,454.43	288,293.35	300,454.43
Chicago, B. & Q.							358,832,115.23	360,245,059.73	51,577,928.86	c 54,569,952.17
Chicago Great Western	64,201,117.23	64,195,747.76	10,400,687.67	10,398,879.79	3,524,014.43	3,524,014.43	78,125,819.33	f 78,118,641.98	41,406,684.24	g 41,402,880.24
Mason City & Ft. Dodge	43,046,148.06	43,088,295.34	1,507,123.21	1,507,123.21	70,802.93	70,802.93	44,624,074.20	44,666,221.48	41,500,389.01	41,539,585.08
Wisconsin, Minn. & Pac.	10,429,624.69	10,438,837.86	662,987.79	662,987.79	1,100,607.15	1,100,607.15	12,193,219.63	12,202,432.80	975,457.57	976,194.62
Chicago, Mil. & St. Paul							264,860,733.05	274,468,163.11	67,857,319.81	70,373,637.02
Chicago & North-Western							245,556,388.71	261,036,188.09	h 51,448,214.00	h 54,609,284.83
Chicago, St. P., Minn. & O.							63,211,277.41	63,446,785.24	2,842,936.22	2,837,554.43
Chicago, Rock Island & Pac.							189,746,814.43	189,232,181.17	h 67,679,992.80	h 67,496,433.98
Colfax Northern	140,067.52	140,195.32	29,393.27	29,393.27	480.82	480.82	169,941.61	170,069.41	169,941.61	170,069.41
Crooked Creek	452,076.73	452,086.23	20,938.04	20,938.04			473,014.77	473,024.27	473,014.77	473,024.27
Davenport, R. I. & N. W.	3,192,119.48	3,209,335.25	112,433.67	112,433.67			3,304,553.15	3,321,768.92	2,387,164.31	2,407,500.59
Dubuque & S. C. (Ill. Cent.)							29,782,135.27	29,871,195.27	i 28,020,793.56	i 28,104,584.53
Iowa Central	24,098,694.48	24,262,209.03	2,398,863.20	2,792,279.29	798,947.78	1,237,241.31	27,296,505.46	28,291,819.63	21,853,634.98	22,621,570.65
Albia & Centerville	400,420.00	400,420.00					400,420.00	400,420.00	400,420.00	400,420.00
Iowa & Great Northern	364,880.89	364,898.89			59,503.69	56,536.29	424,384.58	j 421,435.18	424,384.58	j 421,435.18
Manchester & Oneida							122,203.50	• 124,832.50	122,203.50	124,832.50
Minneapolis & St. Louis	29,032,025.54	29,218,792.02	1,278,125.60	1,537,592.59		518,175.00	30,340,151.14	31,274,550.61	i 10,188,906.64	i 10,502,703.34
Muscatine, North & South										
Newton & Northwestern a	2,478,362.88	2,478,362.88	62,077.15	62,077.15			2,540,440.03	2,540,440.03	2,540,440.03	2,540,440.03
St. Paul & Des Moines b		30,853.66		126,122.19		44,681.34	4,472,803.28	4,674,553.47	4,472,803.28	4,674,553.47
Des Moines, I. F. & N. c	1,611,897.19	1,611,897.19	300,953.80	300,953.80	212,903.56	222,908.56	2,125,759.55	2,135,759.55	2,125,759.55	2,135,759.55
Tabor & Northern	82,688.07	82,688.07	10,229.68	10,229.68			92,917.75	92,917.75	92,917.75	92,917.75
Union Pacific	233,827,929.19	240,017,232.35	18,218,855.63	$ 19,250,644.73		1,295.60	252,046,784.82	259,269,172.68		
Wabash							171,216,676.49	172,765,045.95	i 10,619,393.06	i 10,717,599.06
Total	$ 885,246,058.31	$ 896,835,935.83	$80,247,828.13	$ 80,984,843.81	$ 5,889,763.48	$ 6,904,276.37	$ 2,290,184,887.29	$ 2,340,417,400.40	$ 413,705,662.78	$ 420,848,080.05

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
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c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Net credit of $1,073,600.81 for fiscal year 1909.
e Net credit for Iowa for fiscal year 1909, $7,976.69.
f Net credit for fiscal year 1909, $7,177.35.
g Net credit for fiscal year 1909, $3,804.00.
h Proportional.
i Proportional on road mileage basis.
j Net credit for fiscal year, $2,949.40.

TABLE No. 11—COST OF ROAD EQUIPMENT AND GENERAL EXPENDITURES, PER MILE OF LINE. ENTIRE LINE AND IOWA.

Railroads	Entire Line								Total—Iowa	
	Road		Equipment		General Expenditures		Total			
	Cost per mile to June 30, 1908	Cost per mile to June 30, 1909	Cost per mile to June 30, 1908	Cost per mile to June 30, 1909	Cost per mile to June 30, 1908	Cost per mile to June 30, 1909	Cost per mile to June 30, 1908	Cost per mile to June 30, 1909	Cost per mile to June 30, 1908	Cost per mile to June 30, 1909
Atchison, Topeka & Santa Fe	$ 46,514.33	$ 46,966.49	$ 4,393.20	$ 4,279.81	$ 10.50	$ 10.97	$ 50,918.03	$ 51,257.27		
Atlantic, Northern & Southern	12,788.29	15,653.55	349.43	445.31			13,137.72	16,098.86	13,137.72	16,098.86
Chicago, Anamosa & Northern	13,978.32	14,597.14			732.11	732.11	14,710.43	15,329.25	14,710.43	15,329.25
Chicago, Burlington & Quincy							d 43,316.08	d 41,251.39	d 39,984.41	d 39,978.57
Chicago Great Western	85,015.45	85,008.34	13,772.64	13,770.25	4,636.52	4,666.52	103,454.61	103,445.11	103,519.40	103,509.79
Mason City & Ft. Dodge	113,839.55	113,951.01	3,985.73	3,985.73	187.24	187.24	118,012.52	118,123.98	118,302.14	118,413.81
Wisconsin, Minnesota & Pacific	38,485.70	38,519.70	2,446.45	2,446.45	4,061.28	4,061.28	44,993.43	45,027.43	43,353.67	43,386.43
Chicago, Milwaukee & St. Paul							36,351.56	37,694.97	36,351.56	37,694.97
Chicago & North-Western							33,187.83	34,721.02	c 33,187.83	c 34,721.02
Chicago, St. P., Minn. & Omaha							38,139.74	38,067.54	c 38,139.74	c 38,067.54
Chicago, Rock Island & Pacific							36,402.76	36,304.02	c 36,402.76	c 36,304.02
Colfax Northern	23,344.59	23,365.89	4,898.88	4,898.88	80.14	80.14	28,323.61	28,344.91	28,323.61	28,344.91
Crooked Creek	25,671.59	25,672.13	1,188.98	1,188.98			26,860.57	26,861.11	26,860.57	26,861.11
Davenport, Rock Island & N. W.	68,266.03	68,634.20	2,404.48	2,404.48			70,670.51	71,038.68	69,173.11	69,782.62
Dubuque & Sioux City (Ill. Cent.)							39,193.21	39,310.41	c 39,193.21	c 39,310.41
Iowa Central	49,087.84	49,421.10	4,886.36	5,687.73	1,627.42	2,520.20	55,601.62	57,629.03	52,905.40	54,764.50
Albia & Centerville	16,410.65	16,410.65					16,410.65	16,410.65	16,410.65	16,410.65
Iowa & Great Northern										
Manchester & Oneida							15,275.44	15,604.03	15,275.44	15,604.06
Minneapolis & St. Louis	45,979.85	46,227.88	2,022.16	2,432.67		819.82	48,002.01	49,480.37	c 48,002.01	c 49,480.37
Muscatine, North & South										
Newton & Northwestern a	24,179.15	24,179.15	605.63	605.63			24,784.78	24,784.78	24,784.78	24,784.78
St. Paul & Des Moines b		36,789.16		3,738.41		391.14		40,918.71		40,918.71
Des Moines, Iowa Falls & N. c	22,883.26	22,883.26	4,272.49	4,272.49	3,022.55	3,164.51	30,178.30	30,320.26	30,178.30	30,320.26
Tabor & Northern	9,407.06	9,407.06	1,163.78	1,163.78			10,570.84	10,570.84	10,570.84	10,570.84
Union Pacific f	71,531.29	72,968.43	5,573.41	5,852.45		.39	77,104.70	78,821.27	c 77,104.70	c 78,821.27
Wabash							97,193.84	98,076.14	c 97,193.84	c 98,076.14
Total							$ 50,083.98	$ 50,982.16	$ 43,964.78	$ 44,723.70

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c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Estimated.

e Proportional.

f The figures in this table are based on the figures shown in Table No. 10, which show the carrying value of the properties of the Company inclusive of money paid for organization and reorganization, incorporation fees, etc., and are not statements of actual money expended in the construction and acquisition of the road.

TABLE No. 12—INCOME ACCOUNT—ENTIRE LINE.

Railroads	Operating Income									
	Rail Operations				Outside Operations					
	Operating revenues	Operating Expenses	Net operating revenue	Net operating deficit	Outside revenue	Outside expense	Net outside revenue	Net outside deficit	Total net revenue	Total net deficit
Atchison, Topeka & Santa Fe	$ 76,770,668.10	$ 45,381,887.44	$ 31,388,780.66						$ 31,388,780.66	
Atlantic, Northern & Southern	28,947.98	21,776.07	7,171.91						7,171.91	
Chicago, Anamosa & Northern	18,452.32	11,871.14	6,581.18						6,581.18	
Chicago, Burlington & Quincy	78,612,629.36	54,560,997.77	24,051,631.59		$ 691,057.23	$ 849,463.94		$ 158,406.71	23,893,224.88	
Chicago Great Western	8,107,289.31	7,219,976.41	887,312.90		56,803.85	65,545.83		8,738.98	878,573.9[illegible]	
Mason City & Ft. Dodge	1,919,966.33	1,348,493.98	571,472.35				16,716.41		588,188.76	
Wisconsin, Minnesota & Pacific	688,560.65	495,190.92	193,369.73		1,561.44	1,545.74	15.70		193,385.43	
Chicago, Milwaukee & St. Paul	59,897,463.49	38,731,238.60	21,166,224.89		1,398,577.98	1,218,895.41	179,682.57		21,345,907.46	
Chicago & North-Western	65,978,471.03	43,191,239.41	22,787,231.62		560,680.77	576,587.31		15,906.54	22,771,325.08	
Chicago, St. P., Minn. & Omaha	13,524,649.94	8,831,228.85	4,693,421.09		124,374.49	126,086.26		1,711.77	4,691,709.32	
Chicago, Rock Island & Pacific	57,386,846.77	39,971,445.29	17,415,401.48		376,534.68	520,305.79		143,771.11	17,271,630.37	
Colfax Northern	44,100.44	35,058.04	9,042.40						9,042.40	
Crooked Creek	24,842.12	19,240.72	5,601.40						5,691.40	
Davenport, Rock Island & N. W.	66,398.40	73,881.51		$ 7,483.11						7,483.11
Dubuque & Sioux City (Ill. Cent.)	5,672,299.03	3,826,731.45	1,845,567.58		17,276.41	21,609.64		4,333.23	1,841,234.35	
Iowa Central	3,015,646.96	2,471,672.13	543,974.83						543,974.83	
Albia & Centerville	23,624.23	25,612.04		1,987.81						1,987.81
Iowa & Great Northern	380,458.10	300,967.57	79,490.53						79,490.53	
Manchester & Oneida	22,437.96	13,382.63	9,055.33						9,055.33	
Minneapolis & St. Louis	4,171,315.17	2,845,606.08	1,325,709.09		625.49	1,036.27		410.78	1,325,298.31	
Muscatine, North & South	71,500.16	68,489.73	3,010.43						3,010.43	
Newton & Northwestern a	89,868.90	86,114.56	3,754.34						3,754.34	
St. Paul & Des Moines b	369,211.52	306,995.86	62,215.66						62,215.66	
Des Moines, Iowa Falls & N. c	21,845.20	17,211.31	4,633.89						4,633.89	
Tabor & Northern	24,367.32	17,710.59	6,656.73						6,656.73	
Union Pacific	46,949,311.20	22,782,654.83	24,166,656.37		760,951.19	779,885.38		18,934.19	24,147,722.18	
Wabash	25,868,033.30	18,757,184.47	7,110,848.83		141,451.73	165,052.05		23,600.32	7,087,248.51	
Total	$ 449,749,205.29	$ 291,413,859.40	$ 158,344,816.81	$ 9,470.92	$ 4,129,898.26	$ 4,326,013.62	$ 196,414.68	$ 375,813.63	$ 158,165,417.86	$ 9,470.92

Railroads	Operating Income				
	Taxes accrued	Net operating Income	Net operating loss
Atchison, Topeka & Santa Fe	$ 2,616,806.17	$ 28,771,974.49	
Atlantic, Northern & Southern	1,154.28	6,017.63	
Chicago, Anamosa & Northern	1,458.12	5,123.06	
Chicago, Burlington & Quincy	2,517,017.52	21,376,207.36	
Chicago Great Western	226,344.12	652,229.80	
Mason City & Ft. Dodge	88,260.92	490,927.84	
Wisconsin, Minnesota & Pacific	36,039.66	157,345.77	
Chicago, Milwaukee & St. Paul	2,428,675.61	18,917,231.85	
Chicago & North-Western	2,714,631.79	20,056,693.29	
Chicago, St. P., Minn. & Omaha	641,166.99	4,050,542.33	
Chicago, Rock Island & Pacific	2,187,531.71	15,084,098.66	
Colfax Northern	1,415.51	7,626.80	
Crooked Creek	2,178.87	3,422.53	
Davenport, Rock Island & N. W.	18,159.66		$25,642.77
Dubuque & Sioux City (Ill. Cent.)	169,275.77	1,671,958.58	
Iowa Central	89,103.41	454,871.42	
Albia & Centerville	2,760.00		4,747.81
Iowa & Great Northern	15,300.38	64,190.15	
Manchester & Oneida	795.45	8,259.88	
Minneapolis & St. Louis	142,424.14	1,182,874.17	
Muscatine, North & South	2,918.70	91.73	
Newton & Northwestern a	8,850.33		5,095.99
St. Paul & Des Moines b	10,280.00	51,935.66	
Des Moines, Iowa Falls & N. c	537.00	4,096.89	
Tabor & Northern	927.65	5,729.08	
Union Pacific	1,531,703.00	22,816,019.18	
Wabash	809,636.62	6,277,611.89	
Total	$16,065,353.41	$ 142,126,080.10	$35,486.57

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908 to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls &Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 13—INCOME ACCOUNT

—ENTIRE LINE—CONTINUED.

Railroads	Other Income													
	Rents accrued from lease of road	Other Rents—Credits			Separately operated properties—profit	Dividends declared on stocks owned or controlled	Interest accrued on funded debt owned or controlled	Interest on other securities, loans and accounts	Miscellaneous income	Total other income	Gross corporate income	Gross corporate loss
		Hire of Equipment—Balance	Joint Facilities	Miscellaneous Rents								
Atchison, Topeka & Santa Fe			$ 253,423.06		$ 4,193,321.61	$ 50,506.41	$ 357,049.45	$ 934,688.31	$ 220,739.04	$ 6,009,727.88	$ 34,781,702.37	
Atlantic, Northern & Southern											6,017.63	
Chicago, Anamosa & Northern											5,123.06	
Chicago, Burlington & Quincy	$ 2,690.44		545,641.35	$ 105,417.65		5,054.00	d76,806.70	208,236.41		943,846.55	22,320,053.91	
Chicago Great Western				7,662.65		4,144.00	40.00	13,389.94	95.84	25,332.43	677,562.23	
Mason City & Ft. Dodge		3,389.92								3,389.92	503,317.76	
Wisconsin, Minnesota & Pacific		12,336.66		1,159.19						13,495.85	170,841.62	
Chicago, Milwaukee & St. Paul			203,237.95	24,989.93		109,046.00	7,370.00	950,588.15	23,240.86	1,318,472.89	20,235,704.74	
Chicago & North-Western			65,180.75			1,886,192.00	2,837.50	549,421.42	50,429.83	2,554,061.50	22,610,754.79	
Chicago, St. P., Minn. & Omaha			54,108.27	2,069.12		41,976.00	8,130.00	2,041.86	14,738.64	123,063.89	4,173,606.22	
Chicago, Rock Island & Pacific			198,105.86	67,283.83		85,865.40	1,246,880.47	255,569.67	52,956.97	1,906,662.20	16,990,760.86	
Colfax Northern		476.00								476.00	8,102.86	
Crooked Creek											3,422.53	
Davenport, Rock Island & N. W.		3,837.65	24,253.26							28,090.91	2,448.14	
Dubuque & Sioux City (Ill. Cent.)			38,437.92	7,529.11					73.20	46,040.23	1,717,998.81	
Iowa Central			4,968.39				22,200.00	45,925.02	348.29	73,441.70	528,313.12	
Albia & Centerville												$ 4,747.81
Iowa & Great Northern			28,784.63	1,768.40						30,553.03	94,743.18	
Manchester & Oneida											8,259.88	
Minneapolis & St. Louis	2,000.00		162,010.30	205.23		4,143.99	36,693.77	10,090.51	70.97	215,214.77	1,398,068.94	
Muscatine, North & South											91.73	
Newton & Northwestern a				1,733.42						1,733.42		3,362.57
St. Paul & Des Moines b						4,208.00				4,208.00	56,143.66	
Des Moines, Iowa Falls & N. c											4,096.89	
Tabor & Northern											5,729.08	
Union Pacific	25,327.10		529,545.32	28,729.65		10,074,058.50	3,408,057.30	4,908,441.27	43,461.75	19,014,620.89	41,830,640.07	
Wabash			184,863.51		285,409.83	151,422.80	32,949.33	171,000.00		825,645.47	7,103,257.36	
Total	$27,017.54	$20,040.23	$ 2,292,560.57	$ 248,548.18	$ 4,478,731.44	$12,416,617.10	$ 5,199,014.52	$ 8,049,392.56	$ 406,155.39	$33,138,077.53	$ 175,236,781.44	$ 8,110.38

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Received.

TABLE No. 14—INCOME ACCOUNT

—ENTIRE LINE—CONTINUED.

Railroads	Deductions from Gross				Corporate Income							
	Rents accrued for lease of other roads	Other Rents—Debits: Hire of equipment balance	Other Rents—Debits: Joint Facilities	Other Rents—Debits: Miscellaneous rents	Separately operated properties—Loss	Interest accrued on funded debt	Other interest	Sinking funds chargeable to income	Other deductions	Total deductions from gross corporate income	Net corporate income	Net corporate loss
Atchison, Topeka & Santa Fe	$ 609,738.94	$ 69,986.05	$ 373,873.06	$ 54,079.68		$13,198,606.66	$ 8,279.03		$ 49,148.12	$14,363,711.51	$ 20,417,990.83	
Atlantic, Northern & Southern						7,952.63				7,952.63		$ 1,935.00
Chicago, Anamosa & Northern											5,123.06	
Chicago, Burlington & Quincy	5,455.00	475,059.81	772,506.48	51,768.76		7,875,507.16	89,847.53	675,828.56		9,948,973.30	12,371,080.61	
Chicago Great Western		159,887.82	493,640.90			476,835.28	38,291.00			1,108,655.00		491,093.67
Mason City & Ft. Dodge		77,545.28	51,699.42			480,000.00				609,244.70		105,926.94
Wisconsin, Minnesota & Pacific						232,440.00				232,440.00		61,598.38
Chicago, Milwaukee & St. Paul		811,978.99	451,475.81	4,332.12		5,855,717.50				7,123,501.42	13,112,200.32	
Chicago & North-Western	39,035.69	500,791.21	214,415.97	64,605.26		7,603,025.00	900.96	81,000.00	28,187.15	8,531,961.24	14,078,793.55	
Chicago, St. P., Minn. & Omaha		19,362.03	272,791.07	1,239.80		1,602,773.32	11,428.16		3,771.95	1,911,303.33	2,202,239.89	
Chicago, Rock Island & Pacific	1,086,067.11	657,546.31	1,189,350.21	4,472.89		7,964,361.47	144,275.20			11,046,076.19	5,944,684.67	
Colfax Northern	3,277.04					2,468.75	1,403.11			7,148.90	953.96	
Crooked Creek		394.25								394.25	3,028.28	
Davenport, Rock Island & N. W.			2,448.14							2,448.14		
Dubuque & Sioux City (Ill. Cent.)		202,014.91	184,874.49	31.00		787,762.24		56,733.60	250.00	1,231,666.24	486,332.57	
Iowa Central	22,200.00	131,614.27	30,464.70			571,554.87				755,833.84		227,520.72
Albia & Centerville		3,571.05	60.00				951.63			4,582.68		9,330.49
Iowa & Great Northern		6,351.62	36,018.00							42,369.62	52,373.56	
Manchester & Oneida			480.00			3,250.00	180.00			3,910.00	4,349.88	
Minneapolis & St. Louis	202,710.00	1,279.01	76,889.48			1,213,337.91	2,611.22			1,496,877.62		98,788.68
Muscatine, North & South							240.00			240.00		148.27
Newton & Northwestern a		4,084.02				114,750.00	10,735.20			129,569.22		132,931.79
St. Paul & Des Moines b						90,300.84	9,701.34			100,002.18		48,858.52
Des Moines, Iowa Falls & N. c						7,391.66	250.19			7,641.85		3,544.96
Tabor & Northern		1,307.30				2,500.00	2,140.43			5,947.73		218.65
Union Pacific		404,174.58	129,793.58	108.44		8,842,919.28	1,027,232.22		17,500.00	10,421,728.10	31,408,911.97	
Wabash	1,600.00	414,518.60	1,582,485.83			5,030,012.56	32,546.78	63,360.00	12,399.50	7,136,914.27		33,656.91
Total	$ 1,970,083.78	$ 3,941,467.11	$ 5,863,267.14	$ 183,637.95		$61,963,520.13	$ 1,381,014.90	$ 876,922.16	$ 111,247.72	$76,291,160.89	$ 100,148,063.15	$ 1,210,552.98

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 15—INCOME ACCOUNT—CONTINUED.

Railroads	Disposition of Dividends Declared: On preferred stock	On common stock	On other securities	Net Corporate Income: Additions and betterments charged to income	Appropriations to reserves	Miscellaneous	Total of six foregoing items	Balance for year carried to debit of profit and loss	Balance for year carried to credit of profit and loss
Atchison, Topeka & Santa Fe	$ 5,708,690.00	$ 5,152,550.00			$ 9,158,230.11		$ 20,019,470.11		$ 398,520.72
Atlantic, Northern & Southern								$ 1,935.00	
Chicago, Anamosa & Northern									5,123.06
Chicago, Burlington & Quincy		8,867,128.00		$ 2,237,080.86			11,104,208.86		1,266,871.75
Chicago Great Western				149,822.51		$ d1,129,426.31	1,279,248.82	1,770,342.49	
Mason City & Ft. Dodge								105,926.94	
Wisconsin, Minnesota & Pacific								61,598.38	
Chicago, Milwaukee & St. Paul	3,498,348.00	5,817,266.00					9,315,614.00		3,796,586.32
Chicago & North-Western	1,791,600.00	6,972,903.00				143,500.00	8,908,003.00		5,170,790.55
Chicago, St. P., Minn. & Omaha	787,976.00	1,298,934.00					2,086,910.00		175,329.80
Chicago, Rock Island & Pacific		3,929,913.75		16,577.16			3,946,490.91		1,098,193.76
Colfax Northern									953.96
Crooked Creek									3,028.28
Davenport, Rock Island & N. W.									
Dubuque & Sioux City (Ill. Cent.)		411,582.50					411,582.50		74,750.07
Iowa Central								227,520.72	
Albia & Centerville								9,330.49	
Iowa & Great Northern									52,373.56
Manchester & Oneida									4,349.88
Minneapolis & St. Louis	198,170.00						198,170.00	296,958.68	
Muscatine, North & South								148.27	
Newton & Northwestern *a*								132,931.79	
St. Paul & Des Moines *b*								43,858.52	
Des Moines, Iowa Falls & N. *c*								3,544.96	
Tabor & Northern								218.65	
Union Pacific	3,981,760.00	19,678,327.22					23,660,087.22		7,748,824.75
Wabash				125,602.52			125,602.52	159,250.43	
Total	$ 15,966,544.00	$ 52,128,604.47		$ 2,529,083.05	$ 9,158,230.11	$ 1,272,926.31	$ 81,055,387.94	$ 2,813,574.32	$ 20,695,696.55

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Interest on 4 per cent debenture stock.

TABLE No. 16—PROFIT AND LOSS ACCOUNT.

Railroads	Debit								
	Balance June 30, 1908	Balance for year	Other properties—Loss	Reductions for year	Dividends Declared Out of Surplus: On preferred stock	On common stock	On other securities	Balance Credit June 30, 1909	Total
Atchison, Topeka & Santa Fe				$ 2,029,388.56				$ 18,821,250.74	$ 20,850,639.30
Atlantic, Northern & Southern									
Chicago, Anamosa & Northern	$ 4,631.71							491.35	5,123.06
Chicago, Burlington & Quincy								40,672,761.54	40,672,761.54
Chicago Great Western	1,256,353.14	$ 1,770,342.49		17,100.00					3,043,795.63
Mason City & Ft. Dodge		105,926.94						1,039,713.87	1,175,640.81
Wisconsin, Minnesota & Pacific		61,598.33						361,600.57	423,198.95
Chicago, Milwaukee & St. Paul				10,000.00				47,960,895.47	47,970,895.47
Chicago & North-Western			25,157.29	1,124,936.13				30,672,159.22	31,822,252.64
Chicago, St. P., Minn. & Omaha								3,878,062.78	3,878,062.78
Chicago, Rock Island & Pacific				2,745,996.58				15,355,344.99	18,101,341.57
Colfax Northern								38,581.46	38,581.46
Crooked Creek			4,664.46					491,896.06	496,560.52
Davenport, Rock Island & N. W.				5,549.50				37,790.00	43,339.50
Dubuque & Sioux City (Ill. Cent.)	57,579.49							18,322.47	75,901.96
Iowa Central		227,520.72		248,137.55				2,262,449.51	2,738,107.78
Albia & Centerville	14,732.08	9,330.49							24,062.57
Iowa & Great Northern								85,543.91	85,543.91
Manchester & Oneida								5,100.15	5,100.15
Minneapolis & St. Louis		296,958.68		82,750.77				1,124,573.84	1,504,283.29
Muscatine, North & South	9,988.58	148.27							10,136.85
Newton & Northwestern *a*	646,703.19	132,981.79							779,634.98
St. Paul & Des Moines *b*	106,553.79	43,858.52							150,412.31
Des Moines, Iowa Falls & N. *c*	103,008.83	3,544.96							106,553.79
Tabor & Northern	21,362.58	218.65							21,581.23
Union Pacific				1,947,983.02				48,185,285.65	50,133,268.67
Wabash	355,593.42	159,259.43		2,626,576.44					3,141,429.29
Total	$ 2,576,506.81	$ 2,811,639.32	$29,821.75	$10,838,418.55				$ 211,042,423.58	$ 227,298,810.01

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 17—PROFIT AND LOSS ACCOUNT—CONTINUED.

Railroads	Credit					
	Balance June 30, 1908	Balance for year	Other Properties—Profit	Additions for year	Balance Debit June 30, 1909	Total
Atchison, Topeka & Santa Fe	$ 20,352,865.50	$ 398,520.72		$ 99,253.08		$ 20,850,639.30
Atlantic, Northern & Southern						
Chicago, Anamosa & Northern	5,123.06					5,123.06
Chicago, Burlington & Quincy	39,405,889.79	1,266,871.75				40,672,761.54
Chicago Great Western				353.74	3,043,441.89	3,043,795.63
Mason City & Ft. Dodge	1,175,640.81					1,175,640.81
Wisconsin, Minnesota & Pacific	423,198.95					423,198.95
Chicago, Milwaukee & St. Paul	42,641,973.47	3,796,586.32		1,532,335.68		47,970,895.47
Chicago & North-Western	26,632,454.73	5,170,790.55		19,007.36		31,822,252.64
Chicago, St. P., Minn. & Omaha	3,668,266.49	175,329.80	$35,066.40			3,878,662.78
Chicago, Rock Island & Pacific	13,958,945.92	1,998,193.76		2,144,201.89		18,101,341.57
Colfax Northern	37,627.50	953.96				38,581.46
Crooked Creek	493,532.24	3,028.28				496,560.52
Davenport, Rock Island & N. W.	43,339.50					43,339.50
Dubuque & Sioux City (Ill. Cent.)		74,750.07		1,151.89		75,901.96
Iowa Central	2,738,107.78					2,738,107.78
Albia & Centerville					24,062.57	24,062.57
Iowa & Great Northern	33,170.35	52,373.56				85,543.91
Manchester & Oneida	750.27	4,349.88				5,100.15
Minneapolis & St. Louis	1,387,749.67			116,533.62		1,504,283.29
Muscatine, North & South					10,136.85	10,136.85
Newton & Northwestern *a*				2,476.05	777,158.93	779,634.98
St. Paul & Des Moines *b*					150,412.31	150,412.31
Des Moines, Iowa Falls & N. *c*					106,553.79	106,553.79
Tabor & Northern				180.19	21,401.04	21,581.23
Union Pacific	39,279,275.36	7,748,824.75	2,576.40	3,102,592.16		50,133,268.67
Wabash				96,310.34	3,045,118.95	3,141,429.29
Total	$ 192,277,911.39	$ 20,690,573.49	$37,642.80	$ 7,114,296.00	$ 7,178,286.33	$ 227,298,810.01

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 18—OPERATING REVENUES—IOWA.

Railroads	Revenue From Transportation											
		Passenger Service Train Revenue										
	Freight revenue	Passenger	Excess baggage	Parlor and chair car	Mail	Express	Milk on passenger trains	Other	Total passenger train revenue	Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation
Atchison, Topeka & Santa Fe d	$ 307,363.45	$ 71,543.06	$ 873.86		$ 13,199.60	$ 20,024.52		$ 4,029.68	$ 109,670.72	$ 2,229.00	$ 20.45		$ 419,183.62
Atlantic, Northern & Southern	20,978.34	6,648.26	192.70		746.95	224.81		156.92	7,969.64				28,947.98
Chicago, Anamosa & Northern	11,563.28	4,908.38	48.76		724.58	1,061.70	150.62		6,880.04				18,452.32
Chicago, Burlington & Quincy	6,277,047.39	2,977,476.64	43,999.77		584,101.72	278,377.72	50,852.91	1,181.24	3,930,990.01	33,850.52	3,846.52	$ 7,352.83	10,258,087.27
Chicago Great Western	2,341,509.28	930,167.00	13,347.69	$ 3,812.05	61,070.32	85,851.07	9,157.55		1,103,405.68	20,088.41	4,575.61		3,470,178.98
Mason City & Ft. Dodge	1,256,000.51	407,073.86	6,092.47	698.22	29,476.35	31,916.22	5,472.02		480,729.14	16,746.13	1,793.36	c 28.10	1,755,301.04
Wisconsin, Minnesota & Pacific	36,635.64	12,098.21	142.98		1,256.02	958.25	24.41		14,479.87	54.00	99.70		51,269.21
Chicago, Milwaukee & St. Paul	10,106,033.69	2,546,032.10	42,228.21		298,131.66	325,283.25	57,078.89	859.57	3,269,613.68	63,802.07	12,713.33	4,315.13	13,456,477.90
Chicago & North-Western	10,139,740.26	3,803,056.61	56,877.04		473,424.76	357,220.77	41,660.05	11,973.20	4,744,212.43	55,535.83	5,402.04	5,868.50	14,950,750.06
Chicago, St. P., Minn. & Omaha	534,794.84	354,829.52	6,123.87		20,849.00	19,018.38	4,756.27	438.67	410,025.77	3,056.37	318.48	1,598.54	955,764.00
Chicago, Rock Island & Pacific	8,114,291.47	4,277,116.07	74,251.16		383,162.72	422,009.83	8,978.97	7,092.21	5,179,210.96	81,853.97	16,152.14	200.25	13,385,708.79
Colfax Northern	35,198.68	8,156.74	11.63			3.20			8,171.57	87.50			43,457.75
Crooked Creek	20,123.47	1,144.23			809.43	300.00			2,253.66	2,247.50			24,624.63
Davenport, Rock Island & N. W.					3,978.96				3,978.96	31,169.62			35,148.58
Dubuque & Sioux City (Ill. Cent.)	2,785,014.73	1,336,446.34	25,778.45	3.50	121,818.23	185,834.75	1,277.24	3,136.29	1,674,294.80	15,564.50	2,786.96	408,021.33	4,885,682.32
Iowa Central	1,577,156.21	413,537.24	6,209.34		54,678.76	31,615.92			506,041.26	5,762.40	4,318.67	2,922.74	2,006,211.28
Albia & Centerville	14,733.85	6,519.19	285.65		1,067.67	300.00			8,192.51	250.00	333.33	79.25	23,588.94
Iowa & Great Northern	305,370.89	55,013.15	777.46		10,343.34	3,923.58			70,057.53	891.75	c 47.50	54.50	376,327.17
Manchester & Oneida	12,353.26	7,995.73	125.63		365.36	387.37	1,210.61		10,084.70				22,437.96
Minneapolis & St. Louis	694,661.15	297,660.67	4,547.55		54,443.86	20,379.76			377,081.84	7,888.58		815.41	1,080,396.98
Muscatine, North & South	64,907.19	7,467.13				1,060.34			8,527.47		c 1,954.50		71,480.16
Newton & Northwestern a	85,875.78	1,463.29	22.45			1,125.00	528.93		3,139.67	624.00			89,639.45
St. Paul & Des Moines b	268,399.05	96,473.58	972.35		4,009.58	2,752.89			104,208.40	c 4,112.25			368,495.20
Des Moines, Iowa Falls & N. c	18,432.47	5,402.68	58.02		327.63	478.29			6,265.62	c 2,869.50			21,829.59
Tabor & Northern	16,261.59	5,850.58	157.80		514.44	764.04			7,286.86	496.00			24,044.45
Union Pacific													
Wabash	729,230.91	287,949.99	3,827.30		52,837.80	33,240.88	2,214.04	146.04	380,216.14	1,562.62	1,535.61		1,112,545.28
Total	$45,773,607.38	$17,922,025.25	$ 286,962.14	$ 4,513.77	$ 2,181,358.89	$ 1,819,112.55	$ 183,302.51	$29,613.82	$22,426,948.93	$ 337,379.02	$51,894.20	$ 431,210.38	$69,021,039.91

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Estimated.

e Debit.

TABLE No. 19—OPERATING REVENUES

Railroads	Revenue from Operations				
	Station and train privileges	Parcel room receipts	Storage—freight	Storage—baggage	Car service
Atchison, Topeka & Santa Fe *e*	$ *d* 127.77		$ 48.70	$ 14.02	$ 89.05
Atlantic, Northern & Southern					
Chicago, Anamosa & Northern					
Chicago, Burlington & Quincy	543.45		3,067.10	2,634.40	17,606.92
Chicago Great Western	831.11		1,009.21	118.75	6,468.09
Mason City & Ft. Dodge	582.15		515.95	17.50	3,282.24
Wisconsin, Minnesota & Pacific	21.54		1.10		9.00
Chicago, Milwaukee & St. Paul	4,899.95	324.90	4,689.47	531.05	11,381.79
Chicago & North-Western	6,074.44	966.43	4,508.44	928.21	10,412.67
Chicago, St. P., Minn. & Omaha	656.45		495.55	78.60	1,254.65
Chicago, Rock Island & Pacific	12,935.68		7,276.62	1,817.68	24,816.50
Colfax Northern			2.20		614.00
Crooked Creek					
Davenport, Rock Island & N. W.			81.98		*d* 459.00
Dubuque & Sioux City (Ill. Cent.)	2,825.41	586.15	2,597.68	324.05	6,116.33
Iowa Central	2,461.67		468.77	71.20	4,058.48
Albia & Centerville	15.50		9.79		10.00
Iowa & Great Northern	203.15		134.98	21.05	238.00
Manchester & Oneida					
Minneapolis & St. Louis	1,175.38		471.85	85.27	1,699.45
Muscatine, North & South					
Newton & Northwestern *a*			2.00		227.25
St. Paul & Des Moines *b*			76.45		286.00
Des Moines, Iowa Falls & N. *c*			4.80		
Tabor & Northern			26.35		52.00
Union Pacific					
Wabash	743.78		938.11	37.35	384.60
Total	$33,846.89	$ 1,877.48	$26,367.10	$ 6,679.13	$83,548.02

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Debit.
e Estimated.

—IOWA—CONTINUED—AND ENTIRE LINE.

Other than Transportation							
Telegraph and telephone service	Rents of buildings and other property	Miscellaneous	Total revenue from operations other than transportation	Joint facilities revenue—debit	Joint facilities revenue—credit	Total operating revenues Iowa	Total operating revenues entire line
$ 165.96	$ 659.15	$ 1,400.63	$ 2,254.74			$ 421,438.36	$ 76,770,668.10
						28,947.98	28,947.98
						18,452.32	18,452.32
41,662.28	10,271.81	13,636.81	89,422.77	548.17	8,080.36	10,350,042.23	78,612,629.36
63.72	5,354.76	2,626.18	16,471.82		4,525.61	3,491,176.41	8,107,289.31
83.13	2,072.73		6,553.70		223.98	1,762,078.72	1,919,966.33
49.13	150.81	2.88	234.46			51,503.67	688,560.65
6,522.76	13,682.90	4,421.76	46,454.58	1,412.13	52,325.58	13,553,845.93	59,897,463.49
	10,097.74	21,664.96	54,652.89	3,052.17	92.00	15,002,451.78	65,978,471.03
	d 113.00	75.26	2,447.51		3,020.59	961,232.10	13,524,049.94
3,866.89	1,476.63	4,412.99	56,602.99	950.62	687.12	13,442,050.28	57,386,816.77
2.49	24.00		642.69			44,100.44	44,100.44
		217.49	217.49			24,842.12	24,842.12
1.60	354.50	9.47	*d* 1.45			35,147.13	66,398.40
	5,644.51	565.78	18,659.91	60.00		4,904,282.23	5,672,299.03
711.85	1,705.54	2,816.90	12,234.41			2,108,445.69	3,015,646.96
			35.29			23,624.23	23,624.23
	2,842.50	691.25	4,130.93			380,458.10	380,458.10
						22,437.96	22,437.96
	1,866.97	329.92	5,628.84			1,086,025.82	4,171,315.17
	20.00		20.00			71,500.16	71,500.16
.20			229.45			89,868.90	89,868.90
107.76		246.11	716.32			369,211.52	369,211.52
.31		10.50	15.61			21,845.20	21,845.20
244.52			322.87			24,367.32	24,367.32
							46,949,311.20
	1,016.31	118.72	3,238.87		157.90	1,115,942.05	25,868,033.30
$53,482.60	$57,137.86	$53,247.61	$ 321,186.69	$ 6,023.09	$ 69,115.14	$69,405,818.65	$ 449,749,205.29

TABLE No. 20—OPERATING EXPENSES—ENTIRE LINE.

Railroads	Maintenance of Way and Structures		Maintenance of Equipment		Traffic Expenses		Transportation Expenses		General Expenses		Total	
	Amount	Ratio to total operating expenses per cent	Amount	Ratio to total operating expenses per cent	Amount	Ratio to total operating expenses per cent	Amount	Ratio to total operating expenses per cent	Amount	Ratio to total operating expenses per cent	Amount	Ratio to total operating Revenues per cent
Atchison, Topeka & S. F.	$ 10,070,281.54	22.19	$11,427,226.19	25.18	$ 1,588,518.52	3.50	$ 20,698,629.92	45.61	$ 1,597,231.27	3.52	$ 45,381,887.44	59.11
Atlantic, N. & S.	6,538.64	30.02	2,707.33	12.44			9,344.97	42.92	3,185.13	14.62	21,776.07	75.22
Chicago, Anamosa & N.	1,900.76	16.00	2,343.48	19.74	27.94	.25	5,525.33	46.55	2,073.63	17.46	11,871.14	84.33
Chicago, Burl. & Quincy	12,986,773.27	23.80	13,366,415.08	24.50	1,576,360.83	2.89	24,554,729.67	45.00	2,076,718.92	3.81	54,560,997.77	69.40
Chicago Great Western	1,146,030.25	15.87	1,593,241.42	22.07	439,570.45	6.09	3,635,235.12	50.35	405,899.17	5.62	7,219,976.41	89.05
Mason City & Ft. Dodge	226,476.12	16.80	288,893.06	21.42	20,147.61	1.49	804,770.88	59.68	8,206.31	.61	1,348,493.98	70.24
Wis., Minn. & Pac.	155,675.70	31.44	69,998.66	14.14	4,480.30	.90	261,632.67	52.83	3,403.59	.69	495,190.92	71.92
Chicago, Mil. & St. P.	7,288,602.68	18.82	7,270,774.16	18.77	1,334,006.19	3.45	21,764,470.86	56.19	1,073,384.71	2.77	38,731,238.60	68.72
Chicago & North-Western	8,422,265.28	19.50	7,845,968.55	18.17	1,127,864.40	2.61	24,666,862.55	57.11	1,128,278.63	2.61	43,191,239.41	65.46
Chi., St. P., Minn. & O	1,643,783.54	18.61	1,577,831.44	17.87	266,402.05	3.02	5,000,766.33	56.62	342,445.49	3.88	8,831,228.85	65.30
Chicago, R. I. & Pacific	8,421,294.92	21.07	7,184,445.15	17.97	1,362,760.91	3.41	21,462,439.80	53.69	1,540,504.51	3.86	39,971,445.29	69.65
Colfax Northern	6,975.76	19.90	5,694.13	16.24	347.06	.99	17,640.37	50.32	4,400.72	12.55	35,058.04	79.50
Crooked Creek	4,762.39	24.76	2,566.23	13.34			10,786.34	56.05	1,125.76	5.85	19,240.72	77.45
Davenport, R. I. & N. W.	26,807.84	36.28	10,217.22	13.83			34,967.82	47.33	1,888.63	2.56	73,881.51	111.27
D. & S. C. (Ill. Cent.)	630,158.82	16.47	1,072,869.24	28.04	116,514.19	3.04	1,888,406.95	49.35	118,782.25	3.10	3,826,731.45	67.46
Iowa Central	330,589.60	13.38	596,028.48	24.12	107,369.92	4.34	1,332,294.25	53.90	105,389.88	4.26	2,471,672.13	81.96
Albia & Centerville	10,748.94	41.97	1,949.10	7.61	18.34	.07	12,267.39	47.90	628.27	2.45	25,612.04	108.41
Iowa & Great Northern	59,346.52	19.72	55,738.15	18.52	8,479.54	2.82	165,316.22	54.93	12,087.14	4.01	300,967.57	79.11
Manchester & Oneida	2,923.88	21.09	519.68	3.75	1,298.02	9.36	8,876.50	64.02	244.55	1.78	13,862.63	61.78
Minneapolis & St. Louis	462,916.68	16.27	572,807.77	20.13	122,479.66	4.30	1,542,908.53	54.22	144,493.44	5.08	2,845,606.08	68.22
Muscatine, North & South	18,943.86	27.66	7,244.41	10.58	2,561.90	3.72	31,087.27	45.38	8,652.29	12.66	68,489.73	95.79
Newton & Nothwestern *a*	31,367.76	36.43	11,518.44	13.38	1,344.10	1.56	34,805.56	40.41	7,078.70	8.22	86,114.56	95.82
St. Paul & Des Moines *b*	72,449.43	23.59	33,628.42	10.95	22,598.04	7.38	168,837.50	54.99	9,482.47	3.09	306,995.86	83.15
Des Moines, I. F. & N. *c*	4,311.00	25.05	1,819.46	10.57	1,599.80	9.30	8,371.09	48.63	1,109.96	6.45	17,211.31	78.78
Tabor & Northern	4,505.51	25.44	3,802.16	21.47	4.50	.03	7,601.52	42.98	1,796.90	10.08	17,710.59	72.20
Union Pacific	4,707,280.01	20.66	4,845,604.60	21.27	1,015,669.65	4.46	11,011,686.53	48.33	1,202,414.04	5.28	22,782,654.83	48.52
Wabash	3,112,598.53	16.59	3,936,179.70	21.14	836,492.56	4.46	10,024,796.27	53.45	817,117.41	4.36	18,757,184.47	72.51
Total	$ 59,856,309.23	20.54	$61,818,031.71	21.21	$ 9,956,916.48	3.15	$ 149,165,058.21	51.19	$10,618,023.77	3.64	$ 291,414,339.40	64.55

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c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 21—OPERATING EXPENSES—IOWA—AND TAXES

Railroads	Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total		Taxes, Iowa
						Amount	Ratio to total operating revenues per cent	
Atchison, Topeka & Santa Fe	$ 84,385.27	$ 68,389.88	$ 11,299.95	$ 97,737.36	$ 9,807.07	$ 271,619.53	64.45	$ 14,462.47
Atlantic, Northern & Southern	6,538.64	2,707.33		9,344.97	3,185.13	21,776.07	75.22	1,154.28
Chicago, Anamosa & Northern	1,900.76	2,343.48	27.94	5,525.33	2,073.63	11,871.14	64.33	1,458.12
Chicago, Burlington & Quincy	2,467,240.37	1,835,893.99	263,756.82	3,208,254.90	335,911.15	8,111,057.23	78.37	374,156.15
Chicago Great Western	493,480.63	686,049.75	189,279.04	1,565,332.24	174,780.18	3,108,921.84	89.05	99,613.56
Mason City & Ft. Dodge	214,074.29	273,073.27	19,044.33	760,701.63	7,756.93	1,274,650.45	72.34	72,315.76
Wisconsin, Minnesota & Pacific	15,458.60	6,950.87	444.89	25,980.12	337.98	49,172.46	95.47	2,605.34
Chicago, Milwaukee & St. Paul	1,877,906.49	1,928,837.62	358,593.70	4,806,496.56	278,182.29	9,250,019.66	64.66	437,889.80
Chicago & Northwestern *d*	2,132,151.17	1,986,257.91	285,526.20	6,244,576.50	285,631.06	10,934,142.84	72.88	465,139.54
Chicago, St. P., Minn. & Omaha *d*	115,552.28	111,209.34	18,728.99	350,180.06	24,050.72	619,721.39	61.47	39,578.46
Chicago, Rock Island & Pacific	1,419,477.08	1,795,853.31	369,917.73	4,885,632.55	415,942.12	8,887,822.79	66.12	449,837.86
Colfax Northern	6,975.76	5,694.13	347.06	17,640.37	4,400.72	35,058.04	79.50	1,415.54
Crooked Creek	4,762.39	2,566.23		10,786.34	1,125.76	19,240.72	77.45	2,178.87
Davenport, Rock Island & N. W.	18,299.50	5,334.69		14,888.13	1,249.00	39,771.32	113.15	10,910.29
Dubuque & Sioux City (Ill. Cent.)	598,546.78	1,035,701.99	113,630.18	1,796,044.92	115,422.90	3,659,346.77	74.62	160,684.86
Iowa Central	242,565.65	456,533.41	82,576.86	957,505.26	75,202.36	1,814,383.54	86.88	68,493.38
Albia & Centerville	10,748.94	1,949.10	18.34	12,267.39	628.27	25,612.04	108.41	2,760.00
Iowa & Great Northern	59,346.52	55,738.15	8,479.54	165,316.22	12,087.14	300,967.57	79.11	15,300.38
Manchester & Oneida	2,923.88	519.68	1,298.02	8,876.50	244.55	13,862.63	61.78	795.45
Minneapolis & St. Louis	158,521.85	135,129.07	36,538.32	416,928.23	39,882.07	786,999.54	72.47	31,395.69
Muscatine, North & South	18,943.86	7,244.41	2,561.90	31,087.27	8,652.29	68,489.73	95.79	2,918.70
Newton & Nothwestern *a*	31,367.76	11,518.44	1,344.10	34,805.56	7,078.70	86,114.56	95.82	8,850.33
St. Paul & Des Moines *b*	72,449.43	33,628.42	22,598.04	168,837.50	9,482.47	306,995.86	83.15	10,280.00
Des Moines, Iowa Falls & N. *c*	4,311.00	1,819.46	1,599.80	8,371.09	1,109.96	17,211.31	78.78	537.00
Tabor & Northern	4,505.51	3,802.16	4.50	7,601.52	1,796.90	17,710.59	72.20	927.65
Union Pacific								31,527.95
Wabash	200,601.43	170,473.48	47,233.22	474,511.92	48,518.76	941,338.80	72.51	38,822.72
Total	$10,263,035.83	$10,625,219.57	$ 1,834,852.47	$26,086,230.44	$ 1,864,540.11	$50,673,878.42	73.01	$ 2,346,060.15

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d Proportional on basis of Revenue Train Mileage.

TABLE No. 22—COMPARATIVE GENERAL BALANCE SHEET—ASSETS.

Railroads	Cost of Road		Cost of Equipment	
	1908	1909	1908	1909
Atchison, Topeka & Santa Fe	$ 471,361,640.24	$ 476,289,757.43	$45,239,219.10	$44,165,618.29
Atlantic, Northern & Southern	----------	268,110.40	----------	7,776.76
Chicago, Anamosa & Northern *f*	----------	----------	----------	----------
Chicago, Burlington & Quincy	*d* 358,832,115.23	*d* 360,245,059.73	----------	----------
Chicago Great Western	64,201,117.23	64,195,747.76	10,400,687.67	10,398,879.79
Mason City & Ft. Dodge	43,046,148.06	43,088,295.34	1,507,123.21	1,507,123.21
Wisconsin, Minnesota & Pacific	10,429,624.69	10,438,837.86	662,987.79	662,987.79
Chicago, Milwaukee & St. Paul	*d* 264,860,733.05	*d* 274,468,163.11	----------	----------
Chicago & North-Western	*d* 245,556,388.71	*d* 260,930,188.09	----------	----------
Chicago, St. P., Minn. & Omaha	*d* 63,211,277.41	*d* 63,446,785.24	----------	----------
Chicago, Rock Island & Pacific	*d* 189,746,814.43	*d* 189,232,151.17	----------	----------
Colfax Northern	140,067.52	140,195.32	29,393.27	29,393.27
Crooked Creek	452,076.73	452,086.23	20,938.04	20,938.04
Davenport, Rock Island & N. W.	3,192,119.48	3,209,335.25	112,433.67	112,433.67
Dubuque & Sioux City (Ill. Cent.)	*d* 29,782,135.27	*d* 29,871,195.27	----------	----------
Iowa Central	24,098,694.48	24,262,209.03	2,398,833.20	2,792,279.29
Albia & Centerville	400,420.00	400,420.00	----------	----------
Iowa & Great Northern	*e* 364,880.89	*e* 364,898.89	----------	----------
Manchester & Oneida	*d* 122,203.50	*d* 124,832.50	----------	----------
Minneapolis & St. Louis	29,062,625.54	29,218,792.02	1,278,125.60	1,587,592.59
Muscatine, North & South	----------	----------	----------	----------
Newton & Nothwestern *a*	2,478,362.88	2,478,362.88	62,077.15	62,077.15
St. Paul & Des Moines *b*	----------	4,247,477.48	----------	427,075.99
Des Moines, Iowa Falls & N. *c*	1,611,897.19	1,611,897.19	300,953.80	300,953.80
Tabor & Northern	82,688.07	82,688.07	10,229.68	10,229.68
Union Pacific	233,827,929.19	240,017,232.35	18,218,855.63	19,250,644.73
Wabash	*d* 171,216,676.49	*d* 172,765,045.95	----------	----------
Total	$ 2,208,081,036.28	$ 2,251,849,884.56	$80,241,887.81	$81,286,004.05

General Expenditures		Stocks Owned		Funded Debt Owned		Other Permanent Investments	
1908	1909	1908	1909	1908	1909	1908	1909
$ 108,169.89	$ 113,201.71	$ 1,605,673.50	$ 2,583,407.75	$ 3,332,930.00	$ 3,353,030.00	$10,187,836.37	$11,382,704.62
----------	3,180.36	----------	----------	----------	----------	----------	----------
----------	----------	10,953,070.37	27,779,771.46	1,923,023.00	3,536,923.00	4,830,502.24	3,708,074.18
3,524,014.43	3,524,014.43	39,652,536.33	39,428,236.33	93,400.00	1,000.00	205,000.00	205,000.00
70,802.93	70,802.93	341,692.91	341,692.91	----------	----------	----------	----------
1,100,607.15	1,100,607.15	----------	----------	----------	421,000.00	----------	----------
----------	----------	18,178,223.05	16,102,366.47	10,714,000.00	117,941,000.00	2,554,355.18	20,232,355.48
----------	----------	17,286,962.64	17,260,462.64	49,254,000.00	42,826,500.00	9,777,037.98	11,032,991.80
----------	----------	4,394,628.30	4,427,128.30	1,725,091.45	1,940,097.13	----------	----------
----------	----------	28,017,969.12	27,872,631.99	47,923,079.78	37,798,924.36	14,788,858.38	16,702,245.41
480.82	480.82	----------	----------	----------	----------	----------	----------
----------	----------	----------	----------	----------	----------	262,811.39	262,455.94
----------	----------	6.80	6.80	----------	----------	----------	----------
798,947.78	1,237,241.31	----------	----------	1,996,000.00	950,000.00	619,710.56	619,710.56
50,503.69	56,536.29	1,298,079.34	1,274,697.74	----------	----------	----------	----------
----------	518,175.00	103,600.00	103,600.00	1,879,000.00	706,000.00	4,788,239.50	5,038,239.51
----------	----------	----------	----------	----------	----------	3,026,374.52	3,026,858.66
----------	----------	----------	52,500.00	----------	----------	----------	----------
212,908.56	222,908.56	52,500.00	52,500.00	----------	----------	----------	----------
----------	1,295.60	91,407,534.14	93,394,601.09	76,043,845.82	75,050,610.82	----------	----------
----------	----------	10,209,718.00	10,239,779.00	16,249,945.70	6,326,049.94	276,151.00	276,151.00
$ 5,875,435.25	$ 6,848,444.16	$ 223,592,194.50	$ 240,913,382.48	$ 211,134,315.75	$ 290,851,135.25	$51,316,872.12	$72,486,787.16

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908 to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Includes cost of equipment and general expenditures.

e Cost of property.

f The property accounts are still partially under control of Midland Construction Company, as completed line has not yet been turned over to operating company.

TABLE No. 23—COMPARATIVE GENERAL

BALANCE SHEET—ASSETS—CONTINUED.

Railroads	Lands Owned		Cash and Current Assets		Other Assets		Profit and Loss		Grand Total			
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	Increase 1909	Decrease 1909
Atchison, Topeka & Santa Fe	$ 4,945,020.76	$ 4,854,627.21	$ 17,566,606.77	$ 36,652,846.75	$ 12,438,586.28	$10,570,990.78	----------	----------	$ 566,878,682.91	$ 589,966,184.54	$ 23,087,501.63	----------
Atlantic, Northern & Southern	----------	----------	----------	1,608.30	----------	19,184.08	----------	----------	----------	299,860.50	----------	----------
Chicago, Anamosa & Northern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
Chicago, Burlington & Quincy	1,182,138.59	1,186,446.54	11,158,688.83	20,845,793.30	24,689,869.08	24,723,913.41	----------	----------	413,569,407.34	442,025,981.62	28,456,574.28	----------
Chicago Great Western	7,658.37	7,658.37	2,071,963.14	2,449,407.32	1,010,343.52	2,890,202.34	$1,256,353.14	$3,043,441.89	122,423,073.83	126,143,588.23	3,720,514.40	----------
Mason City & Ft. Dodge	----------	----------	47,568.18	174,362.00	1,221,865.96	1,221,865.96	----------	----------	46,235,201.25	46,404,142.35	168,941.10	----------
Wisconsin, Minnesota & Pacific	----------	----------	21,447.06	142,119.66	499,238.52	499,238.52	----------	----------	12,713,905.21	13,264,790.98	550,885.77	----------
Chicago, Milwaukee & St. Paul	----------	----------	72,984,852.24	5,075,679.61	8,338,206.24	8,298,190.07	----------	----------	377,630,429.76	442,117,754.74	64,487,324.98	----------
Chicago & North-Western	----------	----------	14,586,027.25	21,817,923.85	31,936,503.22	22,671,081.06	d11,626.44	----------	368,408,536.24	376,539,147.44	8,130,611.20	----------
Chicago, St. P., Minn. & Omaha	----------	----------	1,503,955.36	1,636,683.20	1,039,163.48	770,154.77	----------	----------	71,871,116.00	72,225,848.64	354,732.64	----------
Chicago, Rock Island & Pacific	641,991.02	641,993.52	12,284,218.31	12,559,145.92	5,052,792.20	5,495,292.65	----------	----------	298,455,719.24	299,302,388.02	----------	8,153,331.22
Colfax Northern	----------	----------	3,691.62	2,997.45	----------	----------	----------	----------	173,633.23	173,066.86	----------	566.37
Crooked Creek	----------	----------	6,095.73	9,873.42	----------	----------	----------	----------	741,921.89	745,353.63	3,431.74	----------
Davenport, Rock Island & N. W	----------	----------	43,976.51	58,096.92	18,589.67	22,291.45	----------	----------	3,367,119.33	3,402,157.30	35,037.97	----------
Dubuque & Sioux City (Ill. Cent.)	----------	----------	6,489.67	8,022.67	879,486.05	971,804.04	57,579.49	----------	30,725,697.28	30,851,028.78	125,331.50	----------
Iowa Central	----------	----------	819,792.09	823,092.44	303,401.65	687,410.75	----------	----------	31,035,409.76	31,372,033.38	336,623.62	----------
Albia & Centerville	----------	----------	4,609.39	3,707.05	----------	----------	----------	----------	419,732.47	428,189.62	8,437.15	----------
Iowa & Great Northern	----------	----------	78,494.57	85,609.91	----------	----------	14,732.08	24,062.57	1,806,958.49	1,781,733.83	----------	19,224.66
Manchester & Oneida	----------	----------	8,098.23	10,845.87	----------	----------	----------	----------	130,301.73	135,678.37	5,376.64	----------
Minneapolis & St. Louis	----------	----------	964,940.77	1,215,444.28	541,549.52	1,053,649.27	----------	----------	38,617,480.93	39,391,492.67	774,011.74	----------
Muscatine, North & South	----------	----------	21,125.32	35,965.31	----------	----------	9,988.58	10,136.85	31,113.90	46,102.16	14,988.26	----------
Newton & Nothwesterna	----------	----------	13,242.61	30,037.42	2,581.93	2,065.21	646,703.19	777,158.93	6,229,342.28	6,376,580.25	147,237.97	----------
St. Paul & Des Moinesb	----------	----------	----------	274,167.59	----------	15,216.94	----------	150,412.31	----------	5,166,850.31	5,166,850.31	----------
Des Moines, Iowa Falls & N. Ec	----------	----------	72,440.92	47,828.78	803.33	----------	103,008.83	106,553.79	2,354,577.63	2,342,642.12	----------	11,935.51
Tabor & Northern	----------	----------	----------	----------	----------	----------	21,362.58	21,401.04	114,280.33	114,318.79	38.46	----------
Union Pacific	3,552,253.48	3,126,578.69	151,579,983.36	157,819,708.51	8,945,803.79	8,463,411.04	----------	----------	583,576,205.41	597,134,082.83	13,557,877.42	----------
Wabash	----------	----------	11,527,230.29	10,956,363.76	10,723,722.08	9,828,880.67	355,593.42	3,045,118.95	220,559,036.98	213,437,389.27	----------	7,121,647.71
Total	$ 10,329,062.22	$ 9,827,307.33	$ 297,375,529.22	$ 272,737,342.30	$ 107,639,722.52	$98,209,813.61	$2,476,847.75	$7,178,286.33	$3,198,062,903.42	$3,332,188,387.23	$ 149,132,328.78	$15,306,705.47

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908 to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Loss from lands.

TABLE No. 24—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED—LIABILITIES.

Railroads	Capital Stock		Funded Debt		Current Liabilities		Accrued Interest on Funded Debt Not Yet Payable	
	1908	1909	1908	1909	1908	1909	1908	1909
Atchison, Topeka & S. F.	$ 217,200,530.00	$ 235,803,530.00	$ 311,916,350.00	$ 307,714,350.00	$ 10,248,068.37	$11,241,208.22	$ 3,734,508.34	$ 3,590,658.32
Atlantic, N. & S.		178,400.00		117,500.00		2,025.00		
Chicago, Anamosa & N.								
Chicago, Burl. & Quincy	110,839,100.00	110,839,100.00	183,064,000.00	203,373,000.00	9,112,629.37	9,189,899.61	828,712.48	1,098,330.87
Chicago Great Western	107,091,926.00	107,091,726.00	9,536,525.87	9,380,924.71	4,175,181.96	4,836,439.48	26,662.79	
Mason City & Ft. Dodge.	32,841,152.00	32,841,152.00	12,000,000.00	12,000,000.00	139,696.63	400,214.89	40,000.00	40,000.00
Wis., Minn. & Pac.	5,893,400.00	5,893,400.00	5,811,000.00	6,232,000.00	519,490.61	701,031.71	58,110.00	58,110.00
Chicago, M. & St. P.	133,354,300.00	232,623,100.00	125,679,500.00	143,593,500.00	8,558,070.39	8,808,644.72	d30,790.00	d30,790.00
Chicago & North-Western.	124,351,685.53	124,351,685.53	196,415,000.00	203,665,000.00	8,157,677.73	9,789,941.88	1,649,196.68	1,666,970.03
Chi., St. P., Minn. & O	34,050,126.62	34,050,126.62	29,881,091.45	30,024,097.13	2,504,951.61	2,641,500.79	199,514.17	199,242.49
Chicago, R. I. & Pacific.	75,000,000.00	75,000,000.00	189,595,541.00	186,634,000.00	13,933,820.42	10,434,046.24	1,128,226.76	1,154,547.50
Colfax Northern	60,000.00	60,000.00	50,000.00	47,500.00	25,380.73	26,591.65	625.00	593.75
Crooked Creek	225,000.00	225,000.00			23,389.65	28,457.57		
Davenport, R. I. & N. W.	3,000,000.00	3,000,000.00			317,086.80	251,580.67		
D. & S. C. (Ill. Cent.).	11,759,500.00	11,759,500.00	17,861,556.16	17,874,714.20	6,863.40	8,396.40	218,291.67	218,291.67
Iowa Central	14,199,454.82	14,199,454.82	13,137,294.91	14,116,233.26	776,562.25	602,931.88	105,035.00	116,074.99
Albia & Centerville	400,000.00	400,000.00			16,884.99	25,388.82		
Iowa & Great Northern	500,000.00	500,000.00			1,267,788.14	1,196,189.92		
Manchester & Oneida	57,203.50	59,832.50	65,000.00	65,000.00	7,347.96	5,745.73		
Minneapolis & St. Louis	10,000,000.00	10,000,000.00	25,030,394.82	25,839,656.40	1,649,230.09	1,581,417.83	335,102.57	609,080.46
Muscatine, North & South					31,113.90	46,102.16		
Newton & Northwestern a	2,500,000.00	2,500,000.00	3,060,000.00	3,060,000.00	665,180.80	809,313.41		
St. Paul & Des Moines b		2,020,000.00		2,510,000.00		616,075.31		20,775.00
Des Moines, I. F. & N. c	902,500.00	910,200.00	1,151,000.00	1,151,000.00	294,674.84	268,319.65	300.00	4,691.66
Tabor & Northern	25,300.00	25,300.00	50,000.00	50,000.00	38,980.33	39,018.79		
Union Pacific	295,059,200.00	298,873,600.00	198,296,567.94	226,126,800.00	46,434,153.40	18,969,362.65	78,416.67	925,967.61
Wabash	90,854,306.66	92,282,906.66	118,247,912.88	110,286,132.03	10,648,902.43	10,131,090.16	807,915.01	737,240.42
Total	$ 1,270,164,685.13	$ 1,395,488,014.13	$ 1,440,851,735.03	$ 1,503,861,427.73	$ 119,553,135.80	$92,744,735.13	$ 9,241,407.14	$10,471,364.77

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Exclusive of coupons due July 1, 1908 and 1909.

TABLE No. 25—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED.

Railroads	Other Liabilities		Profit and Loss		Grand Total			
	1908	1909	1908	1909	1908	1909	Increase 1909	Decrease 1909
Atchison, Topeka & S. F.	$ 3,426,360.70	$ 12,795,187.26	$ 20,252,865.50	$ 18,821,250.74	$ 566,878,682.91	$ 589,966,184.54	$ 23,087,501.63	
Atlantic, N. & S.				1,935.50		299,960.50		
Chicago, Anamosa & N.								
Chicago, Burl. & Quincy	95,436,314.88	103,338,326.12	14,288,650.61	14,187,325.02	413,569,407.34	442,025,981.62	28,456,574.28	
Chicago Great Western	1,592,777.21	4,834,498.04			122,423,073.83	126,143,588.23	3,720,514.40	
Mason City & Ft. Dodge.	38,711.81	53,061.50	1,175,640.81	1,039,713.87	46,235,201.25	46,404,142.35	168,941.10	
Wis., Minn. & Pac.	8,705.65	18,648.70	423,198.95	361,600.57	12,713,905.21	13,264,790.98	550,885.77	
Chicago, M. & St. P.	67,365,795.90	9,100,824.55	42,641,973.47	47,960,895.47	377,630,429.76	442,117,754.74	64,487,324.98	
Chicago & North-Western.	11,202,521.57	6,393,390.78	26,632,454.73	30,672,159.22	368,408,536.24	376,539,147.44	8,130,611.20	
Chi., St. P., Minn. & O	1,564,165.66	1,432,218.83	3,668,266.49	3,878,662.78	71,871,116.00	72,225,848.64	354,732.64	
Chicago, R. I. & Pacific.	4,839,185.14	1,724,449.29	13,958,945.92	15,355,344.99	298,455,719.24	290,302,388.02		$ 8,153,331.22
Colfax Northern			37,627.50	38,581.46	173,633.23	173,066.86		566.37
Crooked Creek			493,532.24	491,896.06	741,921.89	745,353.63	3,431.74	
Davenport, R. I. & N. W.	6,693.03	12,786.63	43,339.50	37,790.00	3,367,119.33	3,402,157.30	35,037.97	
D. & S. C. (Ill. Cent.)	879,486.05	971,804.04		18,322.47	30,725,697.28	30,851,028.78	125,331.50	
Iowa Central	78,955.00	74,888.92	2,738,107.78	2,262,449.51	31,035,409.76	31,372,033.38	336,623.62	
Albia & Centerville	2,807.48	2,800.80			419,752.47	428,189.62	8,437.15	
Iowa & Great Northern			33,170.35	85,543.91	1,300,958.49	1,781,733.83		19,224.66
Manchester & Oneida			750.27	5,100.15	130,301.73	135,678.37	5,376.64	
Minneapolis & St. Louis	215,003.78	233,761.14	1,387,749.67	1,124,573.84	38,617,480.93	39,391,492.67	774,011.74	
Muscatine, North & South					31,113.90	46,102.16	14,988.26	
Newton & Northwestern a	4,152.48	7,266.84			6,229,342.28	6,376,580.25	147,237.97	
St. Paul & Des Moines b						5,166,850.31		
Des Moines, I. F. & N. c	6,102.79	8,430.81			2,354,577.63	2,342,642.12		11,935.51
Tabor & Northern					114,280.33	114,318.79	38.46	
Union Pacific	4,428,592.04	4,062,066.92	39,279,275.36	48,185,285.65	583,576,205.41	597,134,082.83	13,557,877.42	
Wabash					220,559,036.98	213,437,389.27		7,121,647.71
Total	$ 191,096,391.17	$ 145,064,414.26	$ 167,155,549.15	$ 184,558,431.21	$ 3,138,032,903.42	$ 3,332,188,387.29	$ 143,965,478.47	$15,306,705.47

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 26—EMPLOYES AND SALARIES—IOWA

Railroads	General Officers				Other Officers				General Office Clerks				Station Agents			
	Number on June 30, 19	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe					1	365	$ 2,700.00	$ 7.40	9	3,302	$ 7,527.00	$ 2.28	3	1,127	$ 2,857.06	$ 2.54
Atlantic, Northern & Southern	1	300	$ 1,076.08	$ 3.58					1	310	420.00	1.35	3	849	1,422.66	1.68
Chicago, Anamosa & Northern	1	365	1,200.00	3.28									4	1,460	1,500.00	1.02
Chicago, Burlington & Quincy	11	4,015	34,889.60	8.69					74	23,162	58,673.81	2.53	183	66,795	134,277.15	2.01
Chicago Great Western																
Mason City & Ft. Dodge													26	9,600	17,143.10	1.79
Wisconsin, Minnesota & Pacific													48	17,532	32,262.60	1.84
Chicago, Milwaukee & St. Paul *d*	6	2,141	53,696.85	25.04									3	1,125	1,518.55	1.35
Chicago & North-Western																
Chicago, St. P., Minn. & Omaha																
Chicago, Rock Island & Pacific	*e* 42	3,540	79,590.41	22.49									245	77,311	177,634.26	2.30
Colfax Northern	*f* 3	730	1,935.00	2.69									10	3,130	9,045.27	2.89
Crooked Creek	4	1,455	1,753.20	1.20												
Davenport, Rock Island & N. W.	2	546	2,782.56	5.10												
Dubuque & Sioux City (Ill. Cent.)	2	546	7,216.13	13.22												
Iowa Central	8	1,587	34,816.49	21.94												
Albia & Centerville																
Iowa & Great Northern																
Manchester & Oneida	10	730	200.00	.27												
Minneapolis & St. Louis	8	592	13,615.15	22.29												
Muscatine, North & South	3	1,095	7,920.00	7.23												
Newton & Nothwestern *a*																
St. Paul & Des Moines *b*	5	1,545	9,405.00	6.09												
Des Moines, Iowa Falls & N. *c*	3	78	573.30	7.35												
Tabor & Northern	2	630	3,000.00	4.76												
Union Pacific																
Wabash	1	365	6,308.38	15.57												
Total	112	20,260	$ 260,017.24	$ 12.83	133	42,044	$ 350,323.53	$ 8.33	2,256	304,675	$ 683,474.32	$ 2.24	1,544	514,156	$ 1,009,780.33	$ 1.96

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Revenue train mileage basis.

e The compensation and days worked shown for General Officers and General Office Clerks represents the Iowa proportion based on revenue train mileage.

f One General Officer served without compensation.

TABLE No. 27 --EMPLOYES AND

Railroads	Other Station Men			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe	25	9,930	$ 16,052.73	$ 1.62
Atlantic, Northern & Southern				
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	443	138,659	263,596.17	1.90
Chicago Great Western	55	17,389	32,950.10	1.80
Mason City & Ft. Dodge	47	16,992	21,189.00	1.24
Wisconsin, Minnesota & Pacific	2	730	420.00	.57
Chicago, Milwaukee & St. Paul*d*	1,025	324,020	547,653.06	1.69
Chicago & North-Western	474	136,781	236,330.00	1.73
Chicago, St. P., Minn. & Omaha	61	17,811	35,928.69	2.01
Chicago, Rock Island & Pacific	628	196,334	276,073.21	1.41
Colfax Northern		242	188.33	.78
Crooked Creek				
Davenport, Rock Island & N. W.	9	2,717	4,307.68	1.59
Dubuque & Sioux City (Ill. Cent.)	216	65,035	96,660.45	1.49
Iowa Central	62	22,265	24,293.18	1.09
Albia & Centerville	8	1,466	1,171.97	.80
Iowa & Great Northern	45	10,001	20,197.95	2.02
Manchester & Oneida	3	1,095	1,467.50	1.34
Minneapolis & St. Louis	44	15,564	18,199.70	1.16
Muscatine, North & South	3	1,095	1,593.50	1.45
Newton & Nothwestern*a*				
St. Paul & Des Moines*b*	2	668	605.00	.90
Des Moines, Iowa Falls & N.*c*				
Tabor & Northern	1	300	424.69	1.41
Union Pacific	136	48,367	99,750.38	2.06
Wabash	41	15,155	27,269.75	1.80
Total	3,340	1,042,646	$ 1,726,323.04	$ 1.65

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Revenue train mileage basis.

SALARIES—IOWA—CONTINUED.

Enginemen				Firemen				Conductors			
Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
15	2,772	$ 12,776.09	$ 4.61	13	2,772	$ 7,886.04	$ 2.84	6	1,215	$ 5,895.61	$ 4.85
2	438	1,102.12	2.54	2	408	816.00	2.00	1	363	922.46	2.54
1	365	900.00	2.46	1	365	540.00	1.47	1	365	720.00	1.97
205	74,825	337,311.01	4.51	206	75,190	205,008.47	2.73	130	47,450	188,596.87	3.97
51	13,243	59,639.20	4.50	61	16,241	43,952.65	2.70	42	14,016	52,224.60	3.72
48	17,484	73,370.40	4.19	49	17,268	47,200.20	2.73	33	11,580	47,433.60	4.09
2	657	2,737.15	4.16	2	536	1,365.40	2.54	3	1,306	3,638.00	2.77
460	149,407	626,822.03	4.19	441	139,508	380,863.95	2.73	296	92,541	360,723.16	3.90
336	103,916	548,497.70	5.28	373	117,688	373,737.39	3.18	280	86,388	376,055.48	4.35
20	5,947	29,301.34	4.93	20	6,260	18,384.35	2.94	13	3,443	17,822.44	5.18
328	104,827	463,693.79	4.42	357	106,532	311,858.26	2.96	225	79,377	302,166.34	3.81
2	735	2,171.62	2.95	2	731	1,318.14	1.80	2	733	1,747.08	2.38
1	366	962.58	2.63	1	360	599.24	1.66	1	364	598.37	1.64
1	286	1,015.62	3.55	1	286	645.62	2.26	1	406	1,380.62	3.40
81	48,710	217,840.66	4.47	80	49,611	136,237.23	2.75	80	24,208	107,538.56	4.44
73	28,099	114,898.45	4.09	72	27,364	63,048.20	2.28	43	17,842	68,022.69	3.81
13	4,780	20,426.45	4.27	17	4,762	12,919.25	2.71	11	4,945	21,282.40	4.30
1	365	888.00	2.43	1	365	576.20	1.58	1	365	696.30	1.90
30	10,769	43,791.20	4.06	29	10,209	24,818.65	2.43	19	6,365	28,093.06	4.41
2	626	2,280.00	3.64	2	626	1,608.03	2.56	1	313	900.00	2.87
12	4,008	13,915.00	3.49	12	4,008	8,580.00	2.14	11	3,674	11,022.00	3.00
7	182	618.80	3.40	6	156	254.20	1.95	6	156	468.00	3.00
1	315	675.00	2.14	1	315	590.00	1.87	1	315	675.00	2.14
19	6,800	28,351.16	4.17	18	6,680	17,310.65	2.59	13	4,566	16,685.07	3.65
1,711	579,922	$ 2,603,985.37	4.49	1,767	588,511	$ 1,660,118.12	$ 2.82	1,220	402,296	$ 1,615,307.71	$ 4.01

TABLE No. 28—EMPLOYES AND SALARIES—IOWA—CONTINUED.

Railroads	Other Trainmen				Machinists				Carpenters				Other Shopmen			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe	29	8,107	$ 24,370.21	$ 3.01	34	8,133	$ 33,336.69	$ 4.10	45	12,145	$ 31,592.52	$ 2.60	195	55,526	$ 127,939.65	$ 2.30
Atlantic, Northern & Southern	3	518	1,036.60	2.00												
Chicago, Anamosa & Northern	1	365	480.00	1.31												
Chicago, Burlington & Quincy	268	97,820	221,106.48	2.26	183	57,279	189,696.40	3.31	223	69,799	178,074.75	2.55	786	246,018	559,179.59	2.27
Chicago Great Western	109	32,786	93,514.03	2.85	167	41,799	114,382.30	2.73	73	18,560	45,360.50	2.44	928	239,913	529,308.87	2.20
Mason City & Ft. Dodge	33	23,616	65,404.80	2.77	13	3,732	11,694.60	3.13	31	10,272	22,956.60	2.23	73	18,024	39,918.24	2.10
Wisconsin, Minnesota & Pacific	3	1,525	2,449.95	1.60					3	990	1,511.25	1.52	3	1,091	1,792.00	1.64
Chicago, Milwaukee & St. Paul *d*	608	190,173	429,720.28	2.26	219	60,837	225,611.05	3.71	351	92,219	204,774.96	2.22	2,026	564,114	1,140,638.92	2.02
Chicago & North-Western	776	236,315	653,201.06	2.76	196	56,027	162,016.84	2.89	317	75,433	177,415.53	2.35	1,545	457,919	803,792.94	1.76
Chicago, St. P., Minn. & Omaha	51	14,711	45,699.31	3.11	146	43,194	107,717.71	2.49	68	20,345	41,856.88	2.06	59	18,154	41,135.30	2.27
Chicago, Rock Island & Pacific	476	141,025	340,763.19	2.42	70	29,541	93,892.81	3.18	230	96,566	224,509.05	2.32	1,042	283,153	534,524.31	1.89
Colfax Northern	2	1,248	2,094.53	1.68	1	364	1,076.22	2.96		8	23.96	2.99	1	443	869.60	1.96
Crooked Creek					1	291	646.43	2.22	1	297	584.00	1.97	1	354	523.54	1.48
Davenport, Rock Island & N. W.	2	583	1,808.33	3.10		127	319.85	2.52	5	1,701	3,346.14	1.97	7	1,861	3,367.72	1.81
Dubuque & Sioux City (Ill. Cent.)	240	69,952	195,778.22	2.80	116	50,693	142,148.02	2.80	120	34,829	91,691.29	2.63	128	39,046	104,625.91	2.68
Iowa Central	127	50,732	119,913.04	2.36	135	46,721	142,774.41	3.06	63	21,661	52,793.96	2.44	193	67,065	111,483.45	1.66
Albia & Centerville																
Iowa & Great Northern	15	6,693	18,644.55	2.79	5	1,392	5,386.20	3.87	11	2,814	7,955.20	2.83	69	20,954	44,445.85	2.12
Manchester & Oneida	1	365	483.20	1.32												
Minneapolis & St. Louis	45	15,044	39,186.30	2.60	28	10,030	32,638.37	3.25	11	4,753	10,449.61	2.19	44	15,347	29,877.31	1.95
Muscatine, North & South	3	939	2,295.25	2.44	1	365	1,080.00	1.48					2	730	1,080.00	1.48
Newton & Nothwestern *a*																
St. Paul & Des Moines *b*	22	7,348	12,716.00	1.73	6	1,854	5,192.00	2.80	5	1,545	3,300.00	2.14	24	7,416	13,244.00	1.78
Des Moines, Iowa Falls & N. *c*	11	286	546.26	1.91	6	156	530.40	3.40	5	130	325.00	2.50	7	182	318.50	1.75
Tabor & Northern																
Union Pacific	27	11,544	40,805.72	3.54	11	4,246	15,546.09	3.66	2	2,321	6,667.39	2.87	170	58,329	138,190.27	2.37
Wabash	39	14,136	36,249.50	2.56	35	11,024	26,310.43	2.39	10	3,174	8,304.81	2.62	45	14,094	27,627.44	1.96
Total	2,941	925,831	$ 2,348,356.81	$ 2.53	1,373	427,805	$ 1,311,996.82	$ 3.07	1,574	469,562	$ 1,113,493.39	$ 2.37	7,348	2,110,633	$ 4,253,883.41	$ 2.01

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Revenue train mileage basis.

TABLE No. 29—EMPLOYES AND SALARIES—IOWA—CONTINUED.

Railroads	Section Foremen				Other Trackmen				Switch Tenders, Crossing Tenders, and Watchmen				Telegraph Operators and Dispatchers			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe	6	2,349	$ 4,554.51	$ 1.94	77	21,065	$ 26,597.83	$ 1.26					16	2,865	$ 7,832.01	$ 2.73
Atlantic, Northern & Southern	3	966	1,579.84	1.64	19	3,232	4,908.75	1.51								
Chicago, Anamosa & Northern	2	515	807.50	1.56	3	372	495.32	1.33								
Chicago, Burlington & Quincy	284	103,660	189,042.17	1.41	2,471	773,423	1,066,850.36	1.38	157	57,305	$ 137,781.94	$ 2.40	168	61,320	147,312.43	2.40
Chicago Great Western	26	9,433	16,345.35	1.73	154	40,438	52,368.15	1.29	10	3,713	4,260.00	1.10	41	15,056	26,896.93	1.78
Mason City & Ft. Dodge	56	19,296	38,160.00	1.97	227	84,120	104,223.41	1.23	4	1,500	1,879.20	1.25	33	9,552	22,570.80	2.36
Wisconsin, Minnesota & Pacific	6	1,579	2,158.70	1.37												
Chicago, Milwaukee & St. Paul[d]	306	95,879	162,069.45	1.69	1,665	521,119	750,470.13	1.44	657	205,611	503,664.59	2.45	195	60,915	143,229.01	2.35
Chicago & North-Western	305	95,465	193,035.13	2.02	2,366	438,826	591,580.62	1.35	135	41,942	69,557.54	1.66	125	40,034	112,074.99	2.80
Chicago, St. P., Minn. & Omaha	13	3,756	7,688.76	2.05	77	15,337	20,632.14	1.35	8	2,504	4,047.37	1.62	7	1,878	4,225.41	2.25
Chicago, Rock Island & Pacific	313	122,443	215,115.43	1.76	1,291	321,425	426,402.97	1.33	251	98,997	228,951.52	2.31	c 257	91,698	205,436.44	2.24
Colfax Northern	3	1,095	1,860.00	1.70	7	2,189	3,513.84	1.61	1	365	780.00	2.14				
Crooked Creek	3	1,023	1,518.57	1.48	5	1,023	1,602.36	1.57								
Davenport, Rock Island & N. W.	3	887	1,604.15	1.81	14	4,051	5,425.74	1.34	1	120	117.63	.98	3	973	2,581.76	2.65
Dubuque & Sioux City (Ill. Cent.)	122	43,096	77,620.72	1.80	453	123,837	168,395.98	1.36	40	16,639	23,572.85	1.42	90	32,169	75,773.18	2.36
Iowa Central	79	27,900	42,423.83	1.52	275	63,108	85,532.15	1.35	18	6,238	9,151.58	1.46	42	13,878	25,044.46	1.80
Albia & Centerville	4	1,440	2,421.57	1.68	8	1,980	2,953.93	1.49					2	183	315.00	1.72
Iowa & Great Northern	14	4,711	8,784.20	1.86	141	21,223	31,319.30	1.48	4	1,458	1,867.75	1.28	11	3,556	11,518.85	3.24
Manchester & Oneida	1	315	600.00	1.89	12	780	1,177.55	1.50	1	365	480.00	1.31				
Minneapolis & St. Louis	61	22,320	37,380.00	1.67	152	23,328	35,246.99	1.51	4	1,460	2,425.44	1.66	15	5,076	9,786.10	1.93
Muscatine, North & South	3	939	1,800.00	1.91	12	3,756	5,634.00	1.50	4	1,252	2,160.00	1.72	1	365	780.00	2.13
Newton & Nothwestern[a]																
St. Paul & Des Moines[b]	18	5,562	9,900.00	1.78	66	20,394	28,468.00	1.39					9	3,006	6,380.00	2.12
Des Moines, Iowa Falls & N.[c]	13	338	645.08	1.91	24	624	936.00	1.50					2	52	164.32	3.16
Tabor & Northern	1	313	520.00	1.66	2	626	940.00	1.50								
Union Pacific	4	1,496	3,808.37	2.55	39	13,864	19,927.72	1.44	4	1,218	2,480.54	2.04	1	386	923.07	2.39
Wabash	11	4,150	7,043.10	1.70	65	20,433	27,529.67	1.35	15	5,398	7,632.42	1.41	12	4,490	8,920.49	1.99
Total	1,660	570,926	$ 1,028,486.43	$ 1.80	9,625	2,520,573	$ 3,463,132.91	$ 1.37	1,314	446,085	$ 1,000,810.37	$ 2.24	1,080	347,482	$ 811,765.25	$ 2.34

[a] The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

[b] The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

[c] The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

[d] Revenue train mileage basis.

[e] Station agents who act as operators are classed as telegraph operators and dispatchers.

TABLE No. 30—EMPLOYES AND SALARIES—IOWA—CONTINUED.

Railroads	Employes Account Floating Equipment				All Other Employes and Laborers				Total including General Officers				Total Excluding General Officers			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe					126	41,817	$ 85,006.74	$ 2.03	600	173,490	$ 396,924.71	$ 2.29	600	173,490	$ 396,924.71	$ 2.29
Atlantic, Northern & Southern					4	130	309.84	2.37	39	7,514	13,594.35	1.80	38	7,214	12,518.27	1.74
Chicago, Anamosa & Northern					2	141	187.54	1.33	16	4,313	6,830.36	1.58	15	3,948	5,630.36	1.42
Chicago, Burlington & Quincy					470	147,110	357,508.31	2.43	6,262	2,043,830	4,268,905.63	2.09	6,251	2,039,815	4,234,015.94	2.08
Chicago Great Western					138	60,880	105,725.08	1.73	1,937	534,507	1,203,411.26	2.25	1,937	534,507	1,203,411.26	2.25
Mason City & Ft. Dodge					60	21,406	54,815.46	2.24	817	277,390	589,198.91	2.12	817	277,390	589,198.91	2.12
Wisconsin, Minnesota & Pacific					1	159	209.45	1.31	28	9,698	17,800.46	1.83	28	9,698	17,800.45	1.83
Chicago, Milwaukee & St. Paul*d*					2,919	984,718	2,188,906.26	2.22	11,793	3,675,137	8,195,259.09	2.23	11,787	3,672,996	8,141,562.24	2.22
Chicago & North-Western					661	182,166	406,360.13	2.23	8,138	2,147,493	4,894,789.61	2.28	8,138	2,147,493	4,894,789.61	2.28
Chicago, St. P., Minn. & Omaha					95	31,300	64,689.57	2.07	648	187,800	448,174.54	2.39	648	187,800	448,174.54	2.39
Chicago, Rock Island & Pacific					366	173,242	335,921.13	1.94	7,824	2,121,170	4,716,228.55	2.22	7,782	2,117,630	4,636,629.14	2.19
Colfax Northern					2	186	379.73	2.04	29	10,273	21,329.10	2.08	26	9,543	19,364.10	2.03
Crooked Creek									20	6,257	9,659.41	1.54	16	4,802	7,906.21	1.64
Davenport, Rock Island & N. W.					2	680	1,340.29	1.97	56	16,741	33,018.62	1.97	54	16,195	30,236.06	1.87
Dubuque & Sioux City (Ill. Cent.)					510	172,301	347,747.26	2.02	2,458	835,972	1,943,566.15	2.32	2,456	835,426	1,936,350.02	2.32
Iowa Central					113	39,444	67,637.84	1.72	1,592	490,580	1,075,579.51	2.19	1,584	488,993	1,040,763.02	2.13
Albia & Centerville					1	365	447.40	1.23	26	6,245	8,994.07	1.44	26	6,245	8,994.07	1.44
Iowa & Great Northern					60	13,228	28,560.45	2.16	430	105,579	247,324.00	2.34	430	105,579	247,321.00	2.34
Manchester & Oneida									32	5,110	7,768.75	1.52	22	4,380	7,568.75	1.72
Minneapolis & St. Louis					169	20,681	42,154.18	2.04	838	186,713	423,235.33	2.27	830	186,121	409,620.18	2.21
Muscatine, North & South					1	365	1,030.00	2.98	44	14,656	34,170.78	2.33	41	13,561	26,250.78	1.94
Newton & Nothwestern*a*																
St. Paul & Des Moines*b*									220	70,080	140,052.00	2.00	215	68,485	130,647.09	1.91
Des Moines, Iowa Falls & N.*c*									106	2,756	6,147.38	2.23	103	2,678	5,574.08	2.08
Tabor & Northern									10	3,127	7,724.69	2.46	8	2,497	4,724.69	1.89
Union Pacific					141	56,353	101,796.16	1.81	551	204,264	448,110.56	2.19	551	204,264	448,110.56	2.19
Wabash					38	13,126	24,734.76	1.89	396	135,559	298,974.82	2.21	395	135,194	292,663.44	2.17
Total					5,913	1,962,798	$ 4,215,517.58	$ 2.14	44,910	13,276,204	$29,456,772.63	$ 2.22	44,798	13,255,944	$29,196,755.39	$ 2.22

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Revenue train mileage basis.

TABLE No. 31—EMPLOYES AND

Railroads	Maintenance of Way and Structures			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe	104	28,137	$ 46,378.17	1.65
Atlantic, Northern & Southern				
Chicago, Anamosa & Northern	7	1,028	1,490.36	1.45
Chicago, Burlington & Quincy	3,238	1,028,236	1,642,037.10	1.60
Chicago Great Western	190	53,584	72,973.50	1.36
Mason City & Ft. Dodge	352	127,822	197,198.87	1.54
Wisconsin, Minnesota & Pacific	10	2,829	4,160.15	1.47
Chicago, Milwaukee & St. Paul d	3,111	969,501	1,754,935.63	1.81
Chicago & North-Western	3,497	737,115	1,254,060.56	1.70
Chicago, St. P., Minn. & Omaha	106	23,162	38,980.36	1.68
Chicago, Rock Island & Pacific	1,973	593,057	1,003,936.12	1.69
Colfax Northern	11	2,937	5,227.12	1.78
Crooked Creek	8	2,046	3,120.93	1.52
Davenport, Rock Island & N. W.	24	7,319	11,716.32	1.60
Dubuque & Sioux City (Ill. Cent.)	739	225,481	386,917.48	1.72
Iowa Central	420	112,665	173,078.32	1.54
Albia & Centerville	12	3,420	5,375.50	1.57
Iowa & Great Northern	201	33,256	58,894.15	1.77
Manchester & Oneida	13	1,095	1,777.55	1.62
Minneapolis & St. Louis	347	54,795	92,528.42	1.69
Muscatine, North & South	16	5,060	8,514.00	1.66
Newton & Nothwestern a				
St. Paul & Des Moines b	85	26,265	41,008.00	1.51
Des Moines, Iowa Falls & N. c	37	962	1,499.10	1.56
Tabor & Northern				
Union Pacific	50	18,423	29,907.31	1.62
Wabash	86	28,119	42,452.53	1.52
Total	14,637	4,086,314	$ 6,878,167.55	$ 1.68

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Revenue train mileage basis.

SALARIES—IOWA—CONTINUED—DISTRIBUTION.

Maintenance of Equipment				Traffic Expenses				Transportation Expenses			
Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
314	88,653	$ 218,314.90	$ 2.46	6	2,221	$ 8,376.65	$ 3.77	176	54,479	$ 123,854.99	$ 2.27
								8	2,920	4,140.00	1.41
1,013	317,355	777,514.41	2.45	24	7,512	29,245.11	3.89	1,879	656,871	1,741,000.93	2.64
1,168	300,272	689,051.67	2.28					543	179,211	432,045.69	2.41
117	32,928	74,569.44	2.26					345	115,524	311,310.60	2.69
3	990	1,511.25	1.52					15	5,879	12,129.05	2.06
2,714	846,017	1,844,182.16	2.18	314	97,759	308,806.70	3.16	5,125	1,587,269	3,775,704.49	2.38
603	188,739	461,302.75	2.44	10	3,130	9,797.00	3.13	3,950	1,198,164	3,132,064.15	2.61
270	82,632	191,612.54	2.32	2	626	2,580.00	4.12	262	78,876	209,488.62	2.66
1,391	402,846	872,372.28	2.17	239	34,649	82,181.33	2.37	3,149	979,420	2,462,795.19	2.51
3	767	2,368.95	3.09		110	183.56	1.67	11	5,354	11,084.47	2.07
1	297	584.00	1.97					11	3,914	5,954.48	1.52
3	1,058	2,003.71	1.89					25	7,257	15,419.48	2.12
319	110,825	298,486.13	2.69	24	8,643	26,526.57	3.07	1,359	486,514	1,218,463.96	2.50
392	135,597	300,821.69	2.22	59	10,175	29,260.52	2.88	533	205,312	479,187.02	2.33
								14	2,825	3,618.57	1.28
74	22,346	49,832.05	2.23	5	1,860	4,740.00	2.55	147	47,022	127,857.80	2.70
				1	365	1,200.00	3.28	8	2,920	4,591.20	1.57
102	36,621	83,162.33	2.27	17	3,652	10,127.18	2.77	241	83,410	208,142.72	2.44
7	2,347	4,320.00	1.83	1	365	1,560.00	4.27	16	5,424	12,216.78	2.25
7	2,163	6,292.00	2.91	9	2,781	8,550.00	3.08	113	36,967	80,297.00	2.17
18	468	1,174.68	2.51	2	52	119.60	2.30	40	1,040	2,371.20	2.28
2	630	3,000.00	4.76					8	2,497	4,724.69	1.89
239	85,372	198,250.99	2.32	6	2,048	7,915.00	3.72	237	90,926	201,626.39	2.22
106	33,609	70,450.79	2.10	10	3,559	11,718.84	3.29	178	64,516	158,290.40	2.45
8,866	2,692,532	$ 6,151,178.72	$ 2.28	729	179,507	$ 542,888.06	$ 3.02	18,393	5,904,511	$14,733,879.87	$ 2.49

TABLE No. 32—EMPLOYES AND SALARIES—IOWA—DISTRIBUTION—CONTINUED—AND ENTIRE LINE.

Railroads	General Expenses				Outside Operations				Total including General Officers				Total excluding General Officers				Total including General Officers Entire Line			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe									600	173,490	$ 396,924.71	$ 2.29	600	173,490	$ 396,924.71	$ 2.29	47,213	11,295,351	$ 26,290,764.62	$ 2.33
Atlantic, Northern & Southern									16	4,313	6,830.36	1.58	15	3,948	5,630.36	1.42	16	4,313	6,830.36	1.58
Chicago, Anamosa & Northern	1	365	$ 1,200.00	$ 3.28					6,262	2,043,830	4,268,905.63	2.09	6,251	2,039,815	4,234,015.94	2.08	42,099	13,726,680	30,963,238.25	2.26
Chicago, Burlington & Quincy	104	32,604	76,920.29	2.36	4	1,252	$ 2,187.79	$ 1.75	1,937	534,507	1,203,411.26	2.25	1,937	534,507	1,203,411.26	2.25	5,874	1,762,267	4,127,114.65	2.34
Chicago Great Western	36	1,440	9,340.40	6.48					817	277,390	589,198.91	2.12	817	277,390	589,198.91	2.12	859	288,296	606,906.71	2.03
Mason City & Ft. Dodge	3	1,116	6,120.00	5.48					28	9,698	17,800.45	1.83	28	9,698	17,800.45	1.83	432	128,009	256,767.45	2.01
Wisconsin, Minnesota & Pacific									11,795	3,675,137	8,195,259.09	2.23	11,787	3,672,996	8,141,562.24	2.22	44,235	13,785,212	30,739,996.58	2.23
Chicago, Milwaukee & St. Paul d	171	62,472	253,711.33	4.06	358	112,119	257,918.78	2.30	8,138	2,147,493	4,894,789.61	2.28	8,138	2,147,493	4,834,789.61	2.28	40,359	12,099,354	27,549,325.02	2.28
Chicago & North-Western					78	29,345	37,565.15	1.85	648	187,800	448,174.54	2.39	648	187,800	448,174.54	2.39	7,320	2,059,862	5,014,647.86	2.43
Chicago, St. P., Minn. & Omaha	1	313	1,500.00	4.79	7	2,191	4,013.02	1.83	7,824	2,121,170	4,716,228.55	2.22	7,782	2,117,630	4,636,629.14	2.19	32,486	10,594,201	23,498,994.08	2.21
Chicago, Rock Island & Pacific	943	80,258	248,845.65	3.10	129	30,940	46,097.98	1.49	29	10,273	21,329.10	2.08	26	9,543	19,364.10	2.03	29	10,273	21,329.10	2.08
Colfax Northern	4	1,105	2,465.00	2.23					20	6,257	9,659.41	1.54	16	4,802	7,906.21	1.64	20	6,257	9,659.41	1.54
Crooked Creek									56	16,741	32,018.62	1.97	54	16,195	30,236.06	1.87	81	24,931	49,113.40	1.97
Davenport, Rock Island & N. W.	4	1,107	3,879.11	3.50					2,458	835,972	1,943,566.15	2.32	2,456	835,426	1,936,350.02	2.32	2,560	876,233	2,041,035.11	2.33
Dubuque & Sioux City (Ill. Cent.)	2	791	8,191.05	10.36	15	3,718	4,980.96	1.34	1,592	490,580	1,075,579.51	2.19	1,584	488,963	1,040,763.02	2.13	2,010	656,267	1,440,757.96	2.20
Iowa Central	188	26,831	93,231.96	3.47					26	6,245	8,994.07	1.44	26	6,245	8,994.07	1.44	26	6,245	8,994.07	1.44
Albia & Centerville									430	105,579	247,324.00	2.34	430	105,579	247,324.00	2.34	430	105,579	247,324.00	2.34
Iowa & Great Northern	3	1,095	6,000.00	5.48					32	5,110	7,768.75	1.52	22	4,380	7,568.75	1.72	32	5,110	7,768.75	1.52
Manchester & Oneida	10	730	200.00	.27					838	186,713	423,235.33	2.27	830	186,121	409,620.18	2.21	2,874	743,998	1,672,159.86	2.25
Minneapolis & St. Louis	131	8,235	34,274.68	4.16					44	14,656	34,170.78	2.33	41	13,561	26,250.78	1.94	44	14,656	34,170.78	2.33
Muscatine, North & South	4	1,460	7,500.00	5.18																
Newton & Nothwestern a									220	70,030	140,052.00	2.00	215	68,485	130,647.00	1.91	220	70,030	140,052.00	2.00
St. Paul & Des Moines b	6	1,854	3,905.00	2.11					106	2,756	6,147.38	2.23	103	2,678	5,574.08	2.08	106	2,756	6,147.38	2.23
Des Moines, Iowa Falls & N. c	9	234	982.80	4.02					10	3,127	7,724.69	2.46	8	2,497	4,724.69	1.89	10	3,127	7,724.69	2.46
Tabor & Northern									551	204,264	448,110.56	2.19	551	204,264	448,110.56	2.19	19,175	6,337,531	14,838,536.27	2.34
Union Pacific	9	3,400	6,123.84	1.80	10	4,095	4,287.03	1.05	396	135,559	298,974.82	2.21	395	135,194	292,666.44	2.17	13,212	4,518,648	9,965,827.41	2.21
Wabash	14	5,026	14,572.39	2.90	2	730	1,489.87	1.62												
Total	1,643	239,436	$ 779,023.50	$ 3.38	603	175,390	$ 358,540.58	$ 2.04	44,871	13,268,690	$29,443,178.28	$ 2.21	44,760	13,248,730	$29,184,237.12	$ 2.20	267,713	79,125,786	$ 179,546,095.71	$ 2.26

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908 to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Revenue train mileage basis.

TABLE No. 33—TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE

Railroads	Passenger Traffic									
	Number of passengers carried earning revenue	Number of passengers carried one mile	Number of passengers carried one mile per mile of road	Average distance carried	Total passenger revenue	Average amount received from each passenger	Average receipts per passenger per mile	Total passenger service train revenue	Passenger service train revenue per mile of road	Passenger service train revenue per train mile
Atchison, Topeka & Santa Fe	9,971,710	924,394,959	123,905	92.70	$ 18,509,838.03	$1.85624	$ .02002	$ 23,594,279.07	$ 3,162.56	$1.53187
Atlantic, Northern & Southern	21,437	205,270	12,075	12.00	6,648.26	.30110	.02880	7,969.64		
Chicago, Anamosa & Northern	17,931	196,573	4,733	18.00	4,903.38	.27340	.02493	6,889.04	351.48	.11226
Chicago, Burlington & Quincy	20,227,505	1,056,225,686	117,058	52.22	19,585,305.02	.96825	.01854	24,548,772.99	2,720.66	1.44743
Chicago Great Western	1,532,367	106,227,166	128,805	69.32	1,867,196.83	1.21851	.01758	2,371,415.49	2,897.77	.97425
Mason City & Ft. Dodge	531,731	23,424,401	60,646	44.05	434,364.84	.81689	.01854	513,034.51	1,328.24	.60746
Wisconsin, Minnesota & Pacific	373,526	8,482,868	31,302	22.71	180,542.37	.48335	.02128	218,099.15	804.79	.65640
Chicago, Milwaukee & St. Paul	15,261,551	674,072,186	89,736	44.17	12,774,851.93	.83706	.01895	16,447,824.69	2,189.62	1.19154
Chicago & North-Western	26,951,319	932,232,161	122,092	34.59	16,875,668.43	.62615	.01810	21,027,236.63	2,753.88	1.13669
Chicago, St. P., Minn. & Omaha	3,985,070	205,182,190	117,996	51.49	3,990,944.89	1.00147	.01945	4,682,914.26	2,693.05	1.19364
Chicago, Rock Island & Pacific	18,402,815	910,488,426	122,914	49.48	16,897,447.07	.91820	.01856	20,066,646.07	2,708.95	1.22993
Colfax Northern	149,409	738,239	56,788	4.94	8,156.74	.05459	.01105	8,171.57	628.58	.46888
Crooked Creek					1,144.23			2,253.66	127.97	.20572
Davenport, Rock Island & N. W.								5,526.36	112.78	
Dubuque & Sioux City (Ill. Cent.)	1,694,588	71,772,599	93,627	42.35	1,373,446.56	.81049	.01914	1,725,410.62	2,250.79	1.10167
Iowa Central	1,001,314	27,330,948	48,943	27.30	511,646.37	.51097	.01872	621,706.09	1,113.31	.73554
Albia & Centerville	16,696	280,536	11,497	16.80	6,519.19	.39046	.02324	8,192.51	335.76	.25159
Iowa & Great Northern	80,429	2,778,988	35,691	34.55	55,013.15	.68400	.01979	70,057.53	899.79	.67960
Manchester & Oneida	29,219	233,752	3,653	8.00	7,995.73	.27364	.03420	10,084.70	1,260.58	.36759
Minneapolis & St. Louis	1,297,889	57,948,361	56,423	44.65	1,076,984.44	.80980	.01859	1,305,049.30	1,270.69	.98699
Muscatine, North & South	19,106	260,690	9,092	13.67	7,467.13	.39000	.02864	8,527.47	297.08	.21685
Newton & Nothwestern *a*	5,271	60,722	569	11.52	1,463.29	.27761	.02410	3,139.67	29.45	.06938
St. Paul & Des Moines *b*	136,350	4,041,275	33,399	29.64	96,473.58	.70754	.02387	104,208.40	861.23	.70658
Des Moines, Iowa Falls & N. *c*	9,172	205,388	2,736	22.39	5,402.68	.58904	.02630	6,266.62	83.48	.69190
Tabor & Northern					5,850.58			7,286.86		
Union Pacific	4,383,010	496,120,209	150,036	113.19	9,719,646.12	2.21757	.01959	13,088,482.11	3,958.19	1.60035
Wabash	5,812,545	355,979,515	141,565	61.24	6,395,775.35	1.10034	.01797	8,101,098.09	3,221.62	1.13689
Total	111,911,960	5,858,883,058	114,867	52.35	$ 110,400,696.19	.98649	$ .01884	$ 138,560,543.04	$ 2,716.58	$1.27973

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TABLE No. 34—TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—CONTINUED.

Railroads	Freight Traffic								
	Number of tons carried of freight earning revenue	Number of tons carried one mile	Number of tons carried one mile per mile of road	Average distance haul of one ton	Total freight revenue	Average amount received for each ton of freight	Average receipts per ton per mile	Freight revenue per mile of road	Freight revenue per train mile
Atchison, Topeka & Santa Fe	14,003,418	5,063,578,166	678,717	361.60	$ 51,894,385.32	$ 3.70584	$ .01025	$ 6,955.88	$ 3.09064
Atlantic, Northern & Southern	47,958	709,778	41,751	14.88	20,978.34			1,239.90	
Chicago, Anamosa & Northern	11,795	223,882	11,422	19.81	11,563.28	.98035	.05164	589.96	.18848
Chicago, Burlington & Quincy	25,055,767	6,620,646,367	733,745	264.24	52,240,920.60	2.08499	.00789	5,789.69	3.05713
Chicago Great Western	3,542,831	908,328,912	1,109,938	256.39	5,610,134.23	1.58352	.00617	6,855.34	1.83729
Mason City & Ft. Dodge	1,015,058	143,510,019	371,550	141.38	1,368,041.38	1.34747	.00953	3,541.85	2.30131
Wisconsin, Minnesota & Pacific	528,608	29,280,923	108,048	55.39	455,972.71	.86259	.01557	1,682.56	2.74096
Chicago, Milwaukee & St. Paul	27,499,704	5,051,527,001	672,485	183.69	42,341,650.62	1.53972	.00838	5,636.74	2.29442
Chicago & North-Western	32,793,418	4,863,589,654	636,972	148.31	43,619,091.27	1.33012	.00897	5,712.68	2.33297
Chicago, St. P., Minn. & Omaha	6,599,104	955,358,150	549,407	144.77	8,627,853.06	1.30743	.00903	4,961.70	2.21650
Chicago, Rock Island & Pacific	16,720,753	3,926,965,415	530,131	234.86	36,557,518.42	2.18636	.00931	4,935.18	2.47307
Colfax Northern	300,621	1,885,887	145,068	6.27	35,198.68	.11709	.01866	2,707.59	1.66778
Crooked Creek	35,744				20,123.47	.56299		1,142.72	1.83692
Davenport, Rock Island & N. W.									
Dubuque & Sioux City (Ill. Cent.)	2,530,023	458,425,560	598,014	181.19	3,450,950.58	1.36400	.00753	4,501.75	1.86347
Iowa Central	2,355,717	383,310,444	686,407	162.71	2,359,556.55	1.00163	.00615	4,225.34	1.61399
Albia & Centerville	58,799	1,409,952	58,990	23.98	14,733.85	.25058	.01045	608.85	.45247
Iowa & Great Northern	507,376	35,162,701	451,614	69.30	305,370.89	.60186	.00868	3,922.05	3.00352
Manchester & Oneida	16,174	129,174	2,022	8.00	12,353.26	.76377	.09547	1,544.15	.45029
Minneapolis & St. Louis	2,528,748	260,058,071	253,211	102.84	2,796,605.69	1.10593	.01075	2,722.98	2.55447
Muscatine, North & South	140,273	3,709,345	129,380	26.44	64,907.19	.46272	.01211	2,263.93	1.65057
Newton & Nothwestern *a*	144,404	4,095,669	38,421	28.36	85,875.78	.59469	.02097	805.59	1.89772
St. Paul & Des Moines *b*	429,369	17,547,160	145,018	40.84	268,399.05	.62510	.01530	2,218.18	1.99249
Des Moines, Iowa Falls & N. *c*	31,878	1,271,897	16,945	39.90	18,432.47	.57822	.01449	245.44	1.91646
Tabor & Northern					16,261.59			1,850.01	
Union Pacific	9,003,646	3,282,693,220	992,746	364.60	32,960,699.52	3.66082	.01004	9,967.91	4.38243
Wabash	12,556,220	2,950,014,020	1,173,154	234.94	17,176,708.74	1.36798	.00582	6,830.79	2.04938
Total	158,457,406	34,963,431,367	685,484	220.64	$ 302,334,286.54	1.90798	.00864	$ 5,927.48	$ 2.88029

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TABLE No. 35—TRAFFIC AND MILEAGE

Railroads	Total Traffic				
	Operating revenues	Operating revenues per mile of road	Operating revenues per train mile	Operating expenses	Operating expenses per mile of road
Atchison, Topeka & Santa Fe	$ 76,770,668.10	$10,290.27	$2.55175	$ 45,381,887.44	$ 6,082.95
Atlantic, Northern & Southern					
Chicago, Anamosa & Northern	18,452.32	941.44	5.82040	11,871.14	605.66
Chicago, Burlington & Quincy	78,612,629.36	8,712.39	2.39716	54,560,997.77	6,046.82
Chicago Great Western	8,107,289.31	9,906.75	1.48788	7,219,976.41	8,822.49
Mason City & Ft. Dodge	1,919,966.33	4,970.79	1.33345	1,348,493.98	3,491.25
Wisconsin, Minnesota & Pacific	688,560.65	2,540.81	1.42983	495,190.92	1,827.27
Chicago, Milwaukee & St. Paul	59,807,463.49	7,973.86	1.93928	38,731,238.60	5,156.10
Chicago & North-Western	65,978,471.03	8,641.02	1.84816	43,191,239.41	5,656.64
Chicago, St. P., Minn. & Omaha	13,524,649.94	7,777.75	1.87476	8,831,228.85	5,078.66
Chicago, Rock Island & Pacific	57,386,846.77	7,747.09	1.88864	39,971,445.29	5,396.05
Colfax Northern	44,100.44	3,392.34	1.48217	35,058.04	2,696.77
Crooked Creek	24,842.12	1,410.68	2.26765	19,240.72	1,092.60
Davenport, Rock Island & N. W.	66,398.40	1,355.07		73,881.51	1,507.79
Dubuque & Sioux City (Ill. Cent.)	5,672,299.03	7,399.48	1.66939	3,826,731.45	4,991.95
Iowa Central	3,015,646.96	5,400.22	1.42192	2,471,672.13	4,426.11
Albia & Centerville	23,624.23	968.21	.72549	25,612.04	1,049.68
Iowa & Great Northern	380,458.10	4,886.44	1.85899	300,967.57	3,865.50
Manchester & Oneida	22,437.96	2,804.74	.81752	13,862.63	1,732.83
Minneapolis & St. Louis	4,171,315.17	4,061.49	1.79110	2,845,606.08	2,770.69
Muscatine, North & South	71,500.16	2,493.55	1.81823	68,489.73	2,388.90
Newton & Nothwestern *a*	89,868.90	843.04	1.08597	86,114.56	807.83
St. Paul & Des Moines *b*	369,211.52	3,051.33	1.31125	306,995.86	2,537.16
Des Moines, Iowa Falls & N. *c*	21,845.20	291.04	1.50827	17,211.31	229.30
Tabor & Northern	24,367.32	2,266.72	1.58848	17,710.59	1,647.40
Union Pacific	46,949,311.20	14,198.32	3.17007	22,782,654.83	6,889.89
Wabash	25,868,033.30	10,287.14	1.68097	18,757,184.47	7,459.31
Total	$ 449,720,257.31	$ 8,817.10	$1.10899	$ 291,392,563.83	$ 5,712.96

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Deficit.

STATISTICS—ENTIRE LINE—CONTINUED.

Total Traffic											
Operating expenses per train mile	Net operating revenue	Net operating revenue per mile of road	Average number of passengers per car mile	Average number of passengers per train mile	Average number of passenger cars per train mile	Average number of tons of freight per loaded car mile	Average number of tons of freight per train mile	Average number of freight cars per train mile	Average number of loaded cars per train mile	Average number of empty cars per train mile	Average mileage operated during year
$1.50843	$ 31,388,780.66	$ 4,207.32	15	60	6.24	14.70	301.57	28.68	20.51	7.26	7,460.51
.19350	6,581.18	261.33	6	6	1.00	8.24	3.64	5.02	4.42	1.49	19.60
1.63375	24,051,631.59	2,665.57	17	62	5.65	17.08	387.44	33.09	22.69	9.48	9,023.00
1.32504	887,312.90	1,084.26	12	44	5.20	16.01	297.47	26.13	18.58	6.62	818.36
.93655	571,472.35	1,479.54	10	28	3.68	16.02	241.41	22.08	15.07	6.03	386.25
1.02829	193,369.73	713.54	14	26	2.63	18.43	176.01	13.40	9.55	2.99	271.00
1.25399	21,166,224.89	2,817.76	15	49	5.23	14.63	273.73	26.11	18.69	7.42	7,511.73
1.20985	22,787,231.62	2,984.38	15	50	4.96	14.60	260.13	25.97	17.82	7.23	7,635.49
1.22116	4,693,421.09	2,699.09	14	52	5.21	15.67	245.43	21.54	15.66	5.88	1,734.19
1.37549	17,415,401.48	2,351.04	15	56	5.15	15.08	265.65	25.41	17.61	6.84	7,407.54
1.17826	9,042.40	695.57	23	42	1.85	26.39	89.36	6.53	3.39	3.12	13.00
1.75634	5,601.40	171.96						5.71	2.46	2.33	17.61
	d 7,483.11	*d* 152.72									49.00
1.12623	1,845,567.58	2,407.53	14	46	4.62	15.70	247.54	24.19	15.76	7.39	766.58
1.16788	543,974.83	974.11	10	32	3.10	20.75	262.18	18.88	12.64	5.39	558.43
.78654	*d* 1,987.81	*d* 814.70	9	9	1.00	20.01	43.30	3.24	2.16	1.08	24.40
1.46987	79,490.53	1,020.94	13	27	3.21	19.86	3.45	24.81	17.42	6.88	77.86
.55308	8,575.33	1,071.91	9	9			4.75				8.00
1.22186	1,325,709.09	1,290.80	16	43	3.90	16.20	237.54	20.36	14.66	4.78	1,027.04
1.74167	3,010.43	105.00	7	7	1.00	19.78	94.30	6.77	4.76	2.00	28.67
1.90300	3,754.34	35.22		1		13.06	90.51	12.25	6.93	4.32	106.60
1.09029	62,215.66	464.00	27	27	1.99	17.71	13.03	12.25	7.36	3.90	121.00
1.25924	4,633.89	54.58	23	23	1.01	22.26	132.23	9.87	5.94	3.45	75.06
1.15454	6,656.73	619.23									10.75
1.53330	24,166,656.37	7,308.43	15	61	6.44	16.14	436.46	37.08	27.05	9.15	3,306.68
1.21889	7,110,848.83	2,827.83	14	15	5.01	17.51	351.97	31.03	20.10	9.92	2,514.60
$1.36604	$ 158,327,693.98	$ 3,104.12	15	54	5.37	15.62	305.81	28.20	19.57	7.71	50,973.04

TABLE No. 36—TRAFFIC AND MILEAGE

STATISTICS—ENTIRE LINE—CONTINUED.

Railroads	Locomotive Mileage						
	Revenue Service						
	Freight locomotive miles	Passenger locomotive miles	Mixed locomotive miles	Special locomotive miles	Switching locomotive miles	Total revenue locomotive mileage	Non-revenue service locomotive—miles
Atchison, Topeka & Santa Fe	16,613,964	14,066,128	2,192,173	64,024	5,170,782	38,107,071	1,535,217
Atlantic, N. & S.			19,616			19,616	
Chicago, Anamosa & N.			25,121			25,121	
Chicago, Burlington & Quincy	17,533,620	16,079,035	1,270,028	10,604	8,162,678	43,055,965	1,849,330
Chicago Great Western	3,251,530	2,436,087	43,174	4,507	845,395	6,580,693	100,790
Mason City & Ft. Dodge	620,270	858,885		832	128,856	1,608,843	19,296
Wisconsin, Minn. & Pac.	155,534	319,434	17,270	218	19,207	511,663	
Chicago, Milwaukee & St. P.	19,879,919	12,661,981	1,122,642	38,997	7,305,050	41,008,589	1,518,020
Chicago & North-Western	18,796,262	17,500,590	1,579,650	22,542	8,584,880	46,483,924	1,946,565
Chicago, St. P., M. & O.	3,749,626	3,387,617	615,176	1,930	1,542,104	9,296,453	299,862
Chicago, R. I. & P.	14,779,600	15,914,210	763,488	47,301	5,565,772	37,070,371	956,769
Colfax Northern	12,326	8,649	8,779			29,754	
Crooked Creek	11,268				9,390	20,658	
Davenport, Rock Island & N.							
D. & S. C. (Ill. Cent.)	1,866,346	1,593,667	22,196	2,054	383,914	3,868,177	44,672
Iowa Central	1,704,041	656,445	215,697	2,842	273,151	2,852,176	81,257
Albia & Centerville			34,700			34,700	
Iowa & Great Northern	102,204	103,399			58,150	263,753	1,631
Manchester & Oneida		27,434				27,434	
Minneapolis & St. Louis	1,150,560	1,238,831	37,589	146	364,705	2,791,831	102,629
Muscatine, North & South			39,324		21,910	61,234	
Newton & Nothwestern *a*			45,252			45,252	
St. Paul & Des Moines *b*	134,089	146,866	616			281,571	15,916
Des Moines, I. F. & N. *c*	4,650	4,050	4,968			13,668	
Tabor & Northern			15,650			15,650	
Union Pacific	7,358,142	7,651,775	928,253	18,681	2,291,779	18,248,630	744,286
Wabash	8,526,446	7,054,295	126,465	8,868	3,369,045	19,085,119	218,692
Total	116,250,397	101,709,378	9,127,827	223,546	44,096,768	271,407,916	9,434,932

Railroads	Car Mileage							
	Revenue Service							
	Freight Car—Miles				Passenger Car—Miles			
	Loaded	Empty	Caboose	Total freight car—miles	Passenger	Sleeping parlor and observation	Other passenger train—cars	Total passenger car—miles
Atchison, Topeka & Santa Fe	344,375,335	121,969,720	15,232,190	481,577,245	34,321,668	29,120,323	32,732,325	96,174,316
Atlantic, N. & S.	1,276	1,350		2,626	19,846			19,846
Chicago, Anamosa & N.	27,138	9,195		36,333	25,121			25,121
Chicago, Burlington & Quincy	387,679,481	162,025,877	15,821,177	565,526,535	41,837,410	21,510,726	32,429,171	95,777,307
Chicago Great Western	56,742,470	20,207,236	2,832,772	79,782,478	5,200,711	3,424,799	4,027,628	12,653,138
Mason City & Ft. Dodge	8,960,353	3,582,334	581,604	13,124,291	1,796,861	633,797	673,271	3,103,929
Wisconsin, Minn. & Pac.	1,588,689	497,740	142,767	2,229,196	575,118	52,626	244,603	872,347
Chicago, Milwaukee & St. P.	344,953,319	137,081,548	16,938,634	498,973,501	32,226,472	12,939,655	27,021,714	72,187,841
Chicago & North-Western	333,170,391	135,116,105	17,187,195	485,473,691	44,641,896	16,059,699	31,037,334	91,738,929
Chicago, St. P., M. & O.	60,948,745	19,638,987	3,258,070	83,845,802	10,276,614	4,351,579	5,860,348	20,488,541
Chicago, R. I. & P.	260,340,641	101,065,413	14,136,501	375,542,555	39,607,812	20,810,515	23,529,393	83,947,720
Colfax Northern	71,453	65,784	618	137,855	32,283			32,283
Crooked Creek	26,981	25,547	10,955	63,483				
Davenport, Rock Island & N.								
D. & S. C. (Ill. Cent.)	29,190,197	13,686,636	1,915,484	44,792,317	3,785,754	1,170,310	2,273,258	7,229,322
Iowa Central	18,474,084	7,876,856	1,252,792	27,603,732	1,680,134	161,149	781,497	2,622,780
Albia & Centerville	70,447	34,981		105,428	32,563			32,563
Iowa & Great Northern	1,770,829	648,652	103,364	2,522,845	217,355	858	112,980	331,193
Manchester & Oneida								
Minneapolis & St. Louis	16,050,680	5,235,571	998,946	22,285,197	2,909,943	827,146	1,420,128	5,157,217
Muscatine, North & South	187,485	78,822		266,307	39,324			39,324
Newton & Nothwestern *a*	313,640	195,637	45,252	554,529				
St. Paul & Des Moines *b*	990,947	525,668	134,089	1,650,704	146,866		146,866	293,732
Des Moines, I. F. & N. *c*	57,138	33,147	4,650	94,935	4,050		4,050	8,100
Tabor & Northern					15,340			15,340
Union Pacific	203,422,502	68,849,259	6,611,647	278,883,408	16,338,181	17,726,861	18,571,992	52,637,034
Wabash	168,454,080	83,147,127	8,447,987	260,049,194	16,453,984	8,933,844	10,321,975	35,709,803
Total	2,237,868,301	881,509,192	105,656,694	3,225,124,187	252,185,306	137,723,887	191,188,533	581,097,726

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 37—TRAFFIC AND MILEAGE

Railroads	Car Mileage—Continued						
	Revenue Service—Continued						
	Special Car—Miles						
	Freight—oaded	Fre ght—empty	Caboose	Passenger	Sleeping parlor and observation	Other passenger train—cars	Total special car—miles
Atchison, Topeka & Santa Fe	272,933	3,947	20,846	62,330	197,892	84,988	642,936
Atlantic, Northern & Southern							
Chicago, Anamosa & Northern							
Chicago, Burlington & Quincy	131,454	43	8,496	40,345	3,901	1,172	185,411
Chicago Great Western	42,072		3,206	8,449	10,167	7,407	71,301
Mason City & Ft. Dodge	10,757		467	1,896	908	1,032	15,060
Wisconsin, Minnesota & Pacific	1,765		218	633			2,616
Chicago, Milwaukee & St. Paul	252,736	2,634		104,850	30,586	32,606	423,412
Chicago & North-Western	240,732		14,099	5,027	324	310	260,492
Chicago, St. P., Minn. & Omaha	35,758		1,493	411	354	26	38,042
Chicago, Rock Island & Pacific	295,509	35,971	23,988	74,602	19,410	57,830	507,310
Colfax Northern							
Crooked Creek							
Davenport, Rock Island & N. W.							
Dubuque & Sioux City (Ill. Cent.)	10,175	2,270	1,313	21,788			35,546
Iowa Central	21,497			16,928			38,425
Albia & Centerville							
Iowa & Great Northern							
Manchester & Oneida							
Minneapolis & St. Louis	122			24			146
Muscatine, North & South							
Newton & Nothwestern a							
St. Paul & Des Moines b							
Des Moines, Iowa Falls & N. c							
Tabor & Northern							
Union Pacific	217,996	153	15,070	58,297	576	32	292,124
Wabash	85,199	589	6,948	1,400	2,279	5,983	102,398
Total	1,618,705	45,607	96,144	396,980	266,397	191,386	2,615,219

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

STATISTICS—ENTIRE LINE—CONTINUED.

Rev. Service - Continued		Train Mileage					
		Revenue Service					
Total revenue car—mileage	Non-revenue service car—miles	Freight train—miles	Passenger train—miles	Mixed train—miles	Special train—miles	Total revenue train—mileage	Non-revenue service train—miles
578,394,497	20,162,201	14,626,341	13,237,807	2,164,502	56,876	30,085,526	1,404,893
22,472							
61,454				61,318		61,348	
661,489,253	13,070,575	15,823,841	15,695,928	1,264,375	9,912	32,794,056	1,414,590
92,506,917	756,294	3,010,306	2,390,911	43,174	4,507	5,448,898	100,790
16,243,280	171,759	594,461	844,555		832	1,439,848	19,296
3,104,159	10,838	149,085	314,994	17,270	218	481,567	3,362
571,584,754	18,216,240	17,041,102	12,390,720	1,413,101	41,532	30,886,455	8,823,070
577,473,112	13,512,390	17,183,777	16,985,621	1,513,050	17,181	35,699,629	1,128,631
104,372,385	3,127,657	3,277,754	3,319,632	614,810	1,861	7,214,057	283,636
459,997,585	9,425,546	14,022,678	15,555,710	759,574	47,301	30,385,263	914,028
170,138		12,326	8,649	8,779		29,754	
63,483		10,955				10,955	
							13,950
52,057,185	356,886	1,829,702	1,543,985	22,196	1,945	3,397,828	50,918
30,264,937	424,125	1,265,290	648,510	196,732	5,826	2,116,358	47,933
137,991				32,563		32,563	
2,854,038	5,042	101,671	103,087			204,758	1,631
				27,434		27,434	
27,442,560		1,006,513	1,233,974	88,274	146	2,328,907	49,827
305,631				39,324		39,324	
554,529				45,252		45,252	
1,944,436	170,684	134,089	146,856	616		281,571	15,916
103,035		4,650	4,050	4,968		13,668	
15,340				15,340		15,340	
331,812,566	3,729,602	6,616,758	7,274,166	904,348	14,922	14,810,194	401,769
295,861,395	2,809,585	8,255,040	6,999,324	126,359	8,046	15,388,769	215,347
3,808,837,132	85,949,424	104,966,339	98,698,489	9,363,389	211,105	213,239,322	14,889,590

TABLE No. 38—TRAFFIC AND MILEAGE STATISTICS—IOWA.

Railroads	Passenger Traffic									
	Number of passengers carried earning revenue	Number of passengers carried one mile	Number of passengers carried one mile per mile of road	Average distance carried	Total passenger revenue	Average amount received from each passenger	Average receipts per passenger per mile	Total passenger service train revenue	Passenger service train revenue per mile of road	Passenger service train revenue per train mile
Atchison, Topeka & Santa Fe	241,034	4,325,510	217,800	17.95	$ 71,543.06	$ .29681	$ .01654	$ 109,670.72	$ 5,522.17	$ 1.20331
Atlantic, Northern & Southern	21,437	205,270	12,075	12.00	6,648.26	.30110	.02880	7,969.64	351.48	.11226
Chicago, Anamosa & Northern	17,931	196,573	4,733	18.00	4,903.38	.27340	.02493	6,889.04	351.48	.11226
Chicago, Burlington & Quincy	3,953,991	154,854,304	107,645	39.16	2,977,476.64	.75303	.01923	3,930,990.01	2,732.58	1.29889
Chicago Great Western	956,236	50,955,336	133,604	53.29	930,167.00	.97274	.01825	1,103,405.68	2,893.12	1.05076
Mason City & Ft. Dodge	303,050	22,116,186	62,588	72.98	407,073.86	1.34326	.01841	480,729.14	1,360.45	.59922
Wisconsin, Minnesota & Pacific	43,432	350,541	15,580	8.07	12,098.21	.27855	.03451	14,479.87	643.55	.45166
Chicago, Milwaukee & St. Paul					2,546,032.10			3,269,613.68	1,685.44	1.01229
Chicago & North-Western	4,340,769	202,281,287	128,150	46.60	3,803,056.61	.87613	.01880	4,744,212.43	3,005.58	1.12696
Chicago, St. P., Minn. & Omaha	572,764	18,525,554	181,552	32.34	354,829.52	.61950	.01915	416,025.77	4,098.20	1.35758
Chicago, Rock Island & Pacific	5,130,726	224,428,563	106,786	43.74	4,277,116.07	.83363	.01906	5,173,210.96	2,461.48	1.15953
Colfax Northern	149,409	738,239	56,788	4.94	8,156.74	.05459	.01105	8,171.57	628.58	.46888
Crooked Creek					1,144.23			2,253.66	127.97	.20572
Davenport, Rock Island & N. W.								3,978.96	112.75	
Dubuque & Sioux City (Ill. Cent.)	1,659,438	69,915,239	97,792	42.13	1,336,446.34	.80536	.01912	1,674,294.80	2,341.87	1.12044
Iowa Central	801,445	22,255,917	49,450	27.77	413,537.24	.51599	.01858	506,041.26	1,124.36	.72170
Albia & Centerville	16,696	280,536	11,497	16.80	6,519.19	.39046	.02324	8,192.51	335.76	.25159
Iowa & Great Northern	80,429	2,778,938	35,691	34.55	55,013.15	.68400	.01979	70,057.53	899.79	.67960
Manchester & Oneida	29,219	233,752	3,653	8.00	7,995.73	.27364	.0342	10,084.70	1,260.58	.36759
Minneapolis & St. Louis	516,512	15,857,391	43,048	30.70	297,660.67	.57629	.01877	377,031.84	1,023.51	1.53942
Muscatine, North & South	19,106	260,690	9,092	13.67	7,467.13	.39000	.02864	8,527.47	297.08	.21685
Newton & Northwestern *a*	5,271	60,722	569	11.52	1,463.29	.27761	.02410	3,139.67	29.45	.06938
St. Paul & Des Moines *b*	136,350	4,041,275	33,399	29.64	96,473.58	.70754	.02387	104,208.40	861.23	.70658
Des Moines, Iowa Falls & N. *c*	9,172	205,388	2,736	22.39	5,402.68	.58904	.02630	6,266.62	83.48	.69490
Tabor & Northern					5,850.58			7,286.86		
Union Pacific	229,367	511,491	207,923	2.23						
Wabash	174,376	10,679,385	51,107	61.24	287,949.99	1.65132	.02696	380,216.14	1,819.56	1.77861
Total	19,408,160	806,058,087	98,310	41.53	$17,922,025.25	$ .80135	$ .01908	$22,426,948.93	$ 2,383.96	$ 1.09796

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
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TABLE No. 39—TRAFFIC AND MILEAGE STATISTICS—IOWA—CONTINUED.

Railroads	Freight Traffic								
	Number of tons carried of freight earning revenue	Number of tons carried one mile	Number of tons carried one mile per mile of road	Average distance haul of one ton	Total freight revenue	Average amount received for each ton of freight	Average receipts per ton per mile	Freight revenue per mile of road	Freight revenue per train—mile
Atchison, Topeka & Santa Fe					$ 307,263.45		$ .01005	$ 15,471.47	$ 3.34888
Atlantic, Northern & Southern	47,958	709,778	41,751	14.88	20,978.34			1,239.90	
Chicago, Anamosa & Northern	11,795	223,882	11,422	19.81	11,563.28	$ .98035	.05164	589.96	.18848
Chicago, Burlington & Quincy	7,066,296	763,557,502	530,779	108.06	6,277,047.39	.88831	.00822	4,363.42	2.37081
Chicago Great Western	2,473,427	377,537,827	989,900	152.63	2,341,509.28	.94665	.00620	6,139.41	1.75842
Mason City & Ft. Dodge	906,710	137,034,367	387,804	151.13	1,256,060.51	1.38531	.00917	3,554.62	2.25121
Wisconsin, Minnesota & Pacific	146,742	1,221,894	54,309	8.33	36,635.64	.24969	.02998	1,628.25	2.32859
Chicago, Milwaukee & St. Paul					10,106,033.69			5,209.51	1.90076
Chicago & North-Western	5,899,576	1,263,436,713	800,419	214.00	10,139,740.26	1.71872	.00803	6,423.78	1.99919
Chicago, St. P., Minn. & Omaha	869,360	45,044,001	441,435	51.81	534,764.84	.61505	.01187	5,240.79	2.53654
Chicago, Rock Island & Pacific	5,968,837	902,723,769	429,527	151.24	8,114,291.47	1.35944	.00899	3,860.88	1.99208
Colfax Northern	300,621	1,885,887	145,068	6.27	35,198.68	.11709	.01866	2,707.59	1.66778
Crooked Creek	35,744				20,123.47	.56299		1,142.72	1.83692
Davenport, Rock Island & N. W.									
Dubuque & Sioux City (Ill. Cent.)	2,522,676	449,340,323	628,501	178.12	2,785,014.73	1.10399	.00620	3,895.45	1.56695
Iowa Central	1,936,577	279,875,254	621,848	144.52	1,577,156.21	.81440	.00564	3,504.25	1.39069
Albia & Centerville	58,799	1,409,952	58,990	23.98	14,733.85	.25058	.01045	603.85	.45247
Iowa & Great Northern	507,376	35,162,701	451,614	69.30	305,370.89	.60186	.00868	3,922.05	3.00352
Manchester & Oneida	16,174	129,392	2,022	8.00	12,353.26	.76377	.09547	1,544.15	.45029
Minneapolis & St. Louis	798,192	45,262,899	122,873	56.71	694,661.15	.87029	.01535	1,885.77	4.66876
Muscatine, North & South	140,273	3,709,345	129,380	26.44	64,907.19	.46272	.01211	2,263.93	1.65057
Newton & Nothwestern *a*	144,404	4,095,669	38,421	28.36	85,875.78	.59469	.02097	805.59	1.89772
St. Paul & Des Moines *b*	429,369	17,547,160	145,018	40.84	268,399.05	.62510	.01530	2,218.18	1.99249
Des Moines, Iowa Falls & N. *c*	31,878	1,271,897	16,945	39.90	18,432.47	.57822	.01449	245.44	1.91646
Tabor & Northern					16,261.59			1,850.01	
Union Pacific	1,802,640	4,334,419	178,196	2.40					
Wabash	376,687	88,500,421	423,528		729,230.91	1.93591	.00824	3,489.81	2.90020
Total	32,492,111	4,424,015,052	539,548	136.31	$45,773,607.38	$ 1.14838	$ .00799	$ 4,883.63	$ 2.14360

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 40—TRAFFIC AND MILEAGE

Railroads	Total Traffic					
	Operating revenues	Operating revenues per mile of road	Operating revenues per train—mile	Operating expenses	Operating expenses per mile of road	Operating expenses per train—mile
Atchison, Topeka & Santa Fe	$ 421,438.36	$21,220.46	$2.39708	$ 271,619.53	$13,676.71	$1.54493
Atlantic, Northern & Southern						
Chicago, Anamosa & Northern	18,452.32	941.44	6.8204	11,871.14	605.66	.19350
Chicago, Burlington & Quincy	10,350,042.23	7,194.72	1.95314	8,111,057.23	5,638.22	1.53063
Chicago Great Western	3,491,176.41	9,153.82	1.48801	3,108,921.84	8,151.56	1.32510
Mason City & Ft. Dodge	1,762,078.72	4,986.64	1.20469	1,274,650.45	3,607.23	.93655
Wisconsin, Minnesota & Pacific	51,503.67	2,289.05	1.07694	49,172.46	2,185.44	1.02820
Chicago, Milwaukee & St. Paul	13,553,845.93	6,986.80	1.64595	9,250,019.66	4,768.25	1.12330
Chicago & North-Western	15,002,451.78	9,504.43	1.66001	d10,934,142.84	6,927.05	1.20985
Chicago, St. P., Minn. & Omaha	961,232.10	9,420.14	1.90164	619,721.39	6,073.32	1.22600
Chicago, Rock Island & Pacific	13,442,050.28	6,395.89	1.63051	8,887,822.79	4,228.93	1.07809
Colfax Northern	44,100.44	3,392.34	1.48217	35,058.04	2,696.77	1.17826
Crooked Creek	24,842.12	1,410.68	2.26765	19,240.72	1,092.60	1.75634
Davenport, Rock Island & N. W.	35,147.13	995.95		39,771.32	1,126.98	
Dubuque & Sioux City (Ill. Cent.)	4,904,282.23	6,859.71	1.50845	3,659,346.77	5,118.40	1.12553
Iowa Central	2,108,445.69	4,640.27	1.27459	1,814,383.54	4,031.34	1.10733
Albia & Centerville	23,624.23	963.21	.72549	25,612.04	1,049.68	.78654
Iowa & Great Northern	380,458.10	4,886.44	1.85809	300,967.57	3,865.50	1.46987
Manchester & Oneida	22,437.96	2,804.74	.81752	13,862.63	1,732.83	.55308
Minneapolis & St. Louis	1,086,025.82	2,948.19	2.92854	786,999.54	2,136.44	2.12220
Muscatine, North & South	71,500.16	2,493.55	1.81823	68,489.73	2,388.90	1.74167
Newton & Nothwestern a	89,868.90	843.04	1.98597	86,114.56	807.83	1.90300
St. Paul & Des Moines b	369,211.52	3,051.33	1.31125	306,995.86	2,537.16	1.09029
Des Moines, Iowa Falls & N. c	21,845.20	291.04	1.50827	17,211.31	229.30	1.25924
Tabor & Northern	24,367.32	2,266.72	1.58848	17,710.59	1,647.49	1.15454
Union Pacific						
Wabash	1,115,942.05	5,340.46	2.41722	941,338.80	4,504.88	2.03902
Total	$69,376,370.67	$ 6,786.30	$1.66125	$ 50,652,102.35	$ 4,954.73	$1.21288

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31,1908.
d Proportional on revenue train mileage basis.
e Deficit.

STATISTICS—IOWA—Continued.

Total Traffic										
Net operating revenue	Net operating revenue per mile of road	Average number of passengers per car—mile	Average number of passengers per train—mile	Average number of passenger cars per train—mile	Average number of tons of freight per loaded car—mile	Average number of tons of freight per train—mile	Average number of freight cars per train—mile	Average number of loaded cars per train—mile	Average number of empty cars per train—mile	Average mileage operated during year
$ 149,818.83	$ 7,543.75	11	47	7.31	13.45	333.29	33.90	24.79	8.13	19.86
6,581.18	261.33	6	6	1.00	8.24	3.64	5.92	4.42	1.49	19.60
2,238,985.00	1,556.41	17	51	5.00	15.08	288.39	28.57	19.12	8.59	1,438.56
382,254.57	1,002.26	13	48	5.19	15.83	283.52	25.44	17.90	6.63	381.39
487,428.27	1,379.41	10	28	3.69	16.19	245.60	22.25	15.17	6.10	353.36
2,331.21	103.61	8	11	3.03	8.56	77.66	12.95	9.07	3.03	22.50
4,303,826.27	2,218.55						25.85	18.00	7.85	1,939.92
4,068,308.94	2,577.38	14	48	5.27	13.47	249.10	27.82	18.49	8.37	1,578.47
341,510.71	3,346.82	16	60	5.49	14.70	213.65	21.75	14.53	7.23	102.04
4,554,227.49	2,166.96	16	50	4.57	13.95	221.62	22.36	15.89	5.53	2,101.67
9,042.40	695.57	23	42	1.85	26.39	89.36	6.53	3.39	3.12	13.00
5,601.40	171.96						5.71	2.46	2.33	17.61
e 4,624.19	e 131.03									35.29
1,244,935.46	1,741.31	15	47	4.64	15.84	252.81	24.52	15.96	7.53	714.94
294,062.15	608.93	15	32	3.09	20.57	246.79	18.02	12.00	5.19	450.07
e 1,987.81	81.47	9	9	1.00	20.01	43.30	3.24	2.16	1.08	24.40
79,490.53	1,020.94	13	27	3.21	19.86	345.85	24.81	17.42	6.38	77.86
8,575.33	1,071.91	9	9			4.75				8.00
299,026.28	811.76	16	65	6.17	15.80	304.21	28.32	19.26	6.77	368.37
3,010.43	105.00	7	7	1.00	19.78	94.30	6.77	4.76	2.00	28.67
3,754.34	35.22		1		13.06	90.51	12.25	6.93	4.32	106.60
62,215.66	464.00	27	27	1.99	17.71	13.03	12.25	7.36	3.90	121.00
4,633.89	54.58	23	23	1.01	22.26	132.23	9.87	5.94	3.45	75.06
6,656.73	619.23									10.75
		9	55	10.47	14.27	268.10	24.43	18.78	5.37	2.46
174,603.25	835.58	14	50	5.00	17.51	351.97	31.03	20.10	9.92	208.96
$18,724,268.32	$ 1,831.58	15	47	4.78	14.82	249.43	25.33	17.12	7.27	10,220.41

TABLE NO. 41—TRAFFIC AND MILEAGE STATISTICS—IOWA—CONTINUED

Railroads	Locomotive Mileage: Revenue Service					
	Freight locomotive—miles	Passenger locomotive—miles	Mixed locomotive—miles	Special locomotive—miles	Switching locomotive—miles	Total revenue locomotive—mileage
Atchison, Topeka & Santa Fe	94,317	91,640	7,429	131	93,421	286,938
Atlantic, Northern & Southern			19,616			19,616
Chicago, Anamosa & Northern			25,121			25,121
Chicago, Burlington & Quincy	2,571,753	2,684,124	377,956	1,695	972,279	6,607,807
Chicago Great Western	1,366,104	1,032,864	38,064	2,561	280,814	2,720,407
Mason City & Ft. Dodge	582,604	815,694		787	89,291	1,488,376
Wisconsin, Minnesota & Pacific	16,614	32,415		32		49,061
Chicago, Milwaukee & St. Paul	5,634,663	2,958,946	264,684	7,742	929,485	9,795,520
Chicago & North-Western	5,145,085	4,062,740	260,834	3,863	1,205,397	10,677,919
Chicago, St. P., Minn. & Omaha	221,131	307,295	13,700	174	83,612	625,912
Chicago, Rock Island & Pacific	3,994,912	4,226,975	308,788	17,032	1,075,500	9,623,207
Colfax Northern	12,326	8,649	8,779			29,754
Crooked Creek	11,268				9,390	20,658
Davenport, Rock Island & N. W.						
Dubuque & Sioux City (Ill. Cent.)	1,791,412	1,519,614	22,196	1,852	381,288	3,716,362
Iowa Central	1,264,475	522,712	187,914			1,975,101
Albia & Centerville			34,700			34,700
Iowa & Great Northern	102,204	103,399			58,150	263,753
Manchester & Oneida		27,434				27,434
Minneapolis & St. Louis	326,430	406,498	5,934		89,955	828,817
Muscatine, North & South			39,324		21,910	61,234
Newton & Nothwestern *a*			45,252			45,252
St. Paul & Des Moines *b*	134,089	146,866	616			281,571
Des Moines, Iowa Falls & N. *c*	4,650	4,050	4,968			13,668
Tabor & Northern			15,650			15,650
Union Pacific	19,600	21,721		26	195,797	237,144
Wabash	255,793	211,629	3,794	266	101,072	572,554
Total	23,549,430	19,185,265	1,685,319	36,161	5,587,361	50,043,536

Mileage	Car Mileage: Revenue Service							
	Freight Car—Miles				Passenger Car—Miles			
Non-revenue service locomotive—miles	Loaded	Empty	Caboose	Total	Passenger	Sleeping, parlor and observation	Other passenger train cars	Total
21,100	2,274,305	745,888	90,051	3,110,194	175,161	212,790	278,596	666,547
	1,276	1,350		2,626	19,846			19,846
	27,138	9,195		36,333	25,121			25,121
344,795	50,631,330	22,750,867	2,247,503	75,629,700	6,390,363	2,624,857	6,110,649	15,125,869
37,925	23,840,399	8,834,515	1,203,428	33,878,342	2,423,531	1,595,956	1,427,210	5,446,697
19,174	8,462,824	3,402,143	550,217	12,415,184	1,733,465	612,127	617,202	2,962,794
207	142,781	48,178	12,837	205,796	46,009		51,099	97,108
312,615	95,728,522	41,724,531	4,998,224	142,451,277	7,075,414	3,697,302	5,528,891	16,301,607
241,020	93,779,649	42,476,825	4,826,303	141,082,777	8,498,490	5,973,041	7,731,824	22,203,355
11,664	3,062,922	1,326,709	197,327	4,586,598	751,811	397,011	541,331	1,690,153
88,458	64,725,696	22,536,717	3,826,285	91,088,698	9,872,639	4,590,932	5,911,343	20,374,914
	71,453	65,784	618	137,855	32,283			32,283
	26,981	25,547	10,955	63,483				
42,956	28,363,894	13,381,334	1,840,934	43,586,162	3,620,379	1,129,563	2,180,653	6,930,595
	13,605,378	5,884,255	952,015	20,441,648	1,373,574	147,519	644,580	2,165,673
	70,447	34,981		105,428	32,563			32,563
1,631	1,770,829	648,652	103,364	2,522,845	217,355	858	112,980	331,193
11,188	2,865,454	1,007,074	340,559	4,213,087	782,505	186,798	541,667	1,510,970
	187,485	78,822		266,307	39,324			39,324
	313,640	195,637	45,252	554,529				
15,916	990,947	525,668	134,089	1,650,704	146,866		146,866	293,732
	57,138	33,147	4,650	94,935	4,050		4,050	8,100
					15,340			15,340
42,303	303,661	86,806	4,570	395,037	29,678	25,997	41,231	96,906
6,561	5,053,622	2,494,414	253,440	7,801,476	493,620	268,015	309,659	1,071,294
1,197,513	396,357,771	168,320,989	21,642,621	586,321,381	43,799,387	21,462,766	32,179,831	97,441,984

*a*The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

*b*The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

*c*The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

TABLE NO. 42—TRAFFIC AND MILEAGE STATISTICS—IOWA—CONTINUED

Railroads	Car Mileage							Car Mileage		Train Mileage					
	Revenue Service—Continued							Rev. Service—Con.		Revenue Service					
	Special Car—miles														
	Freight loaded	Freight empty	Caboose	Passenger	Sleeping, parlor and observation	Other passenger train cars	Total	Total revenue car mileage	Non-revenue service car—miles	Freight train-miles	Passenger train—miles	Mixed train—miles	Special train—miles	Total revenue train mileage	Non-revenue service train—miles
Atchison, Topeka & Santa Fe	329		20	301	184	130	964	3,777,705	359,471	84,541	88,931	7,210	131	175,813	20,475
Atlantic, Northern & Southern								22,472							
Chicago, Anamosa & Northern								61,454				61,348		61,348	
Chicago, Burlington & Quincy	24,091		1,450	7,231	120	39	32,931	90,788,500	2,317,109	2,271,244	2,650,026	376,390	1,510	5,299,170	309,800
Chicago Great Western	27,681		1,863	5,422	5,899	3,600	44,465	39,369,504	261,064	1,293,618	1,012,016	38,064	2,561	2,346,259	
Mason City & Ft. Dodge	10,281		422	1,727	908	1,032	14,373	15,392,351	164,405	557,959	802,258		787	1,361,004	19,174
Wisconsin, Minn. & Pacific	256			32	96		384	301,288	1,090	15,733	32,059		32	47,824	207
Chicago, Milwaukee & St. Paul	65,549	137		24,984	3,991	5,743	100,404	158,853,288	3,751,380	4,996,822	2,909,898	320,008	7,929	8,234,657	1,242,100
Chicago & North-Western	37,909		2,304	357		120	40,690	163,326,822	1,984,518	4,824,890	3,962,693	247,084	2,976	9,037,593	235,610
Chicago, St. P., M. & O	3,404		163				3,567	6,280,678	120,209	197,286	294,493	13,540	163	505,482	7,320
Chicago, Rock Island & Pacific	64,432	800	4,572	20,368	3,700	34,123	127,998	111,591,610	884,982	3,765,543	4,153,747	307,738	17,032	8,244,060	84,752
Colfax Northern								170,138		12,326	8,649	8,779		29,754	
Crooked Creek								63,483		10,955				10,955	
Davenport, R. I. & N. W.															12,510
D. & S. C. (Ill. Cent.)	9,337	2,270	1,163	21,244			34,004	50,550,761	347,636	1,755,152	1,472,123	22,196	1,743	3,251,214	41,656
Iowa Central	21,497			9,792			31,289	22,638,610		937,350	504,446	196,732		1,638,528	31,246
Albia & Centerville								137,991				32,563		32,563	
Iowa & Great Northern								2,854,088	5,042	101,671	103,087			204,758	1,631
Manchester & Oneida												27,434		27,434	
Minneapolis & St. Louis								5,724,057	57,710	125,923	222,052	22,866		370,841	3,015
Muscatine, North & South								305,631				39,324		39,324	
Newton & Nothwestern a								554,529				45,252		45,252	
St. Paul & Des Moines b								1,944,436	170,684	134,089	146,866	616		281,571	15,916
Des Moines, Iowa Falls & N. c								103,035		4,650	4,050	4,968		13,668	
Tabor & Northern								15,340				15,340		15,340	
Union Pacific	126			38			164	492,107	33,064	16,167	9,258		4	25,429	41,866
Wabash	2,557	18	208	42	68	179	3,072	8,875,842	84,288	247,651	209,980	3,791	241	461,663	6,460
Total	267,442	3,225	12,165	91,533	14,966	44,969	434,305	683,813,842	10,542,652	21,353,570	18,581,632	1,791,193	35,109	41,761,504	2,073,738

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

TABLE NO. 43—FREIGHT TRAFFIC MOVEMENT—IOWA

Railroads	Products of Agriculture													
	Grain		Flour		Other Mill Products		Hay		Tobacco		Cotton		Fruit and Vegetables		Other Products of Agriculture		Total Products of Agriculture	
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
Atchison, Topeka & Santa Fe																		
Atlantic, Northern & Southern																		
Chicago, Anamosa & Northern	599	5.08	212	1.82	20	.16	92	.77							137	1.15	1,061	8.98
Chicago, Burlington & Quincy																		
Chicago Great Western																		
Mason City & Ft. Dodge																		
Wisconsin, Minnesota & Pacific																		
Chicago, Milwaukee & St. Paul*d*	592,932	21.85	43,506	1.60	48,518	1.79	19,043	.70	43	.002			12,449	.46	25,204	.93	741,725	27.332
Chicago & North-Western	733,805	22.82	24,506	.76	62,148	1.93	26,239	.82					122,334	3.80	11,116	.35	980,238	30.48
Chicago, St. P., Minn. & Omaha	55,855	14.04	6,249	1.57	4,874	1.23	13,549	3.40	15				11,700	2.94	541	.14	92,784	23.32
Chicago, Rock Island & Pacific	890,317	14.91	272,713	4.57	148,000	2.48	38,654	.65			16,951	.28	185,075	3.10	58,957	.99	1,610,667	26.98
Colfax Northern	283	.09	170	.06			87	.03					37	.01			579	.19
Crooked Creek	4,420	12.37	15	.04													4,435	12.41
Davenport, Rock Island & N. W																		
Dubuque & Sioux City (Ill. Cent.)	540,232	21.42	86,122	3.41	75,671	3.00	11,080	.41	69		212	.01	69,929	2.77	9,017	.36	792,341	31.41
Iowa Central	185,870	9.60	128,619	6.64	14,398	.74	2,240	.12			99		20,051	1.04	25		351,302	18.14
Albia & Centerville	38	.07	273	.46	15	.03	276	.47					542	.92			1,144	1.45
Iowa & Great Northern	231,837	51.61	2,719	.53	5,031	.99	737	.14			16		11,935	2.35	750	.15	283,025	55.77
Manchester & Oneida																		
Minneapolis & St. Louis	182,081	22.81	23,794	2.98	29,916	3.75	7,082	.89					3,711	.46	5		246,589	30.89
Muscatine, North & South	3,967	2.83	1,026	.73			19	.01	43	.03			5,387	3.84	287	.21	10,729	7.65
Newton & Nothwestern*a*	28,809	19.95	942	.65	171	.12	43	.03									29,965	20.75
St. Paul & Des Moines*b*	42,200	9.83	1,444	.34	157	.03	322	.07					1,428	.33			45,551	10.60
Des Moines, Iowa Falls & N.*c*	2,746	8.61	143	.45	37	.12	10	.03					91	.28			3,027	9.49
Tabor & Northern																		
Union Pacific	234,462	13.01	39,603	2.20	12,330	.68	9,231	.51	405	.02			319,422	17.72	27,843	1.54	643,356	35.68
Wabash	35,658	9.47	7,331	1.95	8,639	2.29	3,947	1.05	135	.03	905	.24	7,081	1.88	1,781	.47	65,477	17.38
Total	3,792,147	17.73	642,479	3.00	410,981	1.92	132,660	.62	710	.003	18,183	.08	771,172	3.61	135,663	.63	5,903,995	27.59

*a*The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

*b*The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

*c*The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

*d*Commodities waybilled from State of Iowa.

TABLE. NO. 44—FREIGHT TRAFFIC MOVEMENT—IOWA—CONTINUED

Railroads	Products of Animals											
	Live Stock		Dressed Meats		Other Packing House Products		Poultry, Game and Fish		Wool		Hides and Leather	
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
Atchison, Topeka & Santa Fe												
Atlantic, Northern & Southern												
Chicago, Anamosa & Northern	2,654	2.48	10	.08			103	.87	10	.08	14	.14
Chicago, Burlington & Quincy												
Chicago Great Western												
Mason City & Ft. Dodge												
Wisconsin, Minnesota & Pacific												
Chicago, Milwaukee & St. Paul[d]	365,887	13.48	124,965	4.61	32,939	1.21	3,110	.12	3,109	.12	8,213	.30
Chicago & North-Western	371,029	11.54	27,587	.86	25,097	.78	6,522	.20	8,791	.27	7,736	.24
Chicago, St. P., Minn. & Omaha	106,384	26.74	5,624	1.41	936	.25	172	.04	91	.01	446	.11
Chicago, Rock Island & Pacific	435,421	7.30	104,541	1.75	28,783	.65	31,621	.53	3,925	.07	10,716	.18
Colfax Northern	657	.22										
Crooked Creek	4,026	11.27										
Davenport, Rock Island & N. W.												
Dubuque & Sioux City (Ill. Cent.)	216,429	8.58										
Iowa Central	68,207	3.52	11,138	.57	60,057	2.38	6,876	.27	11,450	.45	5,761	.23
Albia & Centerville	101	.17			9,848	.51	902	.05	1,141	.06	1,161	.06
Iowa & Great Northern	38,043	7.50	3,104	.61								
Manchester & Oneida					854	.17	235	.05			545	.11
Minneapolis & St. Louis	29,074	3.64	2,039	.26								
Muscatine, North & South	2,019	1.44			370	.06	850	.11	66	.01	431	.05
Newton & Nothwestern[a]	2,637	1.83	21	.01			35	.02	10	.01	60	.04
St. Paul & Des Moines[b]	2,924	.91	6,173	1.44			171	.12	39	.03	22	.01
Des Moines, Iowa Falls & N. e	117	.37	325	1.02	423	.10	249	.06			689	.16
Tabor & Northern					52	.16	83	.26				
Union Pacific	27,809	1.54	727	.04								
Wabash	10,746	2.85	7,388	1.96	13,459	.75	26,259	1.46	38,407	2.13	12,064	.67
					8,196	2.18	759	.20	400	.11	2,202	.58
Total	1,685,164	7.88	293,642	1.38	191,013	.89	77,947	.36	67,439	.32	50,060	.23

Railroads	Products of Animals						Total Products of Animals	
	Other Products of Animals		Total Products of Animals					
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage				
Atchison, Topeka & Santa Fe								
Atlantic, Northern & Southern								
Chicago, Anamosa & Northern	28	.23	2,819	23.88				
Chicago, Burlington & Quincy								
Chicago Great Western								
Mason City & Ft. Dodge								
Wisconsin, Minnesota & Pacific								
Chicago, Milwaukee & St. Paul[d]	12,794	.47	551,017	20.55				
Chicago & North-Western	232	.01	446,994	13.90				
Chicago, St. P., Minn. & Omaha			113,653	28.56				
Chicago, Rock Island & Pacific	19,321	.32	644,328	10.80				
Colfax Northern			657	.22				
Crooked Creek			4,026	11.27				
Davenport, Rock Island & N. W.								
Dubuque & Sioux City (Ill. Cent.)			300,573	11.91				
Iowa Central	3,114	.16	95,511	4.93				
Albia & Centerville			101	.17				
Iowa & Great Northern	1,129	.22	43,910	8.66				
Manchester & Oneida								
Minneapolis & St. Louis	2,957	.37	35,787	4.49				
Muscatine, North & South	743	.53	2,867	2.04				
Newton & Nothwestern[a]			2,890	2.00				
St. Paul & Des Moines[b]			11,458	2.67				
Des Moines, Iowa Falls & N. e			577	1.81				
Tabor & Northern								
Union Pacific								
Wabash	6,949	.38	125,674	6.97				
	1,967	.52	31,657	8.40				
Total	49,234	.23	2,414,499	11.29				

[a]The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

[b]The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

[c]The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

[d]Commodities waybilled from State of Iowa.

TABLE NO. 45—FREIGHT TRAFFIC

Railroads	Products of Mines							
	Anthracite Coal		Bituminous Coal		Coke		Ores	
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
Atchison, Topeka & Santa Fe								
Atlantic, N. & S.								
Chicago, Anamosa & N.	254	2.15	2,838	24.06	23	.19		
Chicago, Burlington & Quincy								
Chicago Great Western								
Mason City & Ft. Dodge								
Wisconsin, Minn. & Pac.								
Chicago, Mil. & St. P.d	3,791	.14	456,711	16.83	2,012	.07	25,886	.95
Chicago & North-Western	1,822	.06	783,580	24.36	2,428	.08	649	.02
Chicago, St. P., M. & O.	9,819	2.47	19,180	4.80	369	.09	326	.08
Chicago, R. I. & P.	94,144	1.58	1,066,759	17.87	23,723	.40	70,720	1.18
Colfax Northern			294,838	98.08				
Crooked Creek	34	.09	5,462	15.28			11,647	32.31
Davenport, Rock Island & N.								
D. & S. C. (Ill. Cent.)	30,463	1.21	468,079	18.55	7,267	.29	1,508	.06
Iowa Central	4,513	.23	870,325	44.94	19,762	1.02		
Albia & Centerville	21	.04	46,316	78.77	100	.17		
Iowa & Great Northern	8,794	1.73	26,501	5.24	127	.02	12,216	2.41
Manchester & Oneida								
Minneapolis & St. Louis	5,038	.63	182,842	22.91	589	.07		
Muscatine, North & South	1,133	.81	42,622	30.38	520	.37		
Newton & Nothwestern a	156	.11	72,241	50.03	219	.15		
St. Paul & Des Moines b	1,928	.45	283,759	66.08	1,221	.28		
Des Moines, I. F. & N. c	34	.11	21,486	67.41				
Tabor & Northern								
Union Pacific	24,471	1.36	34,870	1.93	8,801	.49	17,570	.97
Wabash	10,778	2.86	105,365	27.97	477	.13	3,944	1.05
Total	197,196	.93	4,783,864	22.36	67,638	.31	144,366	.67

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bThe report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

cThe report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

dCommodities waybilled from State of Iowa.

MOVEMENT—IOWA—CONTINUED

Products of Mines						Product of Forests					
Stone, Sand and Other Like Articles		Other Products of Mines		Total		Lumber		Other Products of Forests		Total	
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1,415	11.99	111	.94	4,641	39.33	627	5.32	558	4.72	1,185	10.04
147,372	5.43	618	.02	636,390	23.44	61,451	2.27	41,482	1.52	102,933	3.79
91,191	2.84	19,447	.60	899,117	27.96	158,055	4.91	18,325	.57	176,380	5.48
30,883	7.75	8,782	2.20	69,309	17.39	16,791	4.26	3,070	.77	19,861	5.08
261,431	4.38	41,212	.69	1,557,989	26.10	316,444	5.30	72,969	1.23	389,413	6.53
				294,838	98.08	170	.06	1,931	.64	2,101	.70
142	.39			17,185	48.07	602	1.69			602	1.69
84,084	3.33	14,951	.59	606,355	24.03	159,891	6.34	965	.04	160,856	6.38
44,561	2.31	5,899	.30	945,060	48.80	115,285	5.95	9,136	.47	124,421	6.42
2,248	3.82	20	.03	48,705	82.83	542	.92	30	.05	572	.97
14,755	2.91	146	.03	62,629	12.34	38,464	7.58	10,525	2.07	48,989	9.65
33,150	4.15	2,725	.34	224,344	28.10	38,289	4.80	2,434	.30	40,723	5.10
11,037	7.87	444	.32	55,756	39.75	32,673	23.29	8,034	5.73	40,707	29.02
8,870	6.14			81,486	56.43	5,513	3.82			5,513	3.82
17,860	4.16	584	.14	305,352	71.11	10,492	2.44			10,492	2.44
1,859	5.83	21	.06	23,400	73.41	1,212	3.80			1,212	3.80
15,272	.85	97,115	5.39	198,099	10.99	109,803	6.09	1,214	.07	111,017	6.16
13,692	3.63	2,045	.54	136,301	36.18	20,307	5.39	6,960	1.85	27,267	7.24
779,822	3.65	194,070	.90	6,166,956	28.82	1,086,611	5.08	177,633	.83	1,264,244	5.91

TABLE NO. 46—FREIGHT TRAFFIC MOVEMENT—IOWA—CONTINUED

Railroads	Manufactures															
	Petroleum and other Oils		Sugar		Naval Stores		Iron, Pig and Bloom		Iron and Steel Rails		Other Castings and Machinery		Bar and Sheet Metal		Cement, Brick and Lime		Agricultural Implements	
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
Atchison, Topeka & Santa Fe																		
Atlantic, Northern & Southern																		
Chicago, Anamosa & Northern			57	.48			28	.23					18	.15	412	3.59	111	.93
Chicago, Burlington & Quincy																		
Chicago Great Western																		
Mason City & Ft. Dodge																		
Wisconsin, Minnesota & Pacific																		
Chicago, Milwaukee & St. Paul[d]	2,456	.09					7,664	.28			5,706	.21	351	.01	115,505	4.26	7,300	.27
Chicago & North-Western	17,699	.55	12,829	.40			339	.01	2,051	.06	10,675	.33	24,558	.76	112,179	3.49	9,878	.31
Chicago, St. P., Minn. & Omaha	5,042	1.27	3,250	.82	122	.03					517	.13	372	.09	12,656	3.17	1,362	.34
Chicago, Rock Island & Pacific	62,028	1.04	59,945	1.01			13,961	.23	17,173	.29	40,404	.68	113,540	1.90	293,152	4.91	89,396	1.50
Colfax Northern	105	.03	15	.01							79	.03					3	
Crooked Creek																	12	.03
Davenport, Rock Island & N. W.																		
Dubuque & Sioux City (Ill. Cent.)	22,597	.90	11,237	.45			456	.02	51,335	2.03	39,951	1.58	43,278	1.72	104,024	4.12	17,258	.68
Iowa Central	14,951	.77	4,885	.25			9,036	.47	2,069	.11	7,522	.39	10,435	.54	109,156	5.64	10,810	.56
Albia & Centerville							30	.05							1,492	2.54	10	.02
Iowa & Great Northern	6,325	1.25	6,112	1.20			402	.08			962	.19	791	.16	15,654	3.09	1,214	.24
Manchester & Oneida																		
Minneapolis & St. Louis	3,554	.45	5,161	.65			3,265	.41	454	.06	2,021	.25	312	.04	131,282	16.45	1,939	.24
Muscatine, North & South	343	.24	60	.04			378	.27			39	.02	84	.05	2,907	2.07	37	.02
Newton & Nothwestern[a]	401	.27	356	.24			533	.37	186	.13	2,010	1.39			15,893	11.01	166	.12
St. Paul & Des Moines[b]	1,091	.25	966	.23			4,112	.96	135	.03	1,117	.26			24,436	5.69	776	.18
Des Moines, Iowa Falls & N.[c]	73	.23	51	.16			312	.98			229	.72			1,352	4.24	34	.11
Tabor & Northern																		
Union Pacific																		
Wabash	14,794	.32	70,838	3.02	118	.02	3,063	.17	44,392	2.46	94,460	5.24	33,145	1.84	18,044	1.00	18,803	1.04
	4,719	1.25	2,438	.65	50	.01	2,286	.61	1,231	.33	7,343	1.95	10,201	2.71	15,632	4.15	1,653	.44
Total	156,178	.73	178,200	.83	290	.001	45,865	.21	119,026	.55	213,035	.99	237,085	1.17	973,776	4.54	160,762	.75

[a]The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

[b]The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

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[d]Commodities waybilled from State of Iowa.

TABLE NO. 47—FREIGHT TRAFFIC MOVEMENT

IOWA—CONTINUED—AND ENTIRE LINE.

Railroads	Manufactures—Continued						Manufactures—Continued				Merchandise		Miscellaneous		Total Tonnage—Iowa	Total Tonnage—Entire Line
	Wagons, Carriages, Tools, Etc.		Wines, Liquors and Beers		Household Goods and Furniture		Other Manufactures		Total Manufactures							
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Tons
Atchison, Topeka & Santa Fe																
Atlantic, Northern & Southern																
Chicago, Anamosa & Northern	86	.72	205	1.73	238	1.97	939	7.97	2,089	17.77					11,795	11,795
Chicago, Burlington & Quincy																
Chicago Great Western																
Mason City & Ft. Dodge																
Wisconsin, Minnesota & Pacific																
Chicago, Milwaukee & St. Paul*d*	971	.04	7,693	.28	40,112	1.48			187,758	6.92	474,890	17.50	18,926	.70	2,713,639	27,499,704
Chicago & North-Western	10,566	.33	6,868	.21	9,666	.30	123,961	3.88	341,269	10.61	276,951	8.61	95,334	2.96	3,216,283	32,793,418
Chicago, St. P., Minn. & Omaha	306	.08	3,522	.89	15,228	3.82	2,482	.63	44,859	11.27	50,120	12.60	7,296	1.83	397,882	6,599,104
Chicago, Rock Island & Pacific	39,566	.66	24,114	.40	79,586	1.33	402,350	6.74	1,235,215	20.69	514,550	8.62	16,675	.28	5,968,837	16,720,753
Colfax Northern	6	.01	47	.01	95	.03	422	.14	772	.26	822	.27	852	.28	300,621	300,621
Crooked Creek					60	.17	8,661	24.23	8,733	24.43	451	1.26	312	.87	35,744	35,744
Davenport, Rock Island & N. W.																
Dubuque & Sioux City (Ill. Cent.)	4,552	.18	12,834	.51	6,220	.25	48,864	1.94	362,606	14.38	183,188	7.26	116,757	4.63	2,522,676	2,530,023
Iowa Central	3,214	.17	12,024	.62	9,344	.48	18,478	.95	211,924	10.95	93,376	4.82	114,983	5.94	1,936,577	2,355,717
Albia & Centerville	25	.04			237	.40	50	.09	1,844	3.14	1,644	2.80	4,780	8.14	58,799	58,799
Iowa & Great Northern	734	.14	337	.07	953	.19	9,791	1.93	43,275	8.54	16,027	3.16	9,521	1.88	507,376	507,376
Manchester & Oneida															16,174	16,174
Minneapolis & St. Louis	576	.07	2,080	.26	8,336	1.04	9,974	1.25	168,954	21.17	64,159	8.04	17,636	2.21	798,192	2,528,748
Muscatine, North & South			124	.09	240	.17	3,573	2.54	7,785	5.54	6,669	4.76	15,760	11.24	140,273	140,273
Newton & Nothwestern*a*	22	.01	202	.14	501	.35	254	.18	20,524	14.21	4,026	2.79			144,404	144,404
St. Paul & Des Moines*b*	206	.05	747	.17	1,605	.37	3,609	.84	38,800	9.03	14,198	3.31	3,518	.82	429,369	429,369
Des Moines, Iowa Falls & N.*c*			146	.46	53	.16	263	.83	2,513	7.89	954	2.99	195	.61	31,878	31,878
Tabor & Northern																
Union Pacific	19,394	1.08	37,668	2.09	36,348	2.02	143,405	7.95	534,472	29.65	151,114	8.39	38,908	2.16	1,892,640	9,003,646
Wabash	769	.20	3,769	1.00	2,332	.62	19,895	5.28	72,318	19.20	27,033	7.34	16,034	4.26	376,687	12,556,220
Total	80,993	.37	112,380	.52	211,149	.98	796,971	3.72	3,285,710	15.36	1,880,772	8.79	477,496	2.24	21,409,846	114,263,766

*a*The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

*b*The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

*c*The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

*d*Commodities waybilled from State of Iowa.

TABLE NO. 48—DESCRIPTION OF EQUIPMENT—ENTIRE LINE

Railroads	Locomotives in Service						Locomotives Owned					Cars in Passenger Service												
	Passenger	Freight	Switching	Total locomotives in service	Leased	Total locomotives owned	On June 30, 1908	No. added during year	No. retired during year	Fitted with train brake	Fitted with automatic coupler	First class cars	Second class cars	Combination Cars	Emigrant cars	Dining cars	Parlor cars	Sleeping cars	Baggage, express and postal cars	Other cars in passenger service	Total cars in passenger service	Fitted with train brake	Fitted with automatic coupler
Atchison, Topeka & Santa Fe	547	864	140	1,551		1,551	1,551			1,551	1,551	412	113	99		25	6		358	4	1,017	1,017	1,017
Atlantic, Northern & Southern		2		2	1	1	1			1	1			2							2	2	2
Chicago, Anamosa & Northern	1			1		1	1			1	1			1							1	1	1
Chicago, Burlington & Quincy	416	919	338	1,673		1,673	1,673	43	43	1,573	1,573	d630		225		28	7		227	42	1,159	1,119	1,119
Chicago Great Western	93	141	25	259		259	259			259	259	59	18	11		4	13		31	9	145	145	145
Mason City & Ft. Dodge	6	21		27		27	27			27	27	4							11		15	15	15
Wisconsin, Minnesota & Pacific	12	2		14		14	14			14	14	6	4	3					1		14	14	14
Chicago, Milwaukee & St. Paul	217	732	200	1,149		1,149	1,151		2	1,149	1,146	357	167			20	24	100	437	6	1,111	1,111	1,111
Chicago & North-Western	335	859	259	1,453		1,453	1,446	85	78	1,453	1,453	782	24	160		21	48		301	46	1,382	1,382	1,382
Chicago, St. P., Minn. & Omaha	63	232	48	343		343	343	12	12	343	343	85	33	57		3	32		58		273	273	273
Chicago, Rock Island & Pacific	448	722	220	1,390	225	1,165	1,115	60	10	1,165	1,165	237	253	186		32	2		149	38	897	897	897
Colfax Northern		3		3		3	3			3	3			1						3	4	4	4
Crooked Creek		2		2		2	2			2	2												
Davenport, Rock Island & N. W.		2	5	7		7	7			7	7												
Dubuque & Sioux City (Ill. Cent.)	17	30	8	55		55	55			55	55	28							17		45	45	45
Iowa Central	17	65	8	90		90	84	12	6	90	90	12	12	8					12		44	44	44
Albia & Centerville																							
Iowa & Great Northern																							
Manchester & Oneida	1			1		1	1			1	1			1						1	2	1	1
Minneapolis & St. Louis	25	50	14	89	12	77	85		8	76	77	35	20	10					25	3	93	93	93
Muscatine, North & South		3	1	4		4	4			4	4		1	1							2	2	2
Newton & Nothwestern a	2	5	1	8	4	4	4			4	4	1		1							2	2	2
St. Paul & Des Moines b	4	10		14		14				14	14	3		4							7	7	7
Des Moines, Iowa Falls & N. c	4	6		10		10	7	3		10	10	3		4							7	7	7
Tabor & Northern		2		2	1	1	1			1	1		1						1		2	2	2
Union Pacific	145	411	110	666	6	660	654	6		660	660	161		37		30			142	29	399	399	399
Wabash	133	395	125	653		653	618	50	11	655	657	120	43	64		17	7		120	58	429	429	429
Total	2,486	5,478	1,502	9,466	249	9,217	9,106	271	170	9,118	9,118	2,935	694	875		180	139	100	1,890	239	7,052	7,011	7,011

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908-March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908-June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908-July 31, 1908.

d Includes second class cars.

TABLE NO. 49—DESCRIPTION OF EQUIPMENT—ENTIRE LINE—CONTINUED

Railroads	Cars in Freight Service d										Cars in Companies' Service										Cars Owned					Equipment Owned or Leased e		
									Equipped With—								Equipped With—							Equipped With—			Cars	
	Box	Flat	Stock	Coal	Tank	Refrigerator	Other	Total	Train brake	Automatic coupler	Officers and pay	Gravel	Derrick	Caboose	Other road cars	Total	Train brake	Automatic coupler	Total cars in service	Cars leased	Total cars owned	On June 30, 1908	Added during year	Retired during year	Train brake	Automatic coupler	Locomotives	Freight service	Total
Atchison, Topeka & Santa Fe	21,715	3,011	3,314	8,878	1,620	------	3,492	42,030	42,030	42,030	30	2,380	20	631	141	3,202	3,202	3,202	46,249	------	46,249	46,583	386	720	46,249	46,249	57	6,074	6,074
Atlantic, Northern & Southern	3	5	------	------	------	------	------	8	8	8	----	2	----	------	------	2	2	2	12	1	11	11	------	------	11	11	----	----	----
Chicago, Anamosa & Northern	1	1	------	------	------	------	------	2	2	2	----	----	----	----	----	----	----	----	3	------	3	3	------	------	3	3	----	----	----
Chicago, Burlington & Quincy	26,297	1,268	6,991	14,077	6	1,512	100	50,251	49,008	49,052	31	488	33	648	3,297	4,497	2,499	4,063	55,907	------	55,907	56,581	1,455	2,129	52,626	54,234	----	200	200
Chicago Great Western	7,390	75	318	99	------	284	------	8,166	7,793	8,166	4	103	5	108	133	353	300	353	8,664	------	8,664	8,439	290	65	8,238	8,664	----	----	----
Mason City & Ft. Dodge	764	477	183	300	------	------	------	1,724	1,709	1,724	----	97	1	18	36	152	145	152	1,891	------	1,891	1,898	3	10	1,869	1,891	----	----	----
Wisconsin, Minnesota & Pacific	578	79	93	9	------	------	------	759	716	759	----	------	1	9	5	15	15	15	788	------	788	793	1	6	745	788	----	----	----
Chicago, Milwaukee & St. Paul	29,538	5,124	3,538	2,504	------	1,859	2,683	45,246	45,118	45,246	15	------	18	628	567	1,228	891	1,228	47,585	------	47,585	47,757	243	415	47,120	47,585	----	----	----
Chicago & North-Western	32,621	4,682	5,145	9,658	------	1,813	4,488	58,407	57,576	58,407	8	561	31	674	319	1,593	996	1,593	61,382	------	61,382	60,186	3,700	2,504	59,954	61,382	----	----	----
Chicago, St. P., Minn. & Omaha	8,728	1,525	216	1,293	------	188	7	11,957	11,882	11,957	2	147	9	145	24	327	180	327	12,557	------	12,557	12,746	501	693	12,335	12,557	----	----	----
Chicago, Rock I. & Pac.	21,795	1,887	4,643	6,060	------	1,641	------	36,026	34,173	36,026	30	1,699	29	641	823	3,222	2,519	3,222	40,145	16,019	24,126	24,470	299	643	21,570	24,126	----	----	----
Colfax Northern	1	------	------	------	------	------	------	1	1	1	----	------	----	1	------	1	------	1	6	------	6	6	------	------	5	6	----	----	----
Crooked Creek	2	2	------	28	------	------	4	36	27	36	----	------	----	1	------	1	1	1	37	------	37	37	------	------	28	37	----	----	----
Davenport, Rock Island & N. W.	20	35	------	70	------	------	------	125	125	125	----	------	----	1	------	1	------	1	126	------	126	126	------	------	125	126	----	----	----
Dubuque & Sioux City (Ill. Cent.)	137	24	24	14	------	------	------	199	199	199	----	------	----	7	------	7	7	7	251	------	251	251	------	------	251	251	----	----	----
Iowa Central	1,973	103	250	1,092	------	------	------	3,418	3,418	3,418	1	49	4	57	115	226	161	226	3,688	143	3,545	3,180	573	208	3,480	3,545	----	----	----
Albia & Centerville	------	------	------	------	------	------	------	------	------	------	----	------	----	------	------	------	------	------	------	------	------	------	------	------	------	------	----	----	----
Iowa & Great Northern	------	------	------	------	------	------	------	------	------	------	----	------	----	------	------	------	------	------	2	------	2	2	------	------	2	2	----	----	----
Manchester & Oneida	------	------	------	------	------	------	------	------	------	------	2	------	3	47	171	223	30	223	4,702	2,085	2,617	2,763	11	157	1,851	2,617	----	----	----
Minneapolis & St. Louis	3,694	205	293	166	------	4	24	4,386	3,813	4,386	----	------	----	1	------	1	1	1	5	------	5	5	------	------	5	5	----	----	----
Muscatine, North & South	------	2	------	------	------	------	------	2	2	2	----	1	----	2	1	4	4	4	195	143	52	52	------	------	52	52	----	----	----
Newton & Northwestern a	40	------	------	148	1	------	------	189	189	189	----	3	----	5	------	8	8	8	363	------	363	------	------	------	363	363	----	----	----
St. Paul & Des Moines b	60	26	10	252	------	------	------	348	348	348	----	------	----	5	------	5	5	5	213	------	213	125	89	------	213	213	----	----	----
Des Moines, Iowa Falls & N. c	35	26	10	130	------	------	------	201	201	201	----	------	----	------	------	------	------	------	2	------	2	2	------	------	2	2	----	----	----
Tabor & Northern	------	------	------	------	------	------	------	------	------	------	16	844	19	278	1,667	2,824	2,811	2,814	17,899	------	17,899	17,862	974	937	17,886	17,889	----	----	----
Union Pacific	9,367	651	2,230	2,324	------	104	------	14,676	14,676	14,676	7	------	14	270	265	556	467	556	24,404	1,498	22,906	22,658	2,235	992	22,828	22,906	4	995	995
Wabash	11,180	1,006	1,719	8,995	------	100	419	23,419	22,435	23,419																			
Total	175,939	20,214	28,977	56,097	1,627	7,505	11,217	301,576	295,449	300,377	146	6,374	187	4,177	7,564	18,448	14,244	18,004	327,076	19,889	307,187	306,536	10,763	9,479	297,811	305,504	61	7,269	7,269

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d The Chicago & North-Western Railway Co. has 54 cars contributed to Fast Freight Line Service.

e This equipment is not in the service of respondent railway companies.

TABLE NO. 50—MILEAGE

ENTIRE LINE.

Railroads	Mileage—All Tracks		Mileage of Line	
			Line Owned	
	Total mileage operated	New line constructed during year	Main line	Branches and spurs
Atchison, Topeka & Santa Fe	10,391.49	356.64	8,916.41	2,766.13
Atlantic, Northern & Southern	18.52		17.00	
Chicago, Anamosa & Northern	20.20		19.60	
Chicago, Burlington & Quincy	12,256.51	43.74	822.41	7,910.51
Chicago Great Western	1,261.07	5.43	712.99	20.24
Mason City & Ft. Dodge	502.18		359.54	18.59
Wisconsin, Minnesota & Pacific	309.27	.13	213.90	57.10
Chicago, Milwaukee & St. Paul	10,430.51		c7,281.32	
Chicago & North-Western	11,563.21	41.08	3,050.07	4,464.98
Chicago, St. P., Minn. & Omaha	2,383.27	15.05	1,666.69	
Chicago, Rock I. & Pac.	9,480.14	76.03	3,428.12	1,784.31
Colfax Northern	14.00		6.00	
Crooked Creek	21.10		17.61	
Davenport, Rock Island & N. W.	74.69	.06	41.68	5.08
Dubuque & Sioux City (Ill. Cent.)	972.34	2.94	326.26	433.62
Iowa Central	687.04	5.83	375.06	127.21
Albia & Centerville	27.37		24.40	
Iowa & Great Northern	102.09	.06		
Great Northern				
Manchester & Oneida	8.75		8.00	
Minneapolis & St. Louis	1,230.03	4.56	259.90	370.71
Muscatine, North & South	31.62		28.67	2.95
Newton & Nothwestern a	116.33		102.20	
St. Paul & Des Moines b	128.72		114.24	
Des Moines, Iowa Falls & N. c h	80.51		70.44	
Tabor & Northern	11.75		8.79	
Union Pacific	4,982.57	156.19	1,913.83	f1,368.46
Wabash	5,417.91	.64	1,680.14	74.57
Total	70,447.68	708.38	26,394.83	19,404.46

Operated—Single Track						Mileage of Line Owned—Single Track					
						Line Owned				Rails—Miles of	
Line of proprietary companies	Line operated under lease	Line operated under contract, etc.	Line operated under trackage rights	Total mileage operated	New line constructed during year	Main line	Branches and spurs	Total mileage owned	New lines constructed during year	Iron	Steel
163.11	503.03		109.19	7,458.47	106.34	3,916.41	2,776.73	6,693.14	106.34	6.64	6,685.50
				17.00		17.00		17.00			17.00
				19.60		19.60		19.60			19.60
73.34			214.56	9,020.82		822.41	7,910.51	8,732.92		18.37	8,714.55
			85.13	818.36		712.99	42.18	d755.17			755.17
			8.12	386.25		359.54	18.59	378.13			378.13
				271.00		213.90	57.10	271.00			271.00
			230.24	7,511.56		c7,281.32		7,231.32		81.49	7,199.83
18.04		63.27	41.61	7,637.97	2.38	3,050.07	4,464.98	7,515.05	2.38	58.31	7,456.74
			72.20	1,738.89	9.33	1,666.69		1,666.69	9.33	4.62	1,662.07
	1,406.92	162.31	632.58	7,414.24		3,428.12	1,784.31	5,212.43			5,212.43
	7.00			13.00		6.00		6.00			6.00
				17.61		17.61		17.61			17.61
			2.24	49.00		41.68	5.08	46.76			46.76
			6.70	766.58		326.26	433.62	759.88			759.88
		37.00	19.16	558.43		375.06	127.21	502.27		8.43	493.84
				24.40		24.40		24.40			24.40
		76.58	1.28	77.86							
						77.86		77.86			77.86
				8.00		8.00		8.00			8.00
		367.22	29.21	1,027.04		259.90	372.16	632.06		.14	631.92
				31.62		28.67	2.95	31.62			31.62
	4.10			g106.30		102.20		102.20			102.20
			6.76	121.00		114.24		114.24			114.24
			4.62	75.06		70.44		70.44			70.44
			1.96	10.75		8.79		8.79		1.00	8.79
		6.80	20.66	3,309.75	25.32	1,918.83	f1,370.50	3,289.33	25.32		3,289.33
279.84	6.17		473.88	2,514.60		1,680.14	81.40	1,761.54			1,761.54
534.33	1,927.82	713.18	1,955.48	50,930.10	143.37	26,477.60	19,447.32	45,925.01	143.37	178.91	45,746.01

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Includes 21.94 miles leased to the Waterloo, Cedar Falls & Northern Railway Company.

e Includes branches and spurs.

f Includes 0.31 mile at Norfolk, Nebraska, owned jointly with the C., St. P., M. & O. Ry. Co.

g On June 30, 1909, there were but 68.3 miles operated exclusively by steam; 38 miles being operated by steam and electricity, the Newton & Northwestern R. R. having been acquired by the Ft. Dodge, Des Moines & Southern on March 31, 1909.

h The mileages of this company are not included in the totals.

TABLE NO. 51

Railroads	Mileage of Road					
	Line Owned		Line of proprietary companies	Line operated under lease	Line operated under contract, etc	Line operated under trackage rights
	Main Line	Branches and Spurs				
Atchison, Topeka & Santa Fe	19.86					
Atlantic, Northern & Southern	17.00					
Chicago, Anamosa & Northern	19.60					
Chicago, Burlington & Quincy	274.55	1,090.43				73.47
Chicago Great Western	370.57	7.48				3.26
Mason City & Ft. Dodge	332.21	18.59				2.56
Wisconsin, Minnesota & Pacific	22.50					
Chicago, Milwaukee & St. Paul	1,870.08					69.91
Chicago & North-Western	363.78	1,210.75				5.18
Chicago, St. P., Minn. & Omaha	74.54					27.50
Chicago, Rock I. & Pac.	1,102.82	756.38			162.31	80.16
Colfax Northern	6.00			7.00		
Crooked Creek	17.61					
Davenport, Rock Island & N. W.	34.50					.79
Dubuque & Sioux City (Ill. Cent.)	326.26	388.68				
Iowa Central	285.86	127.21			37.00	4.00
Albia & Centerville	24.40					
Iowa & Great Northern					76.58	1.28
Great Northern						
Manchester & Oneida	8.00					
Minneapolis & St. Louis	137.83	74.43			137.62	
Muscatine, North & South	28.67	2.95				
Newton & Northwestern *a*	102.20			4.10		
St. Paul & Des Moines *b*	114.24					6.76
Des Moines, Iowa Falls & N. *c h*	70.44					4.62
Tabor & Northern	8.79					1.96
Union Pacific	2.46					
Wabash	109.26		94.12			5.58
Total	5,673.59	3,676.90	94.12	11.10	413.51	282.41

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Connection track.

g On June 30, 1909, there were but 68.3 miles operated exclusively by steam; 38 miles being operated by steam and electricity, the Newton & Northwestern R. R. having been acquired by the Ft. Dodge, Des Moines & Southern on March 31, 1909.

h The mileages of this company are not included in the totals.

MILEAGE—IOWA

Operated—Single Track				Mileage of Road Owned					
		Rails—Miles of							
Total mileage operated	New line constructed during year	Iron	Steel	Single track	Second track	Third track	Fourth track	Yard track and sidings	Total mileage—all tracks
19.86			19.86	19.86	19.57			25.10	64.53
17.00			17.00	17.00				1.52	18.52
19.60			19.60	19.60				.60	20.20
1,438.45			1,364.98	1,364.98	244.49			311.59	1,921.06
381.31			378.05	378.05	10.40			132.81	521.29
353.36			350.80	350.80	1.04			87.95	439.79
22.50			22.50	22.50				3.08	25.58
1,939.99		29.59	1,910.40	1,870.08	28.29	.55	*d* 11.21	409.65	2,319.78
1,579.71			1,574.53	1,574.53	346.02			482.34	2,402.89
102.04		.10	74.44	74.54				33.64	108.18
2,101.67			2,021.51	1,859.20	82.77			436.78	2,378.75
13.00			13.00	6.00				1.00	7.00
17.61			17.61	17.61				3.49	21.10
35.29			34.50	34.50	1.06			13.63	49.19
714.94			714.94	714.94	3.75			193.26	911.95
454.07		8.22	441.85	413.07				99.30	512.37
24.40			24.40	24.40				2.97	27.37
77.86			76.58					.50	.50
				76.58					76.58
8.00			8.00	8.00				.75	8.75
349.88		.14	349.74	212.26				31.33	243.59
31.62			31.62	31.62					31.62
g 106.30			106.30	102.20				9.58	111.78
121.00			121.00	114.24				7.72	121.96
75.06			70.44	70.44				5.45	75.89
10.75		1.00	8.79	8.79				1.00	9.79
2.46			2.46	2.46	1.63			47.04	51.13
208.96			203.38	109.26				34.63	143.89
10,151.63		39.05	9,907.84	9,427.07	739.02	.55	11.21	2,371.29	12,549.14

TABLE NO. 52—RENEWALS OF RAILS AND TIES—IOWA

Railroads	New Rails Laid During Year						New Ties Laid During Year	
	Iron			Steel				
	Tons	Weight per yard—pounds	Av. price per ton at distributing point	Tons	Weight per yard—lbs. average	Av. price per ton at distributing point	Number	Average price per tie at distributing point
Atchison, Topeka & Santa Fe				1,778.52	85	$ 30.36	14,344	$ .5963
Atlantic, Northern & Southern								
Chicago, Anamosa & Northern								
Chicago, Burlington & Quincy				13,133.95	85	29.93	622,572	.5250
Chicago Great Western				103.14	75	28.00	113,290	.6410
Mason City & Ft. Dodge				7.25	75	28.00	32,159	.621
Wisconsin, Minnesota & Pacific							5,920	.626
Chicago, Milwaukee & St. Paul				d21,676.00	d77	28.00	d1,901,708	d .6690
Chicago & North-Western				4,608.76	85	28.43	453,634	.6406
Chicago, St. P., Minn. & Omaha				7.61	80	28.95	20,792	.639
Chicago, Rock Island & Pacific				480.86	85	28.00	437,939	.79
Colfax Northern							2,723	.558
Crooked Creek							1,049	.8220
Davenport, Rock Island & N. W.				110.30	80	31.77	11,824	.72
Dubuque & Sioux City (Ill. Cent.)				792.35	90	28.50	107,181	.56
Iowa Central				138.83	70	27.85	85,618	.655
Albia & Centerville							3,893	.605
Iowa & Great Northern				.39	80	31.83	18,071	.658
Manchester & Oneida							1,930	.3000
Minneapolis & St. Louis				5.94	70	27.75	37,863	.738
Muscatine, North & South							11,055	
Newton & Nothwestern a							9,172	.80
St. Paul & Des Moines b							14,397	.69
Des Moines, Iowa Falls & N. c								
Tabor & Northern							2,200	.486
Union Pacific				233.42	90	28.54	11,351	.9332
Wabash							83,500	.55
Total				43,077.32			4,004,685	

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Entire line.

TABLE NO. 53—CONSUMPTION OF FUEL BY LOCOMOTIVES—IOWA

Railroads	Bituminous Coal—Tons—Consumption by								Wood—Cords				Fuel Oil—Gallons		T'l Fuel Consumed—Tons	
	Freight service locomotives	Passenger service locomotives	Mixed service locomotives	Special service locomotives	Switching service locomotives	Non-revenue service locomotives	Total		Hard		Soft		Amount	Av. cost per gallon at distributing point	Amount	Av. cost per ton at distributing point
							Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point				
A., T. & S. Fe	9,580	4,449	404	11	4,594	1,898	20,931	$ 1.52	164	$ 1.63					21,037	1.54
Atlantic, N. & S.																
Chicago, A. & N.			784				784	2.72			14	4.00			791	
Chicago, B. & Q. d	1,217,453	511,298	69,525	566	323,467	80,430	2,202,739	1.56			31,340	2.32			2,218,409	
Chicago Gr. W.	109,112	82,538	2,189	128	21,823	2,434	218,224	1.65			817	2.22			218,632	1.65
M. C. & Ft. D.	39,868	55,488		39	6,134	716	102,245	2.25			637	2.21			102,563	2.25
Wis., Minn. & P.	988	1,941		1		7	2,937	2.25			26	2.23			2,963	2.27
Chi., M. & St. P. e	1,704,037	540,445	62,556	1,151	311,607	74,287	2,694,083	2.04			3,321	2.22			2,695,743	2.04
Chicago & N.-W.	513,488	208,949	16,010	228	77,103	8,421	824,199	1.83	2,142	2.05	4,284	2.05			827,769	
Chi., St. P., M. & O.	16,431	13,771	665	10	3,994	406	35,277	2.90			442	1.65			35,498	2.90
Chi., R. I. & Pac.	391,254	220,089	26,666	1,100	58,951	6,474	704,534	1.94	3,834	1.94			99,241	$ .02	707,681	1.95
Colfax Northern	2,680						2,680	1.75			44	2.82			2,702	1.78
Crooked Creek							1,404	2.25							1,404	2.25
Dav., R. I. & N. W.					2,010	362	2,372	2.15	16	1.75					2,388	2.15
Dub. & S. C. (Ill. C.)	142,512	120,889	1,794	149	30,337	3,410	299,091	1.26	637	2.59			47,764	.03	299,807	1.27
Iowa Central	104,381	23,917	18,437	96	12,481	3,492	162,804	1.58			918	3.04	41,100	.03	163,345	
Albia & Centerville																
Iowa & Gr. N.	9,012	2,915			3,056	916	15,899	3.05	335	2.23					16,122	3.05
Manchester & Oneida			854				854	3.11							854	3.11
Minneapolis & St. L.	33,589	16,217	237		4,486	558	55,087	2.20			291	2.90			55,232	
Muscatine, N. & S.							3,790	1.75							3,790	1.75
Newton & N. W. a			4,933				4,933	1.98	135	2.00					5,023	2.00
St. Paul & Des M. b	13,250	8,270	49			510	21,079	2.00			58	2.00			21,108	2.00
Des M., I. F. & N. c	403	223	396				1,022	2.00			6	2.00			1,025	2.00
Tabor & Northern			822				822	3.75							822	3.75
Union Pacific	2,671	2,270		3	16,295	73	21,312	1.59			25	.55	f 10,333		21,359	1.59
Wabash	23,090	9,962	300	22	7,666	465	41,475	1.33	153	2.32			5,903	.02	41,734	1.33
Total	4,332,769	1,823,631	206,621	3,504	883,994	184,854	7,440,567		7,416		42,249		204,341		7,467,801	

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Lines east of Missouri River.
e Entire line.
f Includes 9,453 gallons of gasoline consumed by motor cars.

TABLE NO. 54—CONSUMPTION OF FUEL

Railroads	Miles Run by Locomotives			
	Freight		Passenger	
	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile
Atchison, Topeka & Santa Fe	94,317	204.08	91,640	97.53
Atlantic, Northern & Southern				
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy *d*	11,221,042	219.00	10,595,158	97.00
Chicago Great Western	1,366,104	160.04	1,032,864	160.13
Mason City & Ft. Dodge	582,604	137.29	815,694	136.47
Wisconsin, Minnesota & Pacific	16,614	120.02	32,415	120.81
Chicago, Milwaukee & St. Paul *e*	19,879,919	151.32	12,661,981	85.42
Chicago & North-Western	5,145,085	200.14	4,062,740	103.49
Chicago, St. P., Minn. & Omaha	221,131	149.55	307,295	90.19
Chicago, Rock I. & Pac.	3,994,912	196.81	4,226,975	104.61
Colfax Northern	29,754	181.62		
Crooked Creek				
Davenport, Rock Island & N. W.				
Dubuque & Sioux City (Ill. Cent.)	1,791,412	159.49	1,519,614	159.49
Iowa Central	1,263,859	165.69	510,021	94.16
Albia & Centerville				
Iowa & Great Northern	102,204	178.87	103,399	57.14
Manchester & Oneida				
Minneapolis & St. Louis	326,430	206.34	406,498	80.00
Muscatine, North & South				
Newton & Northwestern *a*				
St. Paul & Des Moines *b*	134,089	182.86	146,866	112.76
Des Moines, Iowa Falls & N. *c*	4,650	173.76	4,050	110.70
Tabor & Northern				
Union Pacific	19,975	267.96	34,982	130.08
Wabash	258,050	179.63	211,629	94.94
Total	46,452,151	186.56	36,763,821	96.48

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.
b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.
c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.
d Lines east of Missouri River.
e Entire line.
f Motor cars.

LOCOMOTIVES—IOWA—CONTINUED .

Miles Run by Locomotives									
Mixed		Special		Switching		Non-Revenue		Total	
Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile
7,429	109.32	131	167.94	93,421	98.99	21,100	180.38	308,088	136.59
25,121	62.30							25,121	62.30
638,120	219.00	6,467	176.00	6,115,257	107.00	1,372,344	118.00	29,948,388	148.00
38,064	115.23	2,561	99.96	280,814	155.72	37,925	128.57	2,758,332	158.53
		787	99.11	89,291	137.82	19,174	75.00	1,507,550	136.07
		32	62.50			207	67.63	49,268	120.28
,122,642	111.51	38,997	59.11	7,305,050	85.37	1,518,020	97.93	42,526,609	126.78
260,834	123.64	3,863	119.07	1,205,397	128.98	241,020	71.08	10,918,939	151.62
13,700	97.52	174	114.94	83,612	96.13	11,664	70.08	637,576	111.35
308,788	172.71	17,032	129.17	1,075,500	110.13	88,458	146.44	9,711,665	145.74
								29,754	181.62
								20,658	135.93
				38,022	106.57	12,510	57.87	50,532	94.51
22,196	162.10	1,852	160.91	381,288	159.46	42,956	159.14	3,759,318	159.50
215,697	171.51	1,990	97.49	174,620	143.33	47,314	148.33	2,213,501	147.58
				58,150	106.60	1,631	113.88	265,384	113.97
27,434	62.26							27,434	62.26
5,934	80.00			89,955	100.00	11,188	100.00	840,005	131.51
								39,324	10.37
45,252	222.00							45,252	222.00
616	168.83					15,916	64.84	297,487	141.94
4,968	160.00							13,668	149.98
15,650	105.00							15,650	105.00
f 28,193	2.03	29	206.90	196,139	166.23	1,129	129.55	280,447	169.11
3,794	158.88	266	167.11	103,875	148.64	6,504	141.45	584,208	142.87
,784,432	148.41	74,181	94.47	17,290,391	102.25	3,449,150	107.18	106,874,108	139.23

TABLE NO. 55 — ACCIDENTS TO PERSONS IN IOWA. A — ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS

Railroads	A—Railway Employes																		A—Railway Employes			A—Passengers																			
	Coupling or Uncoupling		Collisions		Derailments		Parting of Trains		Locomotives or Cars Breaking Down		Falling From Trains, Locomotives or Cars		Jumping on or off Trains, Locomotives or Cars		Struck by Trains, Locomotives or Cars		Overhead Obstructions		Other Causes		Total	Collisions		Derailments		Parting of Trains		Falling From Trains, Locomotives or Cars		Jumping on or off Trains, Locomotives or Cars		Struck by Trains, Locomotives or Cars at—						Other Causes		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Highway Crossing		Stations		Other Points		Killed	Injured	Killed	Injured
																																Killed	Injured	Killed	Injured	Killed	Injured				
A., T. & S. Fe														1	1					1	3	475								1								1		2
Atlantic, N. & S.																						34																		
Chicago, A. & N.																						15																		
Chicago, B. & Q.	1	12				3					2	17	1	32	7	3		1	1		12	175	6,251							3						2		5
Chicago Gr. W.		3	1	6						2	1	7	1	6	1	2					4	50	1,937		9		1		1								10		21
M. C. & Ft. D.		1	1	1								2		1							2	10	817		4					1									5
Wis., Minn. & P.																						28																		
Chi., M. & St. P.		16		8	1	11					2	18	1	3	5	8					11	196	d11,787		14		18								1		6		39
Chicago & N. W.		13		2	1	5		2			1	5		38	3	6		5			2	7	171	6,861		6		1			2		5			1		9		24
Chi., St. P., M. & O.		2										3		1								13	648									2					4		6
Chi., R. I. & Pac.		5	1	8		5						16		17	1	8		7			3	5	119	7,824		35		2					1	6			2		8	1	58
Colfax Northern																						26																		
Crooked Creek																						16																		
Dav., R. I. & N. W.				1																		56																		
Dub. & S. C. (Ill. C.)		2		2		3						4		4	2	2					2	23	2,531				1			2		2					6		11
Iowa Central		3						1			1	7		11	1	4					3	70	1,572							2		1				3	2		8
Albia & Centerville																						26																		
Iowa & Gr. N.		1									1			2	1						2	3	430																		
Manchester & Oneida																						14																		
Minneapolis & St. L.		3		1		3						2		5								14	880							2		1		1		1			6
Muscatine, N. & S.																						44				1												1		
Newton & N. W. a																																									
St. Paul & Des M. b		1			2																2	1	215																	
Des M., I. F. & N. c																						103																		
Tabor & Northern																						8																		
Union Pacific		1		1		2						3				3					1	20	551																	
Wabash		1		2		8						4										29	396		16		14											2		32
Total	1	64	3	32	4	40		3		2	8	88	3	121	23	36		14	19		61	901	43,495		84	1	37		1		8	1	22		1		4		5		50	2	212

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

d Number on June 30, 1909.

TABLE NO. 56 — ACCIDENTS TO PERSONS IN IOWA. A — ACCIDENTS
CONTINUED

Railroads	A—Other Persons—																	
	Collisions		Derailments		Parting of Trains		Locomotives or Cars Breaking Down		Falling from Trains, Locomotives or Cars		Jumping on or off trains, Locomotives or Cars		Struck by Trains, Locomotives or Cars at— Highway Crossings		Stations		Other Points	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
A., T. & S. Fe									1									
Atlantic, N. & S.																		
Chicago, A. & N.																		
Chicago, B. & Q.			1						4		6	3			1		15	1
Chicago Gr. W.													1					
M. C. & Ft. D.																		1
Wis., Minn. & P.																		
Chi., M. & St. P.									3	2	6	2					9	3
Chicago & N.-W.									5	8	4	7		3		1	23	12
Chi., St. P., M. & O.												1					2	1
Chi., R. I. & Pac.									4	2	1	1	1	2	3	3	8	7
Colfax Northern																		
Crooked Creek																		
Dav., R. I. & N. W.															1			
Dub. & S. C. (Ill. C.)									1		2	8					9	8
Iowa Central										1					3			
Albia & Centerville																		
Iowa & Gr. N.																		
Manchester & Oneida																		
Minneapolis & St. L.																		
Muscatine, N. & S.																		
Newton & N. W. *a*																		
St. Paul & Des M. *b*																		
Des M., I. F. & N. *c*																		
Tabor & Northern																		
Union Pacific																		
Wabash																1		
Total			1						19	15	19	22	2	5	8	5	66	30

a The eport of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS—CON.

Trespassing				A—Accidents to Other Persons—Not Trespassing																	
Other Causes		Total		Collisions		Derailments		Parting of Trains		Locomotives or Cars Breaking Down		Falling from Trains, Locomotives or Cars		Jumping on or off Trains, Locomotives or Cars		Struck by Trains, Locomotives or Cars at— Highway Crossings		Stations		Other Points		Other Causes		Total	
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
		1																							
		27	4				2						1			1			2				2	1	7
		1																			1				1
			1																						
2		20	7													3	2			1	2			4	4
	2	32	34													8	23		2	1	3		4	9	32
		2	2																				3		3
2	3	19	18													3	2	5	1	1	2			9	5
		1																							
		12	11													3	2						2	3	5	5
		3	1															1					4	1	4
							5																		5
			1																						
		1	3													2	2						1	2	3
4	5	119	82				7						1			20	31	6	5	3	8	2	17	31	69

TABLE NO. 57 — ACCIDENTS TO PERSONS IN IOWA. A — ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS
CONTINUED—AND B. ACCIDENTS RESULTING FROM OTHER CAUSES

| Railroads | A—Postal Clerks, Express Messengers, Pullman Employes, | | |

TABLE NO. 58—ACCIDENTS TO PERSONS IN IOWA. B—

ACCIDENTS ARISING FROM OTHER CAUSES—CONTINUED—AND SUMMARY

Railroads	B—Postal Clerks, Express Messengers, Pullman Employes, Etc.												B—Other Persons				Summary of A and B													
	Handling Traffic		Handling Tools, Machinery, Etc.		Handling Supplies, Etc.		Getting on or off Locomotives or Cars at Rest		Other Causes		Total		Handling Traffic		Handling Tools, Machinery, Etc.		Handling Supplies, Etc.		Getting on or off Locomotives or Cars at Rest		Other Causes		Total	A				B				Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Railway Employes Injured	Passengers Killed	Passengers Injured	Postal Clerks, Etc. Killed	Postal Clerks, Etc. Injured	Other Persons Killed	Other Persons Injured	Killed	Injured
Atchison, Topeka & Santa Fe																								1	3		2			1		46					2	51
Atlantic, Northern & Southern																																						
Chicago, Anamosa & Northern																								12	175		5			28	11	59					40	250
Chicago, Burlington & Quincy																								4	50		21			1	1	26		2			6	99
Chicago Great Western																								2	10		5		1		1	5		1			1	23
Mason City & Ft. Dodge																																						
Wisconsin, Minnesota & Pacific																								20	196		39			24	11	98					66	344
Chicago, Milwaukee & St. Paul																								7	171		24		5	41	66	285		5		1		48	567
Chicago & North-Western				1								1													13		6		1	2	5	37					2	62
Chicago, St. P., Minn. & Omaha									10		10													5	119	1	53		1	28	23	284		4		10	34	494
Chicago, Rock I. & Pac.																																						
Colfax Northern																																						
Crooked Creek																									4					1		6					1	10
Davenport, Rock Island & N. W.																							1	2	23		11		6	17	16	19				1	19	76
Dubuque & Sioux City (Ill. Cent.)																		1						3	70		8			4	5	72					7	155
Iowa Central																																						
Albia & Centerville																								2	3							3		1			2	7
Iowa & Great Northern																																						
Manchester & Oneida																									14		6		2			30						52
Minneapolis & St. Louis																																					1	5
Muscatine, North & South																											1			5								
Newton & Northwestern a																								2	1							2					2	3
St. Paul & Des Moines b																																						
Des Moines, Iowa Falls & N. c																								1	20				1		1	1		1			1	23
Tabor & Northern																									29		32		1	3	6					3	68
Union Pacific																																						
Wabash																																						
Total				1					10		11	1						1						61	901	2	212		18	150	151	16	972		13		1	229	2,279

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

TABLE No. 59—BRIDGES,

Railroads	Bridges									
	Stone		Iron		Wooden		Combination		Total	
	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet
Atchison, Topeka & Santa Fe	10	128	5	1,086					15	1,214
Atlantic, Northern & Southern	2	30			18	1,681			20	1,711
Chicago, Anamosa & Northern			6	600					6	600
Chicago, Burlington & Quincy			194	25,131	10	1,421	1	382	205	26,934
Chicago Great Western			69	6,541					69	6,541
Mason City & Ft. Dodge			19	6,308					19	6,308
Wisconsin, Minnesota & Pacific										
Chicago, Milwaukee & St. Paul	2	286	325	33,179	27	2,800			354	36,267
Chicago & North-Western			496	31,003	76	4,613			572	35,616
Chicago, St. P., M. & O.	22	657	3	230	1	60			26	947
Chicago, Rock I. & Pac.	3	173	530	52,285	23	347	15	3,706	571	56,511
Colfax Northern					18	624			18	624
Crooked Creek			1	306					1	306
Davenport, Rock Island & N. W.			8	2,808					8	2,808
D. & S. C. (Ill. Cent.)	52	580	100	14,252					152	14,832
Iowa Central			28	6,525					28	6,525
Albia & Centerville			1	222					1	222
Iowa & Great Northern			1	.36	1	100			2	136
Manchester & Oneida	1	8			5	40			6	48
Minneapolis & St. Louis			11	2,018					11	2,018
Muscatine, North & South			1	900					1	900
Newton & Northwestern *a*					105	11,815			105	11,815
St. Paul & Des Moines *b*					64	7,828			64	7,828
Des Moines, Iowa Falls & N. *c*										
Tabor & Northern			1	128	12	1,056			13	1,184
Union Pacific			3	1,090					3	1,090
Wabash			4	296	17	1,751			21	2,047
Total	92	1,864	1,806	184,944	377	34,136	16	4,088	2,291	225,032

a The report of the Newton & Northwestern Railroad Company covers the period July 1, 1908, to March 31, 1909.

b The report of the St. Paul & Des Moines Railroad Company covers the period August 1, 1908, to June 30, 1909.

c The report of the Des Moines, Iowa Falls & Northern Railway Company covers the period July 1, 1908, to July 31, 1908.

e Mine tracks.

TRESTLES, PONTOONS, ETC.

Trestles		Pontoons		Overhead Highway Crossings				Overhead Railway Crossings			
Number	Aggregate length—feet	Number	Aggregate length—feet	Bridges—No.	Conduits—No.	Trestles—No.	Total—No.	Bridges—No.	Conduits—No.	Trestles—No.	Total—No.
8	622			1			1	1			1
									42		42
30	2,940										
1,210	89,973			50		27	77	4		4	8
283	21,862					13	13			1	1
234	20,805					23	23	2			2
8	1,681										
1,099	149,545	1	405	1		54	55	5		9	14
2,303	151,867			15		20	35	19		4	23
100	6,888			1			1				
856	50,181			15		29	44	5	1	4	10
1	300										
16	1,175										
19	2,092										
838	71,175			1		21	22	5		1	6
416	33,166					8	8	3		2	5
14	2,033							1		*e* 3	4
											1
4	16										
142	18,908			2		4	6	3			3
28	5,167										
2	1,336			1			1	1			1
				3			3	1			1
31	5,910					2	2	1			1
				1			1				
8	239										
378	31,541			1			1	1			1
8,838	660,422	1	405	92		201	293	52	43	23	124

COMPILED RETURNS

OF

Terminal Railway Companies

TABLE NO. 1—MILEAGE—BRIDGES, TRESTLES, AND CROSSINGS—TERMINAL COMPANIES.

Lines	Mileage						Bridges, Etc.									
	Line Owned			New line constructed during year	Rails		Bridges		Trestles		Overhead Highway Crossings			Overhead Railway Crossings		
	Main track	Yard tracks and sidings	Total		Iron	Steel	Number	Aggregate length	Number	Aggregate length	Bridges	Conduits	Trestles	Bridges	Conduits	Trestles
Des Moines Term. Co.	.91	3.77	4.68	.67	------	4.68	------	------	------	------	------	------	------	------	------	------
Des Moines Union Ry. Co.	5.15	20.78	25.93	------	------	25.93	1	525	1	42	1	------	------	------	------	------
Des Moines Western Ry. Co.	4.62	1.00	5.62	------	------	5.62	------	------	2	246	------	------	------	------	------	------
Iowa Transfer Ry. Co.	.21	1.84	2.05	------	------	2.05	------	------	------	------	------	------	------	------	------	------
Sioux City Terminal Ry. Co.	1.57	6.27	7.84	.13	------	7.84	1	106	------	------	------	------	------	------	------	------
Union Term. Ry. Co. of S. C.	1.28	11.58	12.86	.24	------	12.86	------	------	------	------	------	------	------	------	------	------
Total	13.74	45.24	58.98	1.04	------	58.98	2	631	3	288	1	------	------	------	------	------

TABLE NO. 2—CAPITAL STOCK—TERMINAL COMPANIES.

Lines	Number of Shares Authorized		Total Par value Authorized		Total Par Value Outstanding		Total Par Value Held by Respondent Company				Total Par Value Not Held by Respondent Company		Dividends Declared During Year			
							In Treasury		In Sinking or Other Funds				Rate		Amount	
	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
Des Moines Term. Co.	5,000	------	$ 500,000.00	------	$ 247,200.00	------	------	------	------	------	$ 247,200.00	------	------	------	------	------
Des Moines Union Ry. Co.	20,000	------	2,000,000.00	------	400,000.00	------	------	------	------	------	400,000.00	------	------	------	------	------
Des Moines Western Ry. Co.	3,000	------	300,000.00	------	217,700.00	------	------	------	------	------	217,700.00	------	8	------	$16,936.00	------
Iowa Transfer Ry. Co.	3,000	------	300,000.00	------	31,000.00	------	------	------	------	------	31,000.00	------	5	------	1,550.00	------
Sioux City Terminal Ry. Co.	2,000	------	200,000.00	------	100,000.00	------	------	------	------	------	100,000.00	------	6	------	6,000.00	------
Union Term. Ry. Co. of S. C.	25,000	------	2,500,000.00	------	1,870,250.00	------	------	------	------	------	1,870,250.00	------	1¼	------	23,378.12	------
Total	58,000	------	$ 5,800,000.00	------	$ 2,866,150.00	------	------	------	------	------	$ 2,866,150.00	------	------	------	$47,864.12	------

TABLE NO. 3—FUNDED DEBT—TERMINAL COMPANIES

Lines	Mortgage Bonds							
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporation		Total par value not held by respondent corporation	Interest		
			In treasury	In sinking or other funds		Rate	Amount accrued during year	Amount paid during year
Des Moines Term. Co.	------	------	------	------	------	------	------	------
Des Moines Union Ry. Co.	$ 800,000.00	$ 671,000.00	------	------	$ 671,000.00	5	$ 33,550.00	$ 27,958.32
Des Moines Western Ry. Co.	------	------	------	------	------	------	------	------
Iowa Transfer Ry. Co.	------	------	------	------	------	------	------	------
Sioux City Terminal Ry. Co.	------	------	------	------	------	------	------	------
Union Term. Ry. Co. of S. C.	------	------	------	------	------	------	------	------
Total	$ 800,000.00	$ 671,000.00	------	------	$ 671,000.00	5	$ 33,550.00	$ 27,958.32

TABLE NO. 4—RECAPITULATION OF

Lines	Total Par Value Outstanding			Assignment		
				To Railways		
	Capital stock	Funded debt	Total	Capital stock	Funded debt	Total
D. M. Term. Co.	$ 247,200.00		$ 247,200.00	$ 85,600.00		$ 85,600.00
D. M. U. Ry. Co.	400,000.00	$ 671,000.00	1,071,000.00	400,000.00	$ 671,000.00	1,071,000.00
D. M. W. Ry. Co.	217,700.00		217,700.00	217,700.00		217,700.00
Ia. Trans. Ry. Co.	31,000.00		31,000.00	31,000.00		31,000.00
S. C. T. Ry. Co.	100,000.00		100,000.00	100,000.00		100,000.00
U. T. Ry. Co. of S. C.	1,870,250.00		1,870,250.00	1,870,250.00		1,870,250.00
Total	$ 2,866,150.00	$ 671,000.00	$ 3,537,150.00	$ 2,704,550.00	$ 671,000.00	$ 3,375,550.00

CAPITALIZATION—TERMINAL COMPANIES

Assignment			Amount Per Mile of Line					
To Other Properties			Miles			Amount		
Capital stock	Funded debt	Total	Capital stock	Funded debt	Total	Capital stock	Funded debt	Total
$ 161,600.00		$ 161,600.00	.91		.91	$ 94,066.00		$ 94,066.00
			5.15	5.15	5.15	77,670.00	$ 130,291.00	207,961.00
			4.62		4.62	47,121.00		47,121.00
			.21		.21	147,619.00		147,619.00
			1.57		1.57	63,694.26		63,694.26
			1.28		1.28	1,461,141.00		1,461,141.00
$ 161,600.00		$ 161,600.00	13.74	5.15	13.7[illegible]	$ 196,837.70	$ 130,291.00	$ 245,673.21

TABLE NO. 5—CURRENT ASSETS AND LIABILITIES—TERMINAL COMPANIES.

Line	Cash and Current Assets			Available for Payment of Current Liabilities						
	Cash	Bills receivable	Due from agents	Due from solvent companies and individuals	Traffic balances due from other companies	Other cash assets	Total cash and current assets	Balance current liabilities	Total	Materials and supplies on hand
Des Moines Term. Co.	$ 298.79	$ 728.62					$ 1,027.41		$ 1,027.41	$ 4,362.51
Des Moines Union Ry. Co.	39,230.47	176,367.39		$ 126,899.03			342,496.89		342,496.89	13,250.86
Des Moines Western Ry. Co.	2,920.34			21,247.59			24,167.93		24,167.93	2,070.69
Iowa Transfer Ry. Co.	760.79			756.81			1,517.60		1,517.60	50.00
Sioux City Terminal Ry. Co.	10,259.69			21,223.85		$ 205.40	31,688.94	$ 5,092.76	36,781.70	2,378.86
Union Term. Ry. Co. of S. C.	1,528.08	215,000.00		4,030.93		1,509.95	222,068.96		222,068.96	
Total	$ 54,998.16	$ 392,096.01		$ 174,158.21		$ 1,715.35	$ 622,967.73	$ 5,092.76	$ 628,060.49	$ 22,112.91

TABLE NO. 6—CURRENT ASSETS AND LIABILITIES

Lines	Current Liabilities			
	Receivers certificates	Loans and bills payable	Audited vouchers and accounts	Wages and salaries
Des Moines Term. Co.		$ 371.00		
Des Moines Union Ry. Co.			$ 30,002.09	$ 17,668.37
Des Moines Western Ry. Co.		7,000.00	4,592.88	1,204.86
Iowa Transfer Ry. Co.			22.97	265.50
Sioux City Terminal Ry. Co.		5,000.00	30,496.18	
Union Term. Ry. Co. of S. C.			3,198.90	288.10
Total		$ 12,371.00	$ 68,313.02	$ 19,426.83

TERMINAL COMPANIES—CONTINUED.

Accrued to and Including June 30, 1909

Traffic balances due to other companies	Dividends not called for	Matured interest coupons unpaid (including coupons due July 1)	Rents due July 1	Miscellaneous	Total current liabilities	Balance cash assets	Total
					$ 371.00	$ 656.41	$ 1,027.41
				$ 4,843.73	52,514.19	289,982.70	342,496.89
					12,797.74	11,370.19	24,167.93
					288.47	1,229.13	1,517.60
				1,285.52	36,781.70		36,781.70
					3,487.00	218,581.96	222,068.96
				$ 6,129.25	$ 106,240.10	$ 521,820.39	$ 628,060.49

TABLE NO. 7—INCOME ACCOUNT

TERMINAL COMPANIES.

Lines	Rail Operations				Taxes accrued	Operating income	Operating loss
	Operating revenues	Operating expenses	Net operating revenue	Net operating deficit			
Des Moines Term. Co....	$ 5,350.80	$ 1,436.05	$ 3,914.75	----------	$ 1,619.96	$ 2,294.79	----------
Des Moines U. Ry. Co...	273,215.21	200,421.64	72,793.57	----------	34,436.60	38,356.97	----------
Des Moines W. Ry. Co..	17,343.15	14,022.36	3,320.79	----------	1,984.25	1,336.54	----------
Iowa Transfer Ry. Co...	3,506.10	3,506.10	----------	----------	463.65	----------	$ 463.65
S. C. Term. Ry. Co.....	86,531.67	72,682.82	13,848.85	----------	900.00	12,948.85	----------
Union T. Ry. Co., S. C. *b*	----------	*a* 840.66	----------	$ 840.66	14,001.92	----------	14,842.58
Total ----------	$ 385,946.93	$ 292,909.63	$93,877.96	$ 840.66	$53,406.38	$54,937.15	$15,306.23

Other Income								Gross corporate income	Gross corporate loss
Rents accrued from lease of road	Other Rents—Credits			Dividends declared on stocks owned or controlled	Interest on other securities, loans or accounts	Miscellaneous income	Total other income		
	Hire of equipment—balance	Joint facilities	Miscellaneous rents						
----------	----------	----------	----------	----------	----------	----------	----------	$ 2,294.79	----------
----------	----------	$67,986.60	----------	$ 310.40	$ 6,440.72	----------	$ 74,737.32	113,094.29	----------
----------	----------	12,735.98	----------	310.00	----------	----------	13,045.98	14,382.52	----------
----------	----------	2,006.85	----------	----------	----------	----------	2,006.85	1,543.20	----------
----------	----------	----------	----------	----------	----------	----------	----------	12,948.85	----------
$72,000.00	----------	----------	$ 6,574.51	----------	14,199.75	----------	92,774.26	77,931.68	----------
$72,000.00	----------	$82,729.43	$ 6,574.51	$ 620.00	$20,640.47	----------	$ 182,564.41	$ 222,195.33	----------

a Salaries and maintenance of organization.
b This company owns terminal facilities in Sioux City, Iowa, which are leased to and operated by the tenant companies to-wit: Iowa & Great Northern Railway Company, Chicago, Burlington & Quincy Railroad Company and Illinois Central Railroad Company.

TABLE NO. 8—INCOME ACCOUNT

Lines	Deductions From Gross Corporate Income			
	Rents accrued for lease of other roads	Other Rents—Debits		Interest accrued on funded debt
		Hire of equipment—balance	Miscellaneous rents	
Des Moines Term. Co.				$ 33,550.00
Des Moines Union Ry. Co.				
Des Moines Western Ry. Co.				
Iowa Transfer Ry. Co.		$ 12.00	$ 6,000.00	
Sioux City Terminal Ry. Co.				
Union Term. Ry. Co. of S. C.				
Total		$ 12.00	$ 6,000.00	$ 33,550.00

TERMINAL COMPANIES—CONTINUED.

ate Income				Dividends Declared on		Balance for Year Carried Forward to Profit and Loss	
Other deductions	Total deductions from gross corporate income	Net corporate income	Net corporate loss	Preferred stock	Common stock	Credit	Debit
		$ 2,294.79				$ 2,294.79	
	$ 33,550.00	79,544.29				79,544.29	
		14,382.52			$ 16,936.00		$ 2,553.48
		1,543.20			1,550.00		6.80
	6,012.00	6,936.85			6,000.00	936.85	
$ 1,310.96	1,310.96	76,620.72			23,378.12	53,242.60	
$ 1,310.96	$ 40,872.96	$ 181,322.37			$ 47,864.12	$ 136,018.53	$ 2,560.28

TABLE NO. 9—COMPARATIVE GENERAL BALANCE SHEET

Lines	Cost of Road		Cost of Equipment	
	1908	1909	1908	1909
Des Moines Term. Co.	$ 245,548.02	$ 252,136.07		
Des Moines Union Ry. Co.	1,253,107.55	1,253,330.80	$ 54,436.63	$ 54,436.63
Des Moines Western Ry. Co	204,940.19	216,572.40		
Iowa Transfer Ry. Co.	30,147.41	30,147.41		
Sioux City Terminal Ry. Co.	91,418.97	92,633.60	16,459.84	16,459.84
Union Term. Ry. Co. of S. C.	1,801,579.11	1,806,482.90		
Total	$ 3,626,741.25	$ 3,651,303.18	$ 70,896.47	$ 70,896.47

ASSETS—TERMINAL COMPANIES

General Expenditures		Stocks Owned		Funded Debt Owned		Other Permanent Investments	
1908	1909	1908	1909	1908	1909	1908	1909
		$ 6,200.00	$ 6,200.00				
$ 9,909.20	$ 9,909.20	6,200.00	6,200.00				
715.00	715.00						
$10,624.20	$ 10,624.20	$ 12,400.00	$ 12,400.00				

TABLE NO. 10—COMPARATIVE GENERAL BALANCE SHEET

Lines	Lands Owned		Cash and Current Assets	
	1908	1909	1908	1909
Des Moines Term. Co.				$ 656.41
Des Moines Union Ry. Co.			$ 239,711.95	342,496.89
Des Moines Western Ry. Co.			23,863.98	24,167.93
Iowa Transfer Ry. Co.			1,633.08	1,517.60
Sioux City Terminal Ry. Co.			22,846.15	31,688.94
Union Term. Ry. Co. of S. C.			226,140.86	222,068.96
Total			$ 514,196.02	$ 622,596.73

ASSETS—CONTINUED—TERMINAL COMPANIES

Other Assets		Profit and Loss		Grand Total		Increase	Decrease
1908	1909	1908	1909	1908	1909	1909	1909
	$ 4,362.51			$ 245,548.02	$ 257,154.99	$ 11,606.97	
$23,675.09	13,250.86			1,577,131.22	1,669,715.18	92,583.96	
661.04	2,070.69			245,574.41	258,920.22	13,345.81	
	50.00			32,495.49	32,430.01		$ 65.48
1,440.49	2,378.85			132,165.45	143,161.23	10,995.78	
				2,027,719.97	2,028,551.86	831.89	
$25,776.62	$ 22,112.91			$ 4,260,634.56	$ 4,389,933.49	$ 129,364.41	$ 65.48

TABLE NO. 11—COMPARATIVE GENERAL BALANCE SHEE

CONTINUED—LIABILITIES—TERMINAL COMPANIES

Lines	Capital Stock		Funded Debt		Current Liabiliti		Accrued Interest on Funded Dtebt Not Yet Payable		Other Liabilities		Profit and Loss		Grand Total		Increase	Decrease
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1909	1909
Des Moines Term. Co.	$ 187,100.00	$ 247,200.00			$ 50,787.82						$ 7,660.20	$ 9,954.99	$ 245,548.02	$ 257,154.99	$ 11,606.97	
Des Moines Union Ry. Co.	400,000.00	400,000.00	$ 671,000.00	$ 671,000.00	39,474.52	52,514	$5,591.68	$5,591.68	$242,744.18	$242,967.43	218,320.84	297,641.88	1,577,131.22	1,669,715.18	92,583.96	
Des Moines Western Ry. Co.	211,700.00	217,700.00			2,898.45	12,797			7,604.90	9,222.85	23,371.06	19,199.63	245,574.41	258,920.22	13,345.81	
Iowa Transfer Ry. Co.	31,000.00	31,000.00			347.15	288			2,706.37	5,291.92	1,148.34	1,141.54	32,495.49	32,430.01		$65.48
Sioux City Terminal Ry. Co.	100,000.00	100,000.00			29,808.32	36,781					150.76	1,087.61	132,165.45	143,161.23	10,995.78	
Union Term. Ry. Co. of S. C.	1,870,250.00	1,870,250.00			56,889.25	3,487			9,926.36	10,917.90	90,654.36	143,896.96	2,027,719.97	2,028,551.86	831.89	
Total	$ 2,800,050.00	$ 2,866,150.00	$ 671,000.00	$ 671,000.00	$ 179,705.51	$ 105,869	$5,591.68	$5,591.68	$262,981.81	$268,400.10	$ 341,305.56	$ 472,922.61	$ 4,260,634.56	$ 4,389,933.49	$ 129,364.41	$65.48

TABLE NO. 12—EMPLOYES AND SALARIES—DESCRIPTION

Lines	Employes and Salaries							
	General Officers				All Other Employes			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation
Des Moines Term. Co.	1	365	$ 300.00	$ .82	21	1,003	$ 1,657.32	$ 1.65
Des Moines Union Ry. Co.	b5	730	5,190.00	7.11	363	100,338	210,145.67	2.10
Des Moines Western Ry. Co.	1	365	1,500.00	4.11	38	7,372	12,560.68	1.71
Iowa Transfer Ry. Co.	2	730	480.00	65	4	1,122	2,616.13	2.33
Sioux City Terminal Ry. Co.	a4	763	2,499.05	3.27	32	10,867	26,423.67	2.43
Union Term. Ry. Co. of S. C.	------	------	----------	------	5	2,013	3,611.15	1.79
Total	13	2,953	$ 9,969.05	$ 3.37	463	122,715	$ 257,014.62	$ 2.09

a Two officers serve without compensation.
b Three officers serve without compensation.

OF EQUIPMENT—TERMINAL COMPANIES

Employes and Salaries				Description of Equipment												
Total				Owned							Leased					
				Locomotives			Cars		Equipment Fitted With		Locomotives			Cars		Equipment Fitted With
Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Passenger	Freight	Switching	Passenger	Freight	Train brake	Automatic coupler	Passenger	Freight	Switching	Passenger	Freight	Train brake	Automatic coupler
22	1,368	$ 1,957.32	$ 1.43	------	------	------	------	------	------	------	------	------	------	------	------	------	------
368	101,068	215,335.67	2.13	------	------	7	------	23	29	30	------	------	------	------	------	------	------
39	7,737	14,060.68	1.82	------	------	------	------	------	------	------	------	------	------	------	------	------	------
6	1,852	3,096.13	1.68	------	------	------	------	------	------	------	------	------	------	------	------	------	------
36	11,630	28,922.72	2.48	------	------	3	------	2	3	3	------	------	------	------	------	------	------
5	2,013	3,611.15	1.79	------	------	------	------	------	------	------	------	------	------	------	------	------	------
476	125,668	$ 266,983.67	$ 2.12	------	------	10	------	25	32	33	------	------	------	------	------	------	------

TABLE NO. 13—TRAFFIC AND CAR STATISTICS—TERMINAL COMPANIES

Lines	Car Statistics											
	Switching Traffic—Freight						Switching Traffic—Passenger					
	Number of cars handled earning revenue—Loaded	Number of cars handled earning revenue—Empty	Number of cars handled at cost for tenant companies	Number of cars handled not earning revenue—Loaded	Number of cars handled not earning revenue—empty	Total number of cars handled	Number of cars handled earning revenue—Loaded	Number of cars handled earning revenue—Empty	Number of cars handled at cost for tenant companies	Number of cars handled not earning revenue—Loaded	Number of cars handled not earning revenue—Empty	Total number of cars handled
Des Moines Term. Co.												
Des Moines Union Ry. Co.												
Des Moines Western Ry. Co.												
Iowa Transfer Ry. Co.												
Sioux City Terminal Ry. Co.	54,286			9,265	63,651	127,202						
Union Term. Ry. Co. of S. C.												
Total	54,286			9,265	63,651	127,202						

TABLE NO. 14—TRAFFIC AND CAR STATISTICS—CONTINUED—TERMINAL COMPANIES

Lines	Car Statistics—Continued											
	Terminal Operations—Freight			Terminal Operations—Passenger			Summary					
	Number of cars handled earning revenue	Number of cars handled at cost for tenant companies	Total number of cars handled	Number of cars handled earning revenue	Number of cars handled at cost for tenant companies	Total number of cars handled	Total number of cars handled earning revenue—Loaded	Total number of cars handled earning revenue—Empty	Total number of cars handled not earning revenue—Loaded	Total number of cars handled not earning revenue—Empty	Total number of cars handled at cost for tenant companies	Total number of cars handled
Des Moines Term. Co.												
Des Moines Union Ry. Co.	28,326	80,051	108,377		20,463	20,463	28,326				100,514	128,840
Des Moines Western Ry. Co.	350	11,604	11,954		1,987	1,987	175	175			13,591	13,941
Iowa Transfer Ry. Co.		78,886	78,886								78,886	78,886
Sioux City Terminal Ry. Co.							54,286		9,265	63,651		127,202
Union Term. Ry. Co. of S. C.												
Total	28,676	170,541	199,217		22,450	22,450	82,787	175	9,265	63,651	192,991	348,869

TABLE NO. 15—TRAFFIC AND CAR STATISTICS—CONTINUED—TERMINAL COMPANIES

Lines	Revenue and Expense—Switching and Terminal Operation							
	Revenue from revenue cars	Other revenue	Total revenue	Average revenue per revenue car	Amount received from tenant companies	Average amount received per car from tenant companies	Operating expenses	Average expense per car handled
Des Moines Term. Co.								
Des Moines Union Ry. Co.	$ 36,862.06		$ 36,862.06	$ 1.301	$ 200,421.64	$ 1.993	$ 200,421.64	$ 1.571
Des Moines Western Ry. Co.	474.00	14,022.36	14,496.36	1.040	14,022.36	1.032	14,022.36	1.032
Iowa Transfer Ry. Co.					3,506.10	.045	3,506.10	.045
Sioux City Terminal Ry. Co.	79,268.00	7,263.67	86,531.67	1.460			72,682.32	.571
Union Term. Ry. Co. of S. C.								
Total	$ 116,604.06	$ 21,286.03	$ 137,890.09	$ 1.405	$ 217,950.10	$ 1.129	$ 290,632.02	$ .833

TABLE NO. 16—RENEWALS OF RAILS AND TIES, CONSUMPTION OF FUEL BY LOCOMOTIVES, ACCIDENTS TO PERSONS—TERMINAL COMPANIES

Lines	Renewals of Rails and Ties During Year					Consumption of Fuel by Locomotives							Accidents to Persons					
	Steel Rails			Ties		Switching—Locomotives						Consumption per mile	Killed			Injured		
						Bituminous Coal		Wood										
								Hard		Soft								
	Tons	Weight per yard—pounds	Average price per ton at distributing points	Number	Average price at distributing points	Tons	Average cost at distributing points	Cords	Average cost at distributing points	Cords	Average cost at distributing points	Miles run	Average pounds consumed per mile	Passengers	Employes	Other persons	Passengers	Employes	Other persons
Des Moines Term. Co.																			
Des Moines Union Ry. Co.	45	75	$32.25	5,878	.77	6,210	$ 2.00					204,329	60.78						
Des Moines Western Ry. Co.	19	75	32.25	1,707	.70														
Iowa Transfer Ry. Co.																			
Sioux City Terminal Ry. Co.	7	60	26.17	968	1.10	3,380	3.35					71,826	94.11					3	
Union Term. Ry. Co. of S. C.																			
Total	71			8,553		9,590						276,155						3	

COMPILED RETURNS

OF

Railway Bridge Companies

TABLE No. 1—CAPITAL STOCK—RAILWAY BRIDGE COMPANIES

Name	Common Stock						Dividends declared during year		Per mile of line	
	Number of shares authorized	Total par value authorized	Total par value outstanding	Total par value held by respondent corporation: In treasury	Total par value held by respondent corporation: In sinking or other funds	Total par value not held by respondent corporation	Rate	Amount	Miles	Amount
Dunleith & Dub. Bridge Co.	10,000	$ 1,000,000.00	$ 1,000,000.00			$ 1,000,000.00	13	$ 130,000.00	1.30	$ 769,231.00
The Keokuk & Ham. Bridge Co.	10,000	1,000,000.00	1,000,000.00			1,000,000.00			.66	1,515,151.51
Mo. Val. & Blair Ry. & B. Co.	20,000	2,000,000.00	1,930,000.00			1,930,000.00	25	482,500.00	3.36	574,404.76
Omaha Bridge & Term. Ry. Co.	75,000	7,500,000.00	5,000,000.00			5,000,000.00			17.04	293,272.32
Sioux City Bridge Co.	22,500	2,250,000.00	945,800.00			945,800.00	8	75,664.00	3.88	243,763.00
Total	137,500	$13,750,000.00	$ 9,875,800.00			$ 9,875,800.00		$ 688,164.00	26.24	$ 376,374.32

TABLE No. 2—FUNDED DEBT—STOCK AND DEBT—RAILWAY BRIDGE COMPANIES.

Name	Mortgage Bonds					Interest		Per Mile of Line		Stock and Debt		
	Total par value authorized	Total par value outstanding	Total par value held by respondent corporation: In treasury	Total par value held by respondent corporation: In sinking or other funds	Total par value not held by respondent corporation	Rate	Amount accrued during year	Amount paid during year	Miles	Amount	Total par value outstanding	Per Mile of Line: Miles	Per Mile of Line: Amount
D. & D. B. Co.											$ 1,000,000.00	1.30	$ 769,231.00
K. & H. B. Co.	$ 1,000,000.00	$ 1,000,000.00			$ 1,000,000.00	8		a	.66	$ 1,515,151.51	2,000,000.00	.66	3,030,303.03
M. V. & B. R. B. Co.											1,930,000.00	3.36	574,404.76
O. B. & T. R. Co.	5,000,000.00	1,750,000.00			1,750,000.00	5	$87,500.00	$87,500.00	17.04	102,699.53	6,750,000.00	17.04	396,126.76
S. C. B. Co.											945,800.00	3.88	243,763.00
Total	$ 6,000,000.00	$ 2,750,000.00			$ 2,750,000.00		$87,500.00	$87,500.00	17.70	$ 155,367.23	$12,625,800.00	26.24	$ 481,166.15

a This company is conducted for the benefit of bondholders.

TABLE No. 3—CURRENT ASSETS AND LIABILITIES—SUMMARY—RAILWAY BRIDGE COMPANIES.

Name	Cash and Current Assets			Current Liabilities Accrued to and Including June 30, 1909		
	Total cash and current assets	Balance current liabilities	Total	Total current liabilities	Balance cash assets	Total
Dunleith & Dub. Bridge Co.	$ 4,889.72		$ 4,889.72		$ 4,889.72	$ 4,889.72
The Keokuk & Ham. Bridge Co.	13,210.62		13,210.62	$ 260.00	12,950.62	13,210.62
Mo. Val. & Blair Ry. & B. Co.	88,541.03		88,541.03	769.56	87,771.47	88,541.03
Omaha Bridge & Term. Ry. Co.	76,095.12		76,095.12	7,361.02	68,734.10	76,095.12
Sioux City Bridge Co.	54,163.65		54,163.65	3,187.22	50,976.43	54,163.65
Total	$ 236,900.14		$ 236,900.14	$ 11,577.80	$ 225,322.34	$ 236,900.14

TABLE No. 4—INCOME ACCOUNT—RAILWAY BRIDGE COMPANIES.

Name	Operating revenues	Operating expenses	Net operating revenue	Taxes accrued	Operating income	Operating loss	Other Income: Rents accrued from lease of road	Other Income: Other Rents—Credits: Joint facilities	Other Income: Other Rents—Credits: Miscellaneous rents	Other Income: Interest on other securities, loans and accounts	Other Income: Miscellaneous income	Other Income: Total other income	Gross corporate income
D. & D. B. Co.	$191,259.04	$17,049.96	$174,209.08	$32,301.51	$141,907.57								$ 141,907.57
K. & H. B. Co.	55,547.50	11,817.83	43,729.67	4,160.47	39,569.20						$10,302.19	$ 10,302.19	49,871.39
M. V. & B. R. & B.	262,891.99	4,404.80	258,487.19	6,513.36	251,973.83					$ 5,061.93	112.00	68,669.19	320,643.02
O. B. & T. R. Co.	78,005.63	9,298.42	68,707.21	10,894.17	57,813.04		$70,463.91		$63,495.26			70,463.91	128,276.95
S. C. B. Co.		a 594.05	594.05	10,637.27		$10,043.22		$88,169.29		728.73		88,898.02	78,854.80
Total	$587,704.16	$41,976.96	$545,727.20	$64,506.78	$491,263.64	$10,043.22	$70,463.91	$88,169.29	$63,495.26	$ 5,790.66	$10,414.19	$ 238,333.31	$ 719,553.73

a Credit.

TABLE No. 5—INCOME ACCOUNT—CONTINUED—RAILWAY BRIDGE COMPANIES.

Name	Deductions From Gross Corporate Income				Net corporate income	Net corporate loss	Dividends Declared		Balance for Year Carried to profit and Loss	
	Rents—Debits		Interest accrued on funded debt	Total deductions from gross corporate income			On common stock	On preferred stock	Credit	Debit
	Hire of equipment—balance	Miscellaneous rents								
Dunleith & Dub. Bridge Co.					$ 141,907.57		$ 130,000.00		$ 11,907.57	
The Keokuk & Ham. Bridge Co.					49,871.39				49,871.39	
Mo. Val. & Blair Ry. & B. Co.					320,643.02		482,500.00			$ 161,856.98
Omaha Bridge & Term. Ry. Co.			$ 87,500.00	$ 87,500.00	40,776.95				40,776.95	
Sioux City Bridge Co.					78,854.80		75,664.00		3,190.80	
Total			$ 87,500.00	$ 87,500.00	$ 632,053.73		$ 688,164.00		$ 105,746.71	$ 161,856.98

TABLE No. 6—PROFIT AND LOSS ACCOUNT—RAILWAY BRIDGE COMPANIES.

Name	Debit					Credit				
	Balance June 30, 1908	Balance for year brought forward from income account	Deductions for year	Balance credit June 30, 1909	Total	Balance June 30, 1908	Balance for year brought forward from income account	Additions for year	Balance debit June 30, 1909	Total
Dunleith & Dub. Bridge Co.				$ 58,738.32	$ 58,738.32	$ 46,830.75	$ 11,907.57			$ 58,738.32
The Keokuk & Ham. Bridge Co.			$ 40,000.00	12,950.62	52,950.62	3,079.23	49,871.39			52,950.62
Mo. Val. & Blair Ry. & B. Co.		$ 161,856.98		87,771.47	249,628.45	249,628.45				249,628.45
Omaha Bridge & Term. Ry. Co.			19,453.25	84,645.18	104,098.43	63,321.48	40,776.95			104,098.43
Sioux City Bridge Co.				31,994.16	31,994.16	28,803.36	3,190.80			31,994.16
Total		$ 161,856.98	$ 59,453.25	$ 276,099.75	$ 497,409.98	$ 391,663.27	$ 105,746.71			$ 497,409.98

TABLE No. 7—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—RAILWAY BRIDGE COMPANIES.

Name	Cost of Road		Cost of Equipment		General Expenditures		Stocks Owned		Funded Debt Owned		Other Permanent Investments	
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909
Dunleith & Dub. Bridge Co.	$ 1,040,835.86	$ 1,053,796.60					$ 52.00	$ 52.00				
The Keokuk & Ham. Bridge Co.	2,000,000.00	2,000,000.00										
Mo. Val. & Blair Ry. & B. Co.	1,930,000.00	1,930,000.00										
Omaha Bridge & Term. Ry. Co.	6,745,785.85	6,747,126.07	$18,785.01	$18,785.01								
Sioux City Bridge Co.	945,800.00	945,800.00										
Total	$12,662,421.71	$12,676,722.67	$18,785.01	$18,785.01			$ 52.00	$ 52.00				

TABLE No. 8—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—RAILWAY BRIDGE COMPANIES.

Name	Lands Owned		Cash and Current Assets		Other Assets		Profit and Loss		Grand Total		Increase	Decrease
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1909	1909
Dunleith & Dub. Bridge Co.			$ 5,942.89	$ 4,889.72					$ 1,046,830.75	$ 1,058,738.32	$ 11,907.57	
The Keokuk & Ham. Bridge Co.			3,879.23	13,210.62					2,003,879.23	2,013,210.62	9,331.39	
Mo. Val. & Blair Ry. & B. Co.			250,736.43	88,541.03					2,180,736.43	2,018,541.03		$ 162,195.40
Omaha Bridge & Term. Ry. Co.			53,170.14	76,095.12					6,817,741.00	6,842,006.20	24,265.20	
Sioux City Bridge Co.			37,758.95	54,163.65					983,558.95	999,963.65	16,404.70	
Total			$ 351,487.64	$ 236,900.14					$13,032,746.36	$12,932,459.82	$ 61,908.86	$ 162,195.40

TABLE No. 9—COMPARATIVE GENERAL BALANCE SHEET

—CONTINUED—LIABILITIES—RAILWAY BRIDGE COMPANIES.

Name	Capital Stock		Funded Debt		Current Liabilities		Other Liabilities		Profit and Loss		Grand Total		Increase	Decrease
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1909	1909
D. & D. B. Co.	$ 1,000,000.00	$ 1,000,000.00							$ 46,830.75	$ 58,738.32	$ 1,046,830.75	$ 1,058,738.32	$ 11,907.57	
K. & H. B. Co.	1,000,000.00	1,000,000.00	$ 1,000,000.00	$ 1,000,000.00	$ 800.00	$ 260.00			3,079.23	12,950.62	2,003,879.23	2,013,210.62	9,331.39	
M. V. & B. R. & B. Co.	1,930,000.00	1,930,000.00			1,107.88	769.56			249,628.45	87,771.47	2,180,736.43	2,018,541.03		$ 162,195.40
O. B. & T. R. Co.	5,000,000.00	5,000,000.00	1,750,000.00	1,750,000.00	4,419.52	7,361.02			63,321.48	84,645.18	6,817,741.00	6,842,006.20	24,265.20	
S. C. B. Co.	945,800.00	945,800.00			1,069.69	3,187.22	$ 7,885.90	$ 18,982.27	28,803.36	31,994.16	983,558.95	999,963.65	16,404.70	
Total	$ 9,875,800.00	$ 9,875,800.00	$ 2,750,000.00	$ 2,750,000.00	$ 7,397.19	$11,577.80	$ 7,885.90	$ 18,982.27	$ 391,663.27	$ 276,099.75	$13,032,746.36	$12,932,459.82	$ 61,908.86	$ 162,195.40

TABLE No. 10—EMPLOYES AND SALARIES—ACCIDENTS

Name	Employes and Salaries								Accidents to Persons							
	General Officers				All Other Employes				Killed				Injured			
	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1909	Total number of days worked	Total yearly compensation	Average daily compensation	Passengers	Employes	Other persons	Total	Passengers	Employes	Other persons	Total
Dunleith & Dub. Bridge Co.	3	1,080	$ 1,900.00	$ 1.76	11	3,744	$ 8,062.58	$ 2.15								
The Keokuk & Ham. Bridge Co.	1	365	2,000.00	5.48	8	2,920	5,367.55	1.84			1	1				
Mo. Val. & Blair Ry. & B. Co. *a*	5	1,565	*b*		10	2,817	5,107.92	1.81								
Omaha Bridge & Term. Ry. Co.					41	4,937	8,318.37	1.68								
Sioux City Bridge Co. *a*	5	1,565	*b*													
Total	14	4,575	$ 3,900.00	$ 2.71	70	14,418	$ 26,856.42	$ 1.86			1	1				

a Entire line.
b General officers do not receive compensation.

TO PERSONS—IOWA—RAILWAY BRIDGE COMPANIES.

TABLE No. 11—MILEAGE, TAXES, BRIDGES, TRESTLES

Name	Mileage						
	Main Line			Branches, Spurs and All Other Track			
	Iowa	Illinois	Nebraska	Iowa	Illinois	Nebraska	Total mileage—Entire line
Dunleith & Dub. Bridge Co.	1.22	.08	------	------	------	------	1.30
The Keokuk & Ham. Bridge Co.	------	------	------	------	------	------	.66
Mo. Val. & Blair Ry. & B. Co.	2.11	------	1.25	------	------	------	3.36
Omaha Bridge & Term. Ry. Co.	.50	------	1.45	2.17	------	12.92	17.04
Sioux City Bridge Co.	1.74	------	2.14	.93	------	.50	5.31
Total	5.57	.08	4.84	3.10	------	13.42	27.67

AND CROSSINGS—RAILWAY BRIDGE COMPANIES.

Taxes				Bridges										Trestles		Overhead crossings	
				Stone		Iron		Wooden		Combination		Total					
Iowa	Illinois	Nebraska	Total	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Highway	Railway
$20,635.51	$11,666.00	----------	$32,301.51	--	------	2	1,562	--	-----	----	----	2	1,562	----	------	----	--
1,623.00	2,537.47	----------	4,160.47	--	------	1	2,300	--	-----	----	----	1	2,300	----	------	----	--
2,077.50	----------	$ 4,435.86	6,513.36	--	------	1	970	--	-----	----	----	1	970	----	------	----	--
2,615.50	----------	8,278.67	10,894.17	1	1,608	2	147	--	-----	----	----	3	1,755	2	2,282	----	--
4,943.75	----------	5,693.52	10,637.27	--	------	3	727	1	4	----	----	4	731	----	------	1	--
$31,895.26	$14,203.47	$18,408.05	$64,506.78	1	1,608	9	5,706	1	4	----	----	11	7,318	2	2,282	1	--

COMPILED RETURNS

OF

Electric Interurban Railway Companies

TABLE No. 1—MILEAGE

Lines	Mileage of Road Operated—All Tracks								
	Line Owned			Line of Proprietary Companies			Line Operated Under Lease		
	Single track	Second track	Sidings and turn-outs	Single track	Second track	Sidings and turn-outs	Single track	Second track	Sidings and turn-outs
Albia Interurban Ry. Co.	10.00								
Boone Suburban Ry. Co.	4.10								
Cedar Rapids & Iowa City Ry.	27.63	2.66							
Cedar Rapids & M'n. C. Ry. Co	a 2.80						.86		
Ft. Dodge, D. M. & S. Rd. Co.	160.33		c 17.01	2.10					
Ames and College	2.10								
Inter-urban Ry. Co.	64.58	5.00	3.00						
Iowa & Illinois Ry. Co.	33.07	1.61	2.07						
Mason City & Clear L. Ry. Co.	14.62		2.72						
Oskaloosa & Buxton E. Ry. Co	2.30								
Tama & Toledo E. Ry & L. Co.	2.75								
Waterloo, C. F. & N. Ry. Co.	37.63	.55	6.45				21.06		
Total	361.91	9.88	31.25	2.10			21.92		

a Mileage from city limits of Cedar Rapids to Marion.

b Of this mileage, 4.99 miles are operated exclusively by steam, 38 miles are operated by steam and electricity.

c Of this mileage 4.99 miles are operated exclusively by steam.

—ELECTRIC LINES

Mileage of Road Operated—All Tracks												
Line Operated Under Contract			Line Operated Under Trackage Rights			Total Mileage Operated				New Line Constructed During Year		
Single track	Second track	Sidings and turn-outs	Single track	Second track	Sidings and turn-outs	Single track	Second track	Sidings and turn-outs	All tracks	Single track	Second track	Sidings and turn-outs
						10.00			10.00			
						4.10			4.10			
						28.49	2.66		31.15			
						a 2.80			a 2.80			
			4.83			b 167.23		c 17.01	b 184.24			
			20.75			85.33	5.00	3.00	93.39			
			3.63			36.70	1.61	2.07	40.38			
						14.62		2.72	17.34			
						2.30			2.30			
						2.75			2.75			
			5.80			64.49	.55	6.45	71.49	3.27	.55	1.15
			34.98			b 418.81	9.88	31.25	459.94	3.27	.55	1.15

TABLE No. 2—CAPITAL STOCK—ELECTRIC LINES

Lines	Number of Shares Authorized			Per value of each share	Total Par Value Authorized			Total Par Value Outstanding		
	Common	Preferred	Total		Common	Preferred	Total	Common	Preferred	Total
Albia Interurban Ry. Co.	2,500		2,500	$ 100.00	$ 250,000.00		$ 250,000.00	$ 200,000.00		$ 200,000.00
Boone Suburban Ry. Co.	150		150	100.00	15,000.00		15,000.00	15,000.00		15,000.00
Cedar Rapids & Iowa City Ry.	17,000	6,000	23,000	100.00	1,700,000.00	$ 600,000.00	2,300,000.00	1,700,000.00	$ 310,625.00	2,010,625.00
Cedar Rapids & M'n, C. Ry. Co.	55,000	12,000	67,000	100.00	5,500,000.00	1,200,000.00	6,700,000.00	5,500,000.00	1,200,000.00	6,700,000.00
Ft. Dodge, D. M. & S. Rd. Co.	12,000		12,000	100.00	1,200,000.00		1,200,000.00	1,160,000.00		1,160,000.00
Inter-urban Ry. Co.	15,000	8,000	23,000	100.00	1,500,000.00	800,000.00	2,300,000.00	1,500,000.00	554,200.00	2,054,200.00
Iowa & Illinois Ry. Co.	2,000		2,000	100.00	200,000.00		200,000.00	200,000.00		200,000.00
Mason City & Clear L. Ry. Co.	5,000		5,000	100.00	500,000.00		500,000.00	165,494.32		165,494.32
Oskaloosa & Buxton E. Ry. Co.	800		800	100.50	80,000.00		80,000.00	80,000.00		80,000.00
Tama & Toledo E. Ry & L. Co.	22,500		22,500	100.00	2,250,000.00		2,250,000.00	1,200,000.00		1,200,000.00
Waterloo, C. F. & N. Ry. Co.										
Total	131,950	26,000	157,950		$ 13,195,000.00	$ 2,600,000.00	$ 15,795,000.00	$ 11,720,494.32	$ 2,064,825.00	$ 13,785,319.32

TABLE No. 3—CAPITAL STOCK

Lines	Total Par Value Held By Respondent Corporation					
	In Treasury			In Sinking or Other Funds		
	Common	Preferred	Total	Common	Preferred	Total
Albia Interurban Ry. Co.	$ 50,000.00		$ 50,000.00			
Boone Suburban Ry. Co.						
Cedar Rapids & Iowa City Ry						
Cedar Rapids & M'n, C. Ry. Co						
Ft. Dodge, D. M. & S. Rd. Co.						
Inter-urban Ry. Co.	40,000.00		40,000.00			
Iowa & Illinois Ry. Co.		$ 245,800.00	245,800.00			
Mason City & Clear L. Ry. Co.						
Oskaloosa & Buxton E. Ry. Co						
Tama & Toledo E. Ry & L. Co.						
Waterloo, C. F. & N. Ry. Co.						
Total	$ 90,000.00	$ 245,800.00	$ 335,800.00			

—CONTINUED—ELECTRIC LINES.

Total Par Value Not Held By Respondent Corporation			Dividends Declared During Year				
			Rate		Amount		
Common	Preferred	Total	Common	Preferred	Common	Preferred	Total
$ 200,000.00		$ 200,000.00					
1,700,000.00	$ 310,625.00	2,010,625.00	12	5	$ 1,800.00	$ 15,000.00	$ 1,800.00 15,000.00
5,500,000.00	1,200,000.00	6,700,000.00					
1,160,000.00		1,160,000.00					
1,500,000.00	554,200.00	2,054,200.00					
80,000.00		80,000.00	3		2,400.00		2,400.00
1,200,000.00		1,200,000.00					
$ 11,340,000.00	$ 2,064,825.00	$ 13,404,825.00			$ 4,200.00	$ 15,000.00	$ 19,200.00

TABLE No. 4—FUNDED DEBT—ELECTRIC LINES.

Lines	Mortgage Bonds							
	Total par value authorized	Total par value outstanding	Total Par Value Held By Respondent Corporation		Total par value not held by respondent corporation	Interest		
			In treasury	In sinking or other funds		Rate	Amount accrued during year	Amount paid during year
Albia Interurban Ry. Co.	$ 180,000.00	$ 139,200.00				6		
Boone Suburban Ry. Co.								
Cedar Rapids & Iowa City Ry.	2,000,000.00	1,100,000.00		$ 37,000.00	1,063,000.00	5	$ 52,445.85	$ 52,445.85
Cedar Rapids & M'n, C. Ry. Co.	10,000,000.00	5,560,400.00	$ 411,000.00		5,149,400.00	5	108,158.26	
Ft. Dodge, D. M. & S. Rd. Co.	a	1,160,000.00			1,160,000.00	5	58,000.00	58,000.00
Inter-urban Ry. Co.	2,000,000.00	2,000,000.00	950,000.00		1,050,000.00	5	52,500.00	52,500.00
Iowa & Illinois Ry. Co.	175,000.00	145,000.00			145,000.00	6	8,647.50	8,880.00
Mason City & Clear L. Ry. Co.								
Oskaloosa & Buxton E. Ry. Co.	25,000.00	25,000.00			25,000.00	6	1,500.00	1,500.00
Tama & Toledo E. Ry & L. Co.	1,100,000.00	770,000.00			770,000.00	5		15,000.00
Waterloo, C. F. & N. Ry. Co.								
Total	$15,480,000.00	$10,899,600.00	$ 1,361,000.00	$ 37,000.00	$ 9,362,400.00		$ 821,251.61	$ 188,325.85

a Unlimited.

TABLE No. 5—FUNDED DEBT—CONTINUED—ELECTRIC LINES.

Lines	Plain Bonds, Debentures and Notes							
	Total par value authorized	Total par value outstanding	Total Par Value Held By Respondent Corporation		Total par value not held by respondent corporation	Interest		
			In treasury	In sinking or other funds		Rate	Amount accrued during year	Amount paid during year
Albia Interurban Ry. Co.		$ 17,100.00						
Boone Suburban Ry. Co.								
Cedar Rapids & Iowa City Ry.								
Cedar Rapids & M'n, C. Ry. Co.								
Ft. Dodge, D. M. & S. Rd. Co.								
Inter-urban Ry. Co.								
Iowa & Illinois Ry. Co.								
Mason City & Clear L. Ry. Co.								
Oskaloosa & Buxton E. Ry. Co.								
Tama & Toledo E. Ry & L. Co.	$ 3,000.00	3,000.00			$ 3,000.00	6	$ 282.30	$ 282.30
Waterloo, C. F. & N. Ry. Co.								
Total	$ 3,000.00	$ 20,100.00			$ 3,000.00	6	$ 282.30	$ 282.30

TABLE No. 6—FUNDED DEBT—CONTINUED—ELECTRIC LINES.

Lines	Miscellaneous Obligations							
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporation: In treasury	Total Par Value Held by Respondent Corporation: In sinking or other funds	Total par value not held by respondent corporations	Interest: Rate	Interest: Amount accrued during year	Interest: Amount paid during year
Albia Interurban Ry. Co.		$ 2,000.00						
Boone Suburban Ry. Co.								
Cedar Rapids & Iowa City Ry.								
Cedar Rapids & M'n, C. Ry. Co.								
Ft. Dodge, D. M. & S. Rd. Co.								
Inter-urban Ry. Co.								
Iowa & Illinois Ry. Co.								
Mason City & Clear L. Ry. Co.								
Oskaloosa & Buxton E. Ry. Co.								
Tama & Toledo E. Ry & L. Co.								
Waterloo, C. F. & N. Ry. Co.								
Total		$ 2,000.00						

TABLE No. 7—FUNDED DEBT—CONTINUED—ELECTRIC LINES.

Lines	Total Funded Debt							
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporations: In treasury	Total Par Value Held by Respondent Corporations: In sinking or other funds	Total par value not held by respondent corporations	Interest: Rate	Interest: Amount accrued during year	Interest: Amount paid during year
Albia Interurban Ry. Co.	$ 180,000.00	$ 158,300.00			$ 158,300.00		$ 5,141.81	$ 5,141.81
Boone Suburban Ry. Co.								
Cedar Rapids & Iowa City Ry.	2,000,000.00	1,100,000.00		$ 37,000.00	1,063,000.00	5	52,445.00	52,445.85
Cedar Rapids & M'n, C. Ry. Co.								
Ft. Dodge, D. M. & S. Rd. Co.	10,000,000.00	5,560,400.00	$ 411,000.00		5,149,400.00	5	108,158.26	
Inter-urban Ry. Co.	a	1,160,000.00			1,160,000.00	5	58,000.00	58,000.00
Iowa & Illinois Ry. Co.	2,000,000.00	2,000,000.00	950,000.00		1,050,000.00	5	52,500.00	52,500.00
Mason City & Clear L. Ry. Co.	175,000.00	145,000.00			145,000.00	6	8,647.50	8,880.00
Oskaloosa & Buxton E. Ry. Co.								
Tama & Toledo E. Ry & L. Co.	28,000.00	28,000.00			28,000.00	6	1,782.30	1,782.30
Waterloo, C. F. & N. Ry. Co.	1,100,000.00	770,000.00			770,000.00	5		15,000.00
Total	$15,483,000.00	10,921,700.00	$ 1,361,000.00	$ 37,000.00	$ 9,523,700.00		$ 286,674.87	$ 193,749.96

a Unlimited.

TABLE No. 8—RECAPITULATION OF CAPITALIZATION.

Lines	Capital Stock			Funded Debt			Total—Stock and Debt		
		Per Mile of Road			Per Mile of Road			Per Mile of Road	
	Total par value outstanding	Miles	Amount	Total par value outstanding	Miles	Amount	Total par value outstanding	Miles	Amount
Albia Interurban Ry. Co.	$ 200,000.00	10.00	$ 20,000.00	$ 158,300.00	10.00	$ 15,820.00	$ 358,300.00	10.00	$ 35,830.00
Boone Suburban Ry. Co.	15,000.00	4.10	3,658.00				15,000.00	4.10	3,658.00
Cedar Rapids & Iowa City Ry. a	2,010,625.00	27.63	72,770.00	1,063,000.00	27.63	38,470.00	3,073,625.00	27.63	111,240.00
Cedar Rapids & M'n, C. Ry. Co.									
Ft. Dodge, D. M. & S. Rd. Co.	6,700,000.00	162.43	41,248.54	5,560,400.00	162.43	34,232.59	12,260,400.00	162.43	75,481.13
Inter-urban Ry. Co.	1,160,000.00	72.64	15,969.16	1,160,000.00	72.64	15,969.16	2,320,000.00	72.64	31,938.32
Iowa & Illinois Ry. Co.	2,054,200.00	36.75	55,899.64	1,050,000.00	36.75	28,572.98	3,104,200.00	36.75	84,472.62
Mason City & Clear L. Ry. Co.	200,000.00	14.62	13,679.89	145,000.00	14.62	9,917.92	345,000.00	14.62	23,597.81
Oskaloosa & Buxton E. Ry. Co.	165,494.32	2.30	71,954.05				165,494.32	2.30	71,954.05
Tama & Toledo E. Ry. & L. Co. b	80,000.00	2.75	29,000.00	28,000.00	2.75	10,181.00	108,000.00	2.75	39,270.00
Waterloo, C. F. & N. Ry. Co.	1,200,000.00	37.63	31,889.50	770,000.00	37.63	20,462.39	1,970,000.00	37.63	52,351.89
Total	$ 13,785,319.32	370.85	$ 37,172.22	$ 9,934,700.00	364.45	$ 27,259.43	$23,720,019.32	370.85	$ 63,961.22

a These figures cover lighting, power, and steam heating plant.
b Includes railway and light properties.

TABLE No. 9—CURRENT ASSETS AND LIABILITIES—ELECTRIC LINES.

Lines	Cash and Current Assets Available for Payment of Current Liabilities								
	Cash	Bills receivable	Accounts receivable	Materials and supplies	Prepaid accounts	Miscellaneous	Total cash and current assets	Balance current liabilities	Total
Albia Interurban Ry. Co.									
Boone Suburban Ry. Co.									
Cedar Rapids & Iowa City Ry.	$33,895.88	$ 900.80	$ 64,359.00	$ 24,444.57			$ 123,600.25	$ 156,642.91	$ 280,243.16
Cedar Rapids & M'n, C. Ry. Co.									
Ft. Dodge, D. M. & S. Rd. Co.	5,353.91		24,018.71	58,544.29	$ 2,084.57		90,201.48	525,867.25	616,068.73
Inter-urban Ry. Co.	11,430.65		12,050.21	663.60	1,295.81		25,440.27	4,419.01	29,859.28
Iowa & Illinois Ry. Co.	2,105.16		2,232.43	7,822.18	11,929.89		24,089.66	82,321.41	106,411.07
Mason City & Clear L. Ry. Co.	359.94		2,722.54	3,555.55		489.94	7,127.97	4,044.01	11,171.98
Oskaloosa & Buxton E. Ry. Co.	19.00	15,540.00				7,485.36	23,044.36		23,044.36
Tama & Toledo E. Ry & L. Co.	1,242.07	161.19	2,007.86	1,316.15			4,727.27		4,727.27
Waterloo, C. F. & N. Ry. Co.	13,031.68		10,826.22	16,007.99		44,412.46	84,278.35	212,256.17	296,534.52
Total	$67,638.29	$16,601.99	$ 118,216.97	$ 112,354.33	$15,310.27	$ 52,387.76	$ 382,509.61	$ 985,550.76	$ 1,368,060.37

TABLE No. 10—CURRENT ASSETS AND LIABILITIES—ELECTRIC LINES—CONTINUED.

Lines	Current Liabilities Accrued to and Including June 30, 1909									
	Loans and notes payable	Accounts payable	Matured interest on funded debt unpaid	Miscellaneous matured interest unpaid	Rents due and unpaid	Dividends unpaid	Miscellaneous	Total current liabilities	Balance cash assets	Total
Albia Interurban Ry. Co.										
Boone Suburban Ry. Co.										
Cedar Rapids & Iowa City Ry.	$ 263,926.00	$ 16,317.16						$ 280,243.16		$ 280,243.16
Cedar Rapids & M'n, C. Ry. Co.										
Ft. Dodge, D. M. & S. Rd. Co.	440,244.03	102,871.92	$52,749.96	$18,112.04			$ 2,090.78	616,068.73		616,068.73
Inter-urban Ry. Co.		29,859.28						29,859.28		29,859.28
Iowa & Illinois Ry. Co.	90,670.64	11,549.41					4,191.02	106,411.07		106,411.07
Mason City & Clear L. Ry. Co.		7,317.68	1,925.00				1,929.30	11,171.98		11,171.98
Oskaloosa & Buxton E. Ry. Co.		18,000.00		2,112.62				20,112.62	2,931.74	23,044.36
Tama & Toledo E. Ry & L. Co.		2,312.01	375.00				1,365.79	4,052.80	674.47	4,727.27
Waterloo, C. F. & N. Ry. Co.	245,408.26	31,954.76					19,171.50	296,534.52		296,534.52
Total	$ 1,040,248.93	$ 220,182.22	$55,049.96	$20,224.66			$28,748.39	$ 1,364,454.16	$ 3,606.21	$ 1,368,060.37

TABLE No. 11—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—ELECTRIC LINES.

Lines	Road					Equipment				
	Total cost to June 30, 1908	Additions during year	Deductions during year	Total Cost to June 30, 1909		Total cost to June 30, 1908	Additions during year	Deductions during year	Total Cost to June 30, 1909	
				Amount	Per mile of line				Amount	Per mile of line
Albia Interurban Ry. Co.	$ 43,328.77	$ 70,653.38		$ 113,982.15	$ 11,398.21	$ 1,800.00	$ 2,320.00		$ 4,120.00	$ 412.00
Boone Suburban Ry. Co.	30,000.00			30,000.00	7,316.00	4,000.00			4,000.00	975.00
Cedar Rapids & Iowa City Ry. *a*	2,542,639.08	90,908.35		2,633,547.43	95,314.50	77,773.11	6,834.16		84,607.27	3,062.40
Cedar Rapids & M'n, C. Ry. Co.										
Ft. Dodge, D. M. & S. Rd. Co.				4,933,536.67	30,771.14				286,717.64	1,788.30
Inter-urban Ry. Co.	1,369,340.77	6,667.27		1,376,008.04	21,307.03	149,377.45	4,419.86		153,797.31	2,381.50
Iowa & Illinois Ry. Co.	1,318,260.18	3,989.86		1,322,250.04	35,981.55	85,423.72	63.03		85,486.75	2,326.30
Mason City & Clear L. Ry. Co.										
Oskaloosa & Buxton E. Ry. Co.	63,416.29	25.00		63,441.29	27,583.20	4,279.06			4,279.06	1,860.40
Tama & Toledo E. Ry & L. Co.										
Waterloo, C. F. & N. Ry. Co.										
Total	$ 5,366,985.09	$ 172,243.86		$10,472,765.62	$ 34,676.88	$ 322,653.34	$ 13,637.05		$ 623,008.03	$ 2,062.87

a This company owns a lighting, power and steam heating plant and the cost given covers the entire power plant property.

TABLE No. 12—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—CONTINUED—ELECTRIC LINES.

Lines	General Expenditures					Total				
	Total cost to June 30, 1908	Additions during year	Deductions during year	Total Cost to June 30, 1909		Cost to June 30, 1909	Additions during year	Deductions during year	Total Cost to June 30, 1909	
				Amount	Per mile of line				Amount	Per mile of line
Albia Interurban Ry. Co.	$ 1,000.00			$ 1,000.00	$ 100.00	$ 46,128.77	$ 72,973.38		$ 119,102.15	$ 11,910.21
Boone Suburban Ry. Co.	272.23			272.23	68.00	34,272.23			34,272.23	8,359.00
Cedar Rapids & Iowa City Ry. *a*	615,882.69	$ 38,537.39		654,420.08	23,635.10	3,236,294.88	136,279.90		3,372,574.78	122,062.00
Cedar Rapids & M'n, C. Ry. Co.										
Ft. Dodge, D. M. & S. Rd. Co.				7,168,968.54	44,713.83				12,389,222.85	77,273.27
Inter-urban Ry. Co.	954,290.01			954,290.01	14,776.87	2,473,008.23	11,087.13		2,484,095.36	38,465.40
Iowa & Illinois Ry. Co.	101,724.67	25.00		101,749.67	2,768.85	1,505,408.57	4,077.89		1,509,486.46	41,076.70
Mason City & Clear L. Ry. Co.						348,000.00	15,373.02		363,373.02	24,854.51
Oskaloosa & Buxton E. Ry. Co.	4,043.91	117.90		4,161.81	1,809.50	71,739.26	142.90		71,882.16	31,253.10
Tama & Toledo E. Ry & L. Co.										
Waterloo, C. F. & N. Ry. Co.						2,431,288.68	213,097.10		2,644,385.78	70,273.34
Total	$ 1,677,213.51	$ 38,680.29		$ 8,884,862.34	$ 29,419.09	$10,146,140.62	$ 453,031.32		$22,988,394.79	$ 64,891.30

a This company owns a lighting, power and steam heating plant and the cost given covers the entire power plant property.

TABLE No. 13—INCOME ACCOUNT—ELECTRIC LINES.

Lines	Operating revenues	Operating expenses	Net operating revenue	Miscellaneous Income				Gross income less operating expense
				Interest on deposits	Income from securities owned	Rents of leased lines	Other miscellaneous income	
Albia Interurban Ry. Co.	$ 21,234.95	$ 14,941.70	$ 6,293.25					$ 6,293.25
Boone Suburban Ry. Co.	6,212.75	3,500.00	2,712.75					2,712.75
Cedar Rapids & Iowa City Ry.	135,549.77	84,100.40	51,449.37				$ 85,084.32	136,533.69
Cedar Rapids & M'n, C. Ry. Co.	49,858.56	32,121.58	17,736.98					17,736.98
Ft. Dodge, D. M. & S. Rd. Co.	342,671.66	219,110.82	123,560.84				427.51	123,988.35
Inter-urban Ry. Co.	217,253.63	133,321.83	83,931.80					83,931.80
Iowa & Illinois Ry. Co.	142,739.20	94,425.58	48,313.62	$ 47.43				48,361.05
Mason City & Clear L. Ry. Co.	64,766.93	40,189.75	24,577.18					24,577.18
Oskaloosa & Buxton E. Ry. Co.	10,467.85	5,319.48	5,148.37					5,148.37
Tama & Toledo E. Ry & L. Co.	15,689.92	12,844.67	2,845.25				2,554.31	5,399.56
Waterloo, C. F. & N. Ry. Co.	251,834.00	94,710.80	157,123.20					157,123.20
Total	$ 1,258,279.22	$ 734,586.61	$ 523,692.61	$ 47.43			$ 88,066.14	$ 611,806.18

TABLE No. 14—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES.

Lines	Deductions From Income							Net income	Net loss
	Taxes		Interest		Rents of leased lines	Other deductions from income	Total deductions		
	On real and personal property	Miscellaneous	On funded debt	On floating debt					
Albia Interurban Ry. Co.	$ 996.44						$ 996.44	$ 5,296.81	
Boone Suburban Ry. Co.	272.23						272.23	2,440.52	
Cedar Rapids & Iowa City Ry.	5,429.76		$ 52,445.85	$18,261.45			76,137.06	60,396.63	
Cedar Rapids & M'n, C. Ry. Co.	1,550.38						1,550.38	16,186.60	
Ft. Dodge, D. M. & S. Rd. Co.	6,472.65		108,158.26	31,794.59			146,425.50		$ 22,437.15
Inter-urban Ry. Co.	7,717.84		58,000.00	112.81			65,830.65	18,101.15	
Iowa & Illinois Ry. Co.	2,859.00		52,500.00	3,883.27			59,242.27		10,881.22
Mason City & Clear L. Ry. Co.	827.56		8,647.50	229.11			9,704.17	14,873.01	
Oskaloosa & Buxton E. Ry. Co.	164.98				1,800.00		1,964.98	3,183.39	
Tama & Toledo E. Ry & L. Co.	518.25		750.00	141.15			1,409.40	3,900.16	
Waterloo, C. F. & N. Ry. Co.	8,352.43		31,381.94		21,991.92		61,726.29	95,396.91	
Total	$35,161.52		$ 311,883.55	$54,422.38	$23,791.92		$ 425,259.37	$ 219,865.18	$ 33,318.37

TABLE No. 15—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES.

Lines	Dividends				For Year		At Beginning of of Year		Profit and Loss Adjustments During year		At Close of Year	
	Preferred Stock		Common Stock									
	Rate	Amount	Rate	Amount	Surplus	Deficit	Surplus	Deficit	Credits	Debits	Surplus	Deficit
Albia Interurban Ry. Co.					$ 5,296.81		$ 5,793.34				$ 11,090.15	
Boone Suburban Ry. Co.			12	$ 1,800.00	640.52						640.52	
Cedar Rapids & Iowa City Ry.		$a 37,500.00			22,896.63		121,052.36				143,948.99	
Cedar Rapids & M'n, C. Ry. Co					16,186.60							
Ft. Dodge, D. M. & S. Rd. Co.						$ 22,437.15	23,439.96			$ 3,618.64		$ 2,615.83
Inter-urban Ry. Co.					18,101.15		119,636.71			2,227.16	135,510.70	
Iowa & Illinois Ry. Co.						10,881.22		$61,004.00	$ .22	149.95		72,034.95
Mason City & Clear L. Ry. Co.					14,873.01						14,873.01	
Oskaloosa & Buxton E. Ry. Co.					3,183.39							
Tama & Toledo E. Ry & L. Co.			3	2,400.00	1,590.16						1,590.16	
Waterloo, C. F. & N. Ry. Co.					95,396.91		381,535.85		658.05	15,461.20	462,129.61	
Total		$ 37,500.00		$ 4,200.00	$ 178,165.18	$ 33,318.37	$ 651,458.22	$61,004.00	$ 658.27	$21,456.95	$ 769,783.14	$74,650.78

a This amount represents also dividends declared in previous years but not paid until this year.

TABLE No. 16—OPERATING REVENUES—ELECTRIC LINES.

Lines	Revenue from Transportation									
	Passenger revenue	Baggage revenue	Parlor, chair and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	Total revenue from transportation
Albia Interurban Ry. Co.	$ 21,234.95									$ 21,234.95
Boone Suburban Ry. Co.	6,212.75									6,212.75
Cedar Rapids & Iowa City Ry.	110,701.73	$ 673.85		$ 1,178.06	$ 1,210.34	$ 481.47	$ 19,573.41	$ 1,632.00		135,450.86
Cedar Rapids & M'n, C. Ry. Co.	45,607.99				3,968.65				$ 281.92	49,858.56
Ft. Dodge, D. M. & S. Rd. Co.	242,774.16	1,018.96	$ 197.25	3,600.00	3,874.95	508.07	86,633.65	526.00		339,133.04
Inter-urban Ry. Co.	128,448.40	190.70	355.35		2,011.98	1,790.60	59,558.94	9,374.00		201,729.97
Iowa & Illinois Ry. Co.	112,765.20	695.53	490.00	850.20	3,353.23	493.89	16,256.05			134,904.10
Mason City & Clear L. Ry. Co.	51,119.38	40.14	25.00	302.07		14.02	10,744.32	1,678.00	80.00	64,002.93
Oskaloosa & Buxton E. Ry. Co.	10,467.85									10,467.85
Tama & Toledo E. Ry & L. Co.	12,850.00			270.82	1,033.02	52.60	1,352.61			15,559.05
Waterloo, C. F. & N. Ry. Co.	153,795.52			1,943.05	2,458.09		90,225.85		3,411.49	251,834.00
Total	$ 895,977.93	$ 2,619.18	$ 1,067.60	$ 8,144.20	$ 17,910.21	$ 3,340.65	$ 284,344.83	$ 13,210.00	$ 3,773.41	$ 1,230,388.01

TABLE No. 17—OPERATING REVENUES—CONTINUED—ELECTRIC LINES.

Lines	Revenue from Operations Other Than Transportation											Total operating revenues
	Station and car privileges	Parcel room receipts	Storage	Car service	Telegraph and telephone service	Rents of tracks and terminals	Rents of equipment	Rents of buildings and other property	Power	Miscellaneous	Total revenue from operations other than transportation	
Albia Interurban Ry. Co.												$ 21,234.95
Boone Suburban Ry. Co.												6,212.75
Cedar Rapids & Iowa City Ry.	$ 8.06	$ 2.50	$ 32.05	$ 57.00				$ a.70			$ 98.91	135,549.77
Cedar Rapids & M'n, C. Ry. Co.												49,858.56
Ft. Dodge, D. M. & S. Rd. Co.	3,000.00		8.45	55.00						$ 475.17	3,538.62	342,671.66
Inter-urban Ry. Co.						$14,477.18				1,046.53	15,523.71	217,253.68
Iowa & Illinois Ry. Co.											7,835.10	142,739.20
Mason City & Clear L. Ry. Co.	155.00			9.00		600.00					764.00	64,766.93
Oskaloosa & Buxton E. Ry. Co.												10,467.85
Tama & Toledo E. Ry & L. Co.			.25							130.62	130.87	15,689.92
Waterloo, C. F. & N. Ry. Co.												251,834.00
Total	$ 3,163.06	$ 2.50	$ 40.75	$ 121.00		$15,077.18		$ a.70		$ 1,652.32	$ 27,891.21	$ 1,258,279.22

a Debit.

TABLE No. 18—OPERATING EXPENSES—ELECTRIC LINES.

Lines	Way and Structures					
	Superintendence of way and structures	Maintenance of way	Maintenance of electric lines	Buildings and structures	Depreciation of way and structures	Total except "other operations"
Albia Interurban Ry. Co.			$ 5,655.70			$ 5,655.70
Boone Suburban Ry. Co.						
Cedar Rapids & Iowa City Ry.	$ 697.87	$ 11,433.74	991.70	$ 271.41		13,394.72
Cedar Rapids & M'n, C. Ry. Co.		5,999.33	405.04	171.27		6,575.64
Ft. Dodge, D. M. & S. Rd. Co.	1,526.94	32,099.66	3,931.20	1,922.76		39,480.56
Inter-urban Ry. Co.	1,371.43	16,832.90	4,205.63	469.83		22,879.79
Iowa & Illinois Ry. Co.	2,860.03	7,414.88	1,142.07	258.24		11,675.22
Mason City & Clear L. Ry. Co.		5,507.72	509.46	173.61		6,190.79
Oskaloosa & Buxton E. Ry. Co.		567.11	52.25			619.36
Tama & Toledo E. Ry & L. Co.		1,652.06	175.89	101.00		1,928.95
Waterloo, C. F. & N. Ry. Co.	486.80	9,235.00	224.74	469.50		10,416.04
Total	$ 6,943.07	$ 90,742.40	$ 17,293.68	$ 3,837.62		$ 118,816.77

TABLE No. 19—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Lines	Equipment							Total traffic expenses
	Superintendence of equipment	Maintenance of power equipment	Maintenance of cars and locomotives	Maintenance of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Depreciation of equipment	Total equipment except other operations	
Albia Interurban Ry. Co.								
Boone Suburban Ry. Co.								
Cedar Rapids & Iowa City Ry.	$ 165.00	$ 503.78	$ 6,827.78	$ 2,468.21	$ 1,193.83		$ 11,158.60	$ 2,596.87
Cedar Rapids & M'n, C. Ry. Co.		312.00	1,986.02	823.79	183.71		3,305.52	
Ft. Dodge, D. M. & S. Rd. Co.	2,390.83	1,547.99	10,393.47	3,999.15	1,319.87	$ 3,038.04	22,689.35	4,132.27
Inter-urban Ry. Co.		89.27	3,882.87	1,496.31	2,852.14		8,320.59	6,114.67
Iowa & Illinois Ry. Co.		1,808.55	4,417.84	1,739.06	164.29		8,129.74	4,806.46
Mason City & Clear L. Ry. Co.		581.93	2,860.59	1,580.60	324.17		5,347.29	1,323.92
Oskaloosa & Buxton E. Ry. Co.				240.86			240.86	
Tama & Toledo E. Ry & L. Co.		458.24	512.50	385.72	75.19		1,431.65	196.09
Waterloo, C. F. & N. Ry. Co.	460.82		10,304.28	127.62	1,088.30		11,981.02	3,926.92
Total	$ 3,016.65	$ 5,301.76	$ 41,185.35	$ 12,861.32	$ 7,201.50	$ 3,038.04	$ 72,604.62	$ 23,097.20

TABLE No. 20—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Lines	Conducting Transportation										
	Superintendence of transportation	Power plant employes	Sub-station employes	Fuel for power	Other power supplies and expenses	Power purchased	Power exchanged—balance	Conductors, motormen, and trainmen	Miscellaneous Transportation expenses	Total conducting transportation except "other operations"
Albia Interurban Ry. Co.	$ 1,200.00					$ 3,600.00		$ 4,286.00		$ 9,086.00
Boone Suburban Ry. Co.	720.00							2,780.00		3,500.00
Cedar Rapids & Iowa City Ry.	2,285.25	$ 4,239.46			$ 21.04			17,920.37	$ 13,511.90	37,978.02
Cedar Rapids & M'n, C. Ry. Co.		1,147.49		$ 1,798.15	133.60			10,766.53	1,841.06	15,686.83
Ft. Dodge, D. M. & S. Rd. Co.	5,822.35	a 46,069.03						50,083.92	19,789.33	121,764.63
Inter-urban Ry. Co.	4,166.03		$ 2,700.00			21,340.48		27,122.35	18,976.64	74,305.50
Iowa & Illinois Ry. Co.	1,551.25	6,205.02	1,148.34	13,462.34	490.43			12,178.24	12,116.31	47,151.93
Mason City & Clear L. Ry. Co.	900.00	2,262.42		7,712.01	971.79			7,790.97	2,018.44	21,655.63
Oskaloosa & Buxton E. Ry. Co.	150.60					1,836.81		2,157.05	155.10	4,299.56
Tama & Toledo E. Ry & L. Co.	940.97	981.95		2,902.19	310.99			2,352.40	900.00	8,388.50
Waterloo, C. F. & N. Ry. Co.		2,909.30	86.54	13,750.96	826.14			23,014.35	4,798.76	45,386.05
Total	$ 17,736.45	$ 63,814.67	$ 3,934.88	$ 39,625.65	$ 2,753.99	$ 26,777.29		$ 160,452.18	$ 74,107.54	$ 399,202.65

a Includes all power expenses.

TABLE No. 21—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES.

Lines	General and Miscellaneous								Total Operating expenses except "other operations"
	General expenses	Injuries and damages	Insurance	Stationery and printin	Store and stable expenses	Rent of tracks and terminals	Rent of equipment	Total except "other operations"	
Albia Interurban Ry. Co.			$ 100.00	$ 100.00				$ 200.00	$ 14,941.70
Boone Suburban Ry. Co.									3,500.00
Cedar Rapids & Iowa City Ry.	$ 4,509.93	$ 1,564.94	358.19	120.53		$ 200.00	$ 372.50	572.50	65,700.71
Cedar Rapids & M'n, C. Ry. Co.	13,304.68	1,697.17	1,327.00	730.41				6,553.59	32,121.58
Ft. Dodge, D. M. & S. Rd. Co.	8,809.63	4,661.84	964.18	1,504.53		8,725.87	5,258.88	31,044.01	219,110.82
Inter-urban Ry. Co.	8,975.71	3,469.35	997.52	701.34		4,179.52	1,581.56	21,701.28	133,321.83
Mason City & Clear L. Ry. Co.	4,200.97	398.00	564.71	488.44		8,518.31		22,602.23	94,425.58
Oskaloosa & Buxton E. Ry. Co.	98.50		61.20					5,672.12	40,189.75
Tama & Toledo E. Ry & L. Co.	320.69	147.24	38.88	83.01	$ 85.37	196.39		159.70	5,319.48
Waterloo, C. F. & N. Ry. Co.	16,807.94	1,902.88	1,567.34	585.66	4.45	1,582.36	530.14	871.49	12,816.68
Total	$ 57,028.05	$ 13,841.42	$ 6,019.02	$ 4,313.92	$ 89.82	$ 23,402.36	$ 7,743.10	$ 112,437.69	$ 716,158.93

TABLE No. 22—OPERATING EXPENSES—SUMMARY—ELECTRIC LINES.

Lines	Way and Structures					Equipment					Traffic	
	Total except other operations	Other operations—Dr.	Other operations—Cr.	Total way and Structures	Ratio to total operating expenses—per cent	Total except other operations	Other operations—Dr.	Other operations—Cr	Total equipment	Ratio to total operating expenses—per cent	Total Traffic	Ratio to total operating expenses—per cent
Albia Interurban Ry. Co.	$ 5,655.70			$ 5,655.70	37.90							
Boone Suburban Ry. Co.												
Cedar Rapids & Iowa City Ry.	13,394.72			13,394.72	16.00	$ 11,158.60			$ 11,158.60	13.00	$ 2,596.87	3.00
Cedar Rapids & M'n, C. Ry. Co.	6,575.64			6,575.64	20.47	3,305.52			3,305.52	10.29		
Ft. Dodge, D. M. & S. Rd. Co.	39,480.56			39,480.56	18.02	22,689.35			22,689.35	10.36	4,132.27	1.89
Inter-urban Ry. Co.	22,879.79			22,879.79	17.16	8,320.59			8,320.59	6.24	6,114.67	4.58
Iowa & Illinois Ry. Co.	11,675.22			11,675.22	12.36	8,129.74			8,129.74	8.61	4,806.46	5.09
Mason City & Clear L. Ry. Co.	6,190.79			6,190.79	15.40	5,347.29			5,347.29	13.30	1,323.92	3.29
Oskaloosa & Buxton E. Ry. Co.	619.36			619.36	11.64	240.86			240.86	4.53		
Tama & Toledo E. Ry & L. Co.	1,928.95	$ 27.99		1,956.94	15.17	1,431.65			1,431.65	11.17	196.09	1.53
Waterloo, C. F. & N. Ry. Co.	10,416.04			10,416.04	11.00	11,981.02			11,981.02	12.65	3,926.92	4.14
Total	$ 118,816.77	$ 27.99		$ 118,844.76	16.17	$ 72,604.62			$ 72,604.62	9.88	$ 23,097.20	3.14

TABLE No. 23—OPERATING EXPENSES—SUMMARY — CONTINUED—ELECTRIC LINES.

Lines	Conducting Transportation					General and Miscellaneous					Total	
	Total except other operations	Other operations—Dr.	Other operations—Cr.	Total conducting transportation	Ratio to total operating expenses—per cent	Total except other operations	Other operations—Dr.	Other operations—Cr.	Total general and miscellaneous	Ratio to total operating expenses—per cent	Amount	Ratio to operating revenues—per cent
Albia Interurban Ry. Co.	$ 9,086.00			$ 9,086.00	16.75	$ 200.00			$ 200.00	1.35	$ 14,941.70	70.31
Boone Suburban Ry. Co.	3,500.00			3,500.00							3,500.00	56.33
Cedar Rapids & Iowa City Ry.	37,978.02		$10,506.19	48,484.21	58.00	572.50		$ 7,893.50	8,466.00	10.00	84,100.40	62.00
Cedar Rapids & M'n, C. Ry. Co.	15,686.83			15,686.83	48.84	6,553.59			6,553.59	20.40	32,121.56	64.43
Ft. Dodge, D. M. & S. Rd. Co.	121,764.63			121,764.63	55.57	31,044.01			31,044.01	14.16	219,110.82	63.94
Inter-urban Ry. Co.	74,305.50			74,305.50	55.74	21,701.28			21,701.28	16.28	133,321.83	61.37
Iowa & Illinois Ry. Co.	47,151.93			47,151.93	49.94	22,662.23			22,662.23	24.00	94,425.58	66.15
Mason City & Clear L. Ry. Co.	21,655.63			21,655.63	53.89	5,672.12			5,672.12	14.12	40,189.75	62.21
Oskaloosa & Buxton E. Ry. Co.	4,299.56			4,299.56	80.83	159.70			159.70	3.00	5,319.48	50.82
Tama & Toledo E. Ry & L. Co.	8,388.50			8,388.50	65.24	871.49			871.49	6.79	12,844.67	81.37
Waterloo, C. F. & N. Ry. Co.	45,386.05			45,386.05	47.93	23,000.77			23,000.77	24.28	94,710.80	37.60
Total	$ 389,202.65		$10,506.19	$ 399,708.84	54.42	$ 112,437.69		$ 7,893.50	$ 120,331.19	16.39	$ 734,586.61	58.38

TABLE No. 24—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—ELECTRIC LINES.

Lines	Cost of Road		Cost of Equipment		General Expenditures		Stocks Owned		Funded Debt Owned	
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909
Albia Interurb. Ry. Co.		$ 113,982.15		$ 4,120.00		$ 1,000.00				
Boone Sub. Ry. Co.										
C. R. & I. C. Ry.	$ 2,542,639.08	2,633,547.43	$ 77,773.11	84,607.27	$ 615,882.69	654,420.08		$ 5,000.00	$ 250.00	$ 250.00
C. R. & M. C. Ry. Co.										
F. D., D. M. & S. Rd.		4,933,536.67		286,717.64		7,168,968.54		44,000.00		411,000.00
Inter-urban Ry. Co.	1,369,340.77	1,376,008.04	149,377.45	153,797.31	954,290.01	954,290.01				
Ia. & Ill. Ry. Co.	1,318,260.18	1,322,250.04	85,423.72	85,486.75	101,724.67	101,749.67				
M. C. & C. L. Ry. Co.	348,000.00	350,496.62		12,313.05		563.35				
O. & B. El. Ry. Co.	71,739.26	71,882.16					$ 100,922.03	98,165.78		
T. & T. El. Ry. & L. Co.	100,000.00	100,000.00								
W., C. F. & N. Ry. Co.	b2,431,288.68	b2,644,385.78								
Total	$ 8,181,267.97	$ 13,546,088.89	$ 312,574.28	$ 627,042.02	$ 1,671,897.37	$ 8,880,991.65	$ 100,922.03	$ 147,165.78	$ 250.00	$ 411,250.00

b Includes cost of equipment and general expenditures.

TABLE No. 25—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—ELECTRIC LINES.

Lines	Cash and Current Assets		Other Assets		Deficit		Grand Total			
									Increase	Decrease
	1908	1909	1908	1909	1908	1909	1908	1909	1909	1909
Albia Interurban Ry. Co.				$ 140,288.00				$ 259,390.15		
Boone Suburban Ry. Co.										
Cedar Rapids & Iowa City Ry.			$ 141.28	821.28			$ 3,236,686.16	3,378,646.06	$ 141,959.90	
Cedar Rapids & M'n, C. Ry. Co.										
Ft. Dodge, D. M. & S. Rd. Co.		$ 90,201.48		2,526.40		$ 2,615.83		12,939,566.56		
Inter-urban Ry. Co.	$ 20,357.72	25,440.27	3,440.90	4,011.49			2,496,806.85	2,513,547.12	16,740.27	
Iowa & Illinois Ry. Co.	17,657.78	24,069.66	1,605,000.00	1,605,000.00	$61,004.00	72,034.95	3,189,070.35	3,210,611.07	21,540.72	
Mason City & Clear L. Ry. Co.				1,323.00			348,000.00	364,696.02	16,696.02	
Oskaloosa & Buxton E. Ry. Co.	73.33	19.00	25,778.02	23,025.36			198,512.64	193,092.30		$ 5,420.34
Tama & Toledo E. Ry & L. Co.	5,418.89	4,727.27	15,908.87	8,917.81			121,327.76	113,645.08		7,682.68
Waterloo, C. F. & N. Ry. Co.	92,524.00	84,278.35					2,523,812.68	2,728,664.13	204,851.45	
Total	$ 136,031.72	$ 228,756.03	$ 1,650,269.07	$ 1,785,913.34	$61,004.00	$74,650.78	$12,114,216.44	$25,701,858.49	$ 401,788.36	$ 13,103.02

TABLE No. 26—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED — LIABILITIES—ELECTRIC LINES.

Lines	Capital Stock, Preferred		Capital Stock, Common		Funded Debt		Current Liabilities		Accrued Liabilities					
									Taxes Accrued and Not Yet Due		Interest on Funded Debt Accrued and Not Yet Due		Miscellaneous Interest accrued and Not Yet Due	
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909
Albia Interurban Ry. Co.				$ 138,000.00										
Boone Suburban Ry. Co.						$ 91,200.00		$ 19,100.00						
Cedar Rapids & Iowa City Ry.	$ 300,000.00	$ 310,625.00	$ 1,700,000.00	$ 1,700,000.00	$ 984,000.00	1,063,000.00	$ 127,533.80	156,642.91			$ 4,100.00	$ 4,429.16		
Cedar Rapids & M'n, C. Ry. Co.						5,560,400.00		616,068.73		$ 3,651.53		55,408.30		
Ft. Dodge, D. M. & S. Rd. Co.		1,200,000.00		5,500,000.00	1,160,000.00	1,160,000.00	28,513.88	29,859.28	$ 7,400.00	8,300.00	14,500.00	14,500.00		
Inter-urban Ry. Co.			1,160,000.00	1,160,000.00	1,050,000.00	1,050,000.00	84,870.35	106,411.07		779.00				
Iowa & Illinois Ry. Co.	554,200.00	554,200.00	1,500,000.00	1,500,000.00		145,000.00		4,044.01						
Mason City & Clear L. Ry. Co.				200,000.00			3,099.54	2,112.62						
Oskaloosa & Buxton E. Ry. Co.			172,913.10	172,979.68	25,000.00	28,000.00					375.00	375.00		
Tama & Toledo E. Ry & L. Co.			80,000.00	80,000.00	620,000.00	770,000.00	322,276.83	296,534.52						
Waterloo, C. F. & N. Ry. Co.			1,200,000.00	1,200,000.00										
Total	$ 854,200.00	$ 2,064,825.00	$ 5,812,913.10	$11,650,979.68	$ 3,839,000.00	$ 9,867,600.00	$ 566,294.40	$ 1,230,773.14	$ 7,400.00	$12,730.53	$18,975.00	$74,712.46		

TABLE No. 27—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—ELECTRIC LINES.

Lines	Accrued Liabilties Continued				Reserves		Surplus		Grand Total		Grand Total	
	Rents Accrued not yet Due		Miscellaneous								Increase	Decrease
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909	1909	1909
Albia Interurban Ry. Co.								$ 11,090.15		$ 259,390.15		
Boone Suburban Ry. Co.							$ 121,052.36	143,948.99	$ 3,236,686.16	3,378,646.06	$ 141,959.90	
Cedar Rapids & Iowa City Ry.						$ 4,038.00				12,037,566.56		
Cedar Rapids & M'n, C. Ry. Co.					$ 6,756.26	5,377.14	119,636.71	135,510.70	2,496,806.85	2,513,547.12	16,740.27	
Ft. Dodge, D. M. & S. Rd. Co.									3,189,070.35	3,210,611.07	21,540.72	
Inter-urban Ry. Co.								14,873.01		364,696.02		
Iowa & Illinois Ry. Co.									198,512.64	193,092.30		$ 5,420.34
Mason City & Clear L. Ry. Co.									121,327.76	113,645.08		7,682.68
Oskaloosa & Buxton E. Ry. Co.			$ 22,500.00	$ 18,000.00	381,535.85	462,129.61			2,523,812.68	2,728,664.13	204,851.45	
Tama & Toledo E. Ry & L. Co.			15,952.76	5,270.08								
Waterloo, C. F. & N. Ry. Co.												
Total			$ 38,452.76	$ 23,270.08	$ 388,292.11	$ 471,544.75	$ 240,689.07	$ 305,422.85	$11,766,216.44	$25,701,858.49	$ 385,092.34	$ 13,103.02

TABLE No. 28—MILEAGE TRAFFIC

Lines	Car Mileage		
	Passenger	Freight mail and express	Total
Albia Interurban Ry. Co.			
Boone Suburban Ry. Co.	24,820		24,820
Cedar Rapids & Iowa City Ry.	484,700	26,922	511,622
Cedar Rapids & M'n, C. Ry. Co.	206,328	12,390	218,718
Ft. Dodge, D. M. & S. Rd. Co.	670,405	222,053	892,458
Inter-urban Ry. Co.	559,743	85,120	644,863
Iowa & Illinois Ry. Co.	449,702	45,817	495,519
Mason City & Clear L. Ry. Co.	104,872	6,278	111,150
Oskaloosa & Buxton E. Ry. Co.	a 52,195		a 52,195
Tama & Toledo E. Ry & L. Co.	47,677	4,575	52,252
Waterloo, C. F. & N. Ry. Co.	550,897	204,558	755,455
Total	3,151,339	607,713	3,759,052

a Estimated.

AND MISCELLANEOUS STATISTICS—ELECTRIC LINES.

Car Hours			Passengers Carried		
Passenger	Freight mail and express	Total	Fare	Transfer	Total
6,210		6,210	136,410		136,410
			594,350		594,350
22,135	3,093	25,228	414,747		414,747
54,972	24,187	79,159	672,669		672,669
27,830	10,214	38,044	500,984		500,984
			350,228		350,228
17,001	1,634	18,635	465,587	6,506	472,093
6,469	700	7,169	165,000		165,000
84,617	36,825	121,442	2,450,246	385,550	2,835,796
219,234	76,653	295,887	5,759,221	392,056	6,151,277

TABLE No. 29—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—CONTINUED—ELECTRIC LINES.

Lines	Passenger revenue	Average fare revenue passengers—cents	Average fare all passengers, including transfer passengers—cents	Total revenue from transportation	Revenue from transportation per car mile—cents	Revenue from transportation per car hour	Total revenue from operations other than transportation	Revenue from operations other than transportation per car mile—cents	Revenue from operations other than transportation per car hour—cents	Total operating revenues	Operating revenues per car mile—cents	Operating revenues per car hour	Total operating expenses	Operating expenses per car mile—cents	Operating expenses per car hour
Albia Interurban Ry. Co.															
Boone Suburban Ry. Co.	$ 6,212.75	4.50	4.50	$ 6,212.75	25.00	$ 1.00				$ 6,212.75	25.00	$ 1.00	$ 3,500.00	14.00	$ .56
Cedar Rapids & Iowa City Ry.	110,701.73	18.62	18.62	135,450.86	26.47		$ 98.91			135,549.77	26.49		84,100.40	16.44	
Cedar Rapids & M'n, C. Ry. Co	45,697.99	11.00	11.00	49,858.56	22.79	1.98				49,858.56	22.79	1.98	32,121.58	14.68	1.27
Ft. Dodge, D. M. & S. Rd. Co.	242,774.16	36.09	36.09	339,133.04	38.00	4.28	3,538.62	.40	4.47	342,671.66	38.40	4.32	219,110.82	24.55	2.77
Inter-urban Ry. Co.	128,448.40	25.64	25.64	201,729.92	31.28	5.30	15,523.71	2.41	41.00	217,253.63	33.69	5.71	133,321.83	20.67	3.50
Iowa & Illinois Ry. Co.	112,765.20	31.39	31.39	134,904.10	27.20		7,835.10	1.58		142,739.20	28.81		94,425.58	19.06	
Mason City & Clear L. Ry. Co.	51,119.38	10.98	10.82	64,002.93	57.58	3.43	764.00	.07	4.09	64,766.93	58.26	3.47	40,189.75	3.62	2.16
Oskaloosa & Buxton E. Ry. Co.															
Tama & Toledo E. Ry & L. Co.	12,850.00	7.80	7.80	15,559.05	29.70	2.17	130.87	.20	1.80	15,689.92	29.90	2.19	12,931.00	24.70	1.80
Waterloo, C. F. & N. Ry. Co.	153,795.52	6.20	5.40	251,834.00	33.30	2.07				251,834.00	33.30	2.07	94,710.80	12.50	.78
Total	$ 864,275.13	15.01	14.05	$ 1,198,685.21	32.33	$ 3.14	$ 27,891.21	1.02	13.95	$ 1,226,576.42	33.09	$ 3.54	$ 714,411.76	19.27	$ 1.81

TABLE No. 30—EMPLOYES—ACCIDENTS TO PERSONS—ELECTRIC LINES

Lines	General Administration		Maintenance		Transportation		Total	Aggregate salaries and wages	Killed				Injured			
	General officers	General office clerks	Superintendents	Other employes	Superintendents	Other employes			Passengers	Employes	Other persons	Total	Passengers	Employes	Other persons	Total
Albia Interurban Ry. Co.	1		1	8		14	24	$ 1,100.00								
Boone Suburban Ry. Co.	1					4	5	3,500.00								
Cedar Rapids & Iowa City Ry.	3	12			a3	a207	225	112,430.22			1	1	1	7		8
Cedar Rapids & M'n. C. Ry. Co.													4	5	1	10
Ft. Dodge, D. M. & S. Rd. Co.	8	12	2	232	3	141	398	122,668.72			2	2	2	6	2	10
Inter-urban Ry. Co.	3	6	2	49	2	67	129	76,023.76					2	6	2	10
Iowa & Illinois Ry. Co.	3	6		49		56	114	4,676.89	1			1	1			1
Mason City & Clear L. Ry. Co.	3	6		49			49	18,399.60					1			1
Oskaloosa & Buxton E. Ry. Co.	2	1	1	27		18	49	2,307.65								
Tama & Toledo E. Ry & L. Co.					1	4	5	c6,177.78								
Waterloo, C. F. & N. Ry. Co.	2	2	1	4	1	11	b21	123,508.82							2	2
	9	8	3	147	3	94	264									
Total	32	47	10	516	13	616	1,234	$ 470,793.44	1		3	4	9	18	5	32

a All departments.
b Includes employes of both railway and light plant.
c Amount apportioned to railway employes.

TABLE No. 31—DESCRIPTION OF EQUIPMENT—ELECTRIC LINES.

Lines	Passenger Cars								Other Cars																Total of all cars	
	Closed		Open		Combination closed and open		Total		Freight		Mail		Express		Baggage		Combination		Work		Snow Plow		Sweepers		Miscellaneous			
	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a		a	b	a	b	a	b	a	b
Albia Interurban Ry. Co.	5	2	1				6	2	1																7	2
Boone Suburban Ry. Co.	2			1			2	1																	2	1
Cedar Rapids & Iowa City Ry.	8						8		6					1							2			1	10	8
Cedar Rapids & M'n. C. Ry. Co							6										1								7	
Ft. Dodge, D. M. & S. Rd. Co.	5	1				1	5	2	186				2				10		7					6	20	301
Inter-urban Ry. Co.	4	1			7		11	1	54				2						1	1					2	1	16	57
Iowa & Illinois Ry. Co.	4	3					4	3	2				1	1					1	5		1			13	6	25
Mason City & Clear L. Ry. Co.	6	1		6			6	7	4								1								2	11	9
Oskaloosa & Buxton E. Ry. Co.	1						1																			1	
Tama & Toledo E. Ry & L. Co.	2		1	2			3	2	1	3										6						4	11
Waterloo, C. F. & N. Ry. Co.	5	18	14	10			19	28		40				1				1		3		3		1		2	19	79
Total	42	26	16	19	7	1	71	46	6	291			5	2	1		12	1	2	22		6		1	6	24	103	393

a With electric equipment.
b Without electric equipment.

COMPILED RETURNS

OF

Express Companies

TABLE NO. 1—MILEAGE COVERED—ENTIRE LINE AND IOWA—EXPRESS COMPANIES

Name	Entire Line								Iowa				
	Steam roads	Electric lines	Steamboat lines	Stage lines	Miscellaneous lines	Total	Mileage Covered in Outside Operations: Ocean-going mileage	Mileage Covered in Outside Operations: Mileage in foreign countries	Steam roads	Electric lines	Stage lines	Miscellaneous lines	Total
The Adams Express Co.	30,676.00	196.00	3,405.00	83.00	-------	34,360.00	-------	-------	2,334.00	------	6.00	------	2,340.00
American Express Co.	45,565.90	475.70	2,051.00	32.94	16.18	48,141.72	68,284.00	6,022.00	2,714.86	63.71	2.50	.50	2,781.51
Great Northern Exp. Co.	7,031.57	169.59	211.00	------	-------	7,412.16	-------	-------	77.86	------	------	------	77.86
The Pacific Exp. Co.	21,721.20	343.00	608.34	------	-------	22,672.54	-------	-------	218.00	------	------	------	218.00
United States Exp. Co.	20,286.34	3,604.96	610.95	------	-------	24,502.25	-------	-------	2,111.73	------	------	------	2,111.73
Wells Fargo & Co. Express	52,556.28	1,438.76	277.87	860.12	3,746.00	58,878.03	9,397.00	6,819.40	2,718.40	116.40	------	------	2,834.80
Total	177,836.29	6,228.01	7,164.16	976.06	3,762.18	195,966.70	77,681.00	12,841.40	10,174.79	180.11	8.50	.50	10,363.90

TABLE NO. 2—CAPITAL STOCK—EXPRESS COMPANIES

Name	Number of Shares Authorized		Total Par Value Authorized		Total Par Value Outstanding		Total Par Value Held by Respondent Corporations				Total Par Value Not Held by Respondent Corporations		Dividends Declared During Year			
							In Treasury		In Sinking or Other Funds				Rate		Amount	
	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
The Adams Express Co.	120,000	----	a	----	----------	----	b 18,860.00	----	----	----	b 101,140.00	----	c 10	----	$ 1,200,000.00	----
American Express Co.	180,000	----	$18,000,000.00	----	$18,009,000.00	----	$ 340,000.00	----	----	----	$17,660,000.00	----	12	----	2,119,200.00	----
Great Northern Exp. Co.	10,000	----	1,000,000.00	----	1,000,000.00	----	----------	----	----	----	1,000,000.00	----	50	----	500,000.00	----
The Pacific Exp. Co.	60,000	----	6,000,000.00	----	6,000,000.00	----	----------	----	----	----	6,000,000.00	----	75	----	450,000.00	----
United States Exp. Co.	100,000	----	10,000,000.00	----	10,000,000.00	----	----------	----	----	----	10,000,000.00	----	4	----	400,000.00	----
Wells Fargo & Co. Exp.	80,000	----	8,000,000.00	----	8,000,000.00	----	----------	----	----	----	8,000,000.00	----	10	----	800,000.00	----
Total	550,000	----	$43,000,000.00	----	$43,009,000.00	----	$ 340,000.00	----	----	----	$42,660,000.00	----	-------	----	$ 5,469,200.00	----

a No par value.
b Number of shares.
c $10.00 per share.

TABLE NO. 3—FUNDED DEBT—EXPRESS COMPANIES

Name	Collateral Trust Bonds					Interest		
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporations: In treasury	Total Par Value Held by Respondent Corporations: In sinking or other funds	Total par value not held by respondent corporations	Rate	Amount accrued during year	Amount paid during year
The Adams Express Co.	------	$36,000,000.00	$25,161,500.00	$ 2,842,400.00	----------	$22,319,100.00	4	$ 1,006,460.00	$ 1,006,460.00
American Express Co.	------	----------	----------	----------	----------	----------	---	----------	----------
Great Northern Exp. Co.	------	----------	----------	----------	----------	----------	---	----------	----------
The Pacific Exp. Co.	------	----------	----------	----------	----------	----------	---	----------	----------
United States Exp. Co.	------	----------	----------	----------	----------	----------	---	----------	----------
Wells Fargo & Co. Exp.	------	----------	----------	----------	----------	----------	---	----------	----------
Total	------	$36,000,000.00	$25,161,500.00	$ 2,842,400.00	----------	$22,319,100.00	---	$ 1,006,460.00	$ 1,006,460.00

TABLE NO. 4—CURRENT ASSETS AND LIABILITIES—EXPRESS COMPANIES

Name	Cash and Current Assets Available for Payment of Current Liabilities: Cash	Bills receivable	Due from agents	Due from solvent companies and individuals	Traffic balances due from other companies	Other cash assets a	Total cash and current assets	Balance current liabilities	Total	Materials and supplies on hand
The Adams Express Co.	$ 71,625.68	$ 1,451,918.72	----------	----------	----------	$ 36,055.25	$ 1,559,599.65	----------	$ 1,559,599.65	$10,057.25
American Express Co.	8,133,055.97	----------	$ 1,871,563.98	$ 3,645,735.34	----------	125,021.06	13,775,376.35	----------	13,775,376.35	----------
Great Northern Exp. Co.	121,300.08	----------	92,301.06	843,896.27	$ 95.26	----------	1,057,592.67	----------	1,057,592.67	----------
The Pacific Exp. Co.	440,162.85	395,000.00	256,525.84	23,273.73	62,695.98	56,184.41	1,233,842.81	----------	1,233,842.81	12,769.18
United States Exp. Co.	895,924.81	37.59	419,362.23	----------	26,081.03	2,575,237.85	3,916,563.51	$15,983.14	3,932,576.65	----------
Wells Fargo & Co. Exp.	5,459,757.13	----------	1,447,977.63	684,682.56	41,584.75	23,120.07	7,657,122.14	----------	7,657,122.14	58,990.83
Total	$15,121,826.52	$ 1,846,956.31	$ 4,087,730.74	$ 5,197,587.90	$ 130,407.02	$ 2,815,618.64	$29,200,127.13	$15,983.14	$29,216,110.27	$81,817.26

a Not including materials and supplies on hand.

TABLE NO. 5—CURRENT ASSETS AND

LIABILITIES—CONTINUED — EXPRESS COMPANIES

Name	Current Liabilities								
	Unpaid money orders, travelers cheques, etc	Loans and bills payable	Audited vouchers and accounts	Wages and salaries	Traffic balances due to other companies	Dividends not called for	Matured interest coupons unpaid—including coupons due July 1	Express privileges
The Adams Express Co.	$ 80,558.50					$ 3,611.00		
American Express Co.	9,943,334.33	$ 1,658,496.53				25,484.46		$ 1,432,056.54
Great Northern Exp. Co.	63,385.38		$ 30,065.35		$ 8,547.81			82,825.94
The Pacific Exp. Co.	106,878.76		400,453.76		3,374.37			185,985.50
United States Exp. Co.	397,955.09	1,882,053.39	209,125.02	$ 355,585.91	13,518.16	6,571.50		803,761.96
Wells Fargo & Co. Exp.	1,450,077.84		582,337.40	490,357.37	103,271.82	420,453.00		2,133,379.20
Total	$12,042,189.90	$ 3,540,549.92	$ 1,221,981.53	$ 845,943.28	$ 128,712.16	$ 456,119.96		$ 4,638,009.14

Accrued to and Including June 30, 1909

Name	Miscellaneous	Total current liabilities	Balance cash assets	Total
The Adams Express Co.	$ 64,540.66	$ 148,710.16	$ 1,410,889.49	$ 1,559,599.65
American Express Co.		13,059,371.86	716,004.49	13,775,376.35
Great Northern Exp. Co.		184,824.48	872,768.19	1,057,592.67
The Pacific Exp. Co.		696,692.39	537,150.42	1,233,842.81
United States Exp. Co.	264,005.62	3,932,576.65		3,932,576.65
Wells Fargo & Co. Exp.	33,343.48	5,213,220.11	2,443,902.03	7,657,122.14
Total	$ 361,889.76	$23,235,395.65	$ 5,980,714.62	$29,216,110.97

TABLE NO. 6—COST OF REAL PROPERTY AND EQUIPMENT—ENTIRE LINE—EXPRESS COMPANIES

Name	Real estate used in operation	Buildings and fixtures used in operation	Equipment: Cars	Equipment: Horses	Equipment: Vehicles	Equipment: Other equipment	Real estate not used in operation	Total cost to June 30, 1908	Total cost to June 30, 1909
The Adams Express Co.		$ a3,694,777.60		$ 587,700.00	$ 652,250.00	$ 1,216,172.00		$ 6,069,088.88	$ 6,150,899.60
American Express Co.		a7,352,373.13				b1,000,000.00		8,332,323.74	8,352,373.13
Great Northern Exp. Co.	$ 5,381.67	2.00		12,430.00	11,800.00	41,675.24		69,256.21	71,288.91
The Pacific Exp. Co.	53,371.70	273,467.42						708,610.45	683,712.34
United States Exp. Co.	1,321,906.47		$ 23,650.00	84,983.60	83,749.97	164,489.65	$ 731,690.26	2,020,078.43	2,053,596.73
Wells Fargo & Co. Exp.	627,888.06	1,111,646.04	208,465.69	515,931.76	452,024.49	868,128.95		2,335,828.16	3,784,084.99
Total	$ 2,008,547.90	$ 12,432,266.19	$ 232,115.69	$ 1,201,045.36	$ 1,199,824.46	$ 3,290,465.84	$ 731,690.26	$ 19,585,130.87	$ 21,095,955.70

a Includes real estate used in operation.
b Includes horses and vehicles.

TABLE NO. 7—INCOME ACCOUNT—ENTIRE LINE—EXPRESS COMPANIES

Name	Operating Income				Outside operations					
	Gross receipts from operation	Express privileges—Dr.	Operating revenues	Operating expenses	Net operating revenue	Net operating deficit	Revenues	Expenses	Net revenue from outside operations	Net deficit from outside operations	Total net revenue	Total net deficit
The Adams Express Co.	$ 28,853,546.75	$ 14,945,896.56	$ 13,907,650.19	$ 12,058,086.58	$ 1,849,563.61						$ 1,849,563.61	
American Express Co.	31,909,721.01	14,621,027.16	17,288,693.85	14,840,650.06	2,448,043.79						2,448,043.79	
Great Northern Exp. Co.	2,164,433.44	911,493.22	1,252,940.22	592,361.15	660,579.07						660,579.07	
The Pacific Exp. Co.	7,750,852.57	4,580,849.63	3,170,002.94	2,723,935.94	446,067.00						446,067.00	
United States Exp. Co.	16,869,449.73	7,882,906.93	8,986,542.80	8,313,478.45	673,064.35						673,064.35	
Wells Fargo & Co. Exp.	24,476,432.37	11,416,199.60	13,060,232.77	9,664,933.85	3,395,298.92						3,395,298.92	
Total	$ 112,024,435.87	$ 54,358,373.10	$ 57,666,062.77	$ 48,193,446.03	$ 9,472,616.74						$ 9,472,616.74	

TABLE NO. 8—INCOME ACCOUNT—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Taxes accrued	Operating income	Operating loss	Other Income: Operations of subsidiary companies—Net credit balance	Other Income: Dividends declared on stocks owned or controlled	Other Income: Interest accrued on funded debt owned or controlled	Other Income: Interest on other securities, loans and accounts	Other Income: Miscellaneous income	Other Income: Total other income	Gross corporate income	Gross corporate loss
The Adams Express Co.	$ 145,184.36	$ 1,704,379.25		$ 7,498.46	$ 121,029.68	$ 121,518.59	$ 446,762.15	$ 313,295.58	$ 1,010,104.46	$ 2,714,483.71	
American Express Co.	271,170.80	2,176,872.99			751,926.94	273,143.52	50,929.00	102,071.78	1,178,071.24	3,354,944.23	
Great Northern Exp. Co.	31,342.69	629,236.38								629,236.38	
The Pacific Exp. Co.	59,375.63	386,691.37					38,492.38		38,492.38	425,183.75	
United States Exp. Co.	102,353.41	570,710.94		103,525.20	17,916.66	194,613.47	93,945.00	31,331.25	441,331.58	1,012,042.52	
Wells Fargo & Co. Exp.	132,820.04	3,262,478.88			166,920.00	180,746.15	834,109.45	220,124.86	1,401,900.46	4,664,379.34	
Total	$ 742,246.93	$ 8,730,369.81		$ 111,023.66	$ 1,057,793.28	$ 770,021.73	$ 1,464,237.98	$ 666,823.47	$ 4,069,900.12	$12,800,269.93	

TABLE NO. 9—INCOME ACCOUNT—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Deductions From Gross Corporate Income						Net corporate income	Net corporate loss
	Operations of subsidiary companies—net debit balance	Interest accrued on funded debt	Other interest	Sinking funds assignable to income	Other deductions	Total deductions from gross corporate income		
The Adams Express Co.	$ 7,669.64				$ 45,570.99	$ 53,240.63	$ 2,661,243.08	
American Express Co.			$ 19,812.41		58,779.81	78,592.22	3,276,352.01	
Great Northern Exp. Co.							629,236.38	
The Pacific Exp. Co.							425,183.75	
United States Exp. Co.	12,965.61		106,041.50			119,007.11	893,035.41	
Wells Fargo & Co. Exp.							4,664,379.34	
Total	$ 20,635.25		$ 125,853.91		$ 104,350.80	$ 250,839.96	$12,549,429.97	

TABLE NO. 10—INCOME ACCOUNT—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Disposition of Net Corporate Income								Balance for Year Carried to Profit and Loss	
	Dividends Declared						Additions and betterments charged to income	Appropriations to reserves	Credit	Debit
	Preferred Stock		Common Stock		Other Securities					
	Per cent payable	Amount	Per cent payable	Amount	Per cent payable	Amount				
The Adams Express Co.			a 10	$ 1,200,000.00					$ 1,461,243.08	
American Express Co.							$ b 146,101.25		3,422,453.26	
Great Northern Exp. Co.			50	500,000.00					129,236.38	
The Pacific Exp. Co.			7½	450,000.00						$ 24,816.25
United States Exp. Co.			4	400,000.00					493,035.41	
Wells Fargo & Co. Exp.			10	800,000.00					3,864,379.34	
Total				$ 3,350,000.00			$ b 146,101.25		$ 9,370,347.47	$ 24,816.25

a $10.00 per share.
b Credit.

TABLE NO. 11—PROFIT AND LOSS ACCOUNT—EXPRESS COMPANIES

Name	Debit									Credit					
	Balance June 30, 1908	Balance for year brought forward from income account	Deductions for year	Dividends Declared Out of Surplus						Balance credit June 30, 1909	Total	Balance June 30, 1908	Balance for year brought forward from income account	Additions for year	Balance debit June 30, 1909	Total
				On Preferred Stock		On Common Stock		On Other Securities								
				Per cent payable	Amount	Per cent payable	Amount	Per cent payable	Amount							
The Adams Express Co.	------	----------	$ 90,191.71	----	------	----	----------	----	----	$ 20,306,877.49	$ 20,397,069.20	$ 17,751,506.77	$ 1,461,243.08	$ 1,184,319.35	----------	$ 20,397,069.20
American Express Co.	------	----------	1,724,536.34	----	------	12	$ 2,119,200.00	----	----	14,805,805.79	18,649,042.13	15,088,669.14	3,422,453.26	137,919.73	----------	18,649,042.13
Great Northern Exp. Co.	------	----------	----------	----	------	----	----------	----	----	157,932.93	157,932.93	28,696.55	129,236.38	----------	----------	157,932.93
The Pacific Exp. Co.	------	$24,816.25	1,854,016.91	----	------	----	----------	----	----	1,233,631.94	3,112,465.10	2,242,437.48	----------	870,027.62	----------	3,112,465.10
United States Exp. Co.	------	----------	----------	----	------	----	----------	----	----	1,252,723.97	1,252,723.97	757,142.37	493,035.41	2,546.19	----------	1,252,723.97
Wells Fargo & Co. Exp.	------	----------	3,264,134.88	----	------	----	----------	----	----	4,753,842.47	8,017,977.35	3,310,336.32	3,864,379.34	843,261.69	----------	8,017,977.35
Total	------	$24,816.25	$ 6,932,879.84	----	------	----	$ 2,119,200.00	----	----	$ 42,510,314.59	$ 51,587,210.68	$ 39,178,788.63	$ 9,370,347.47	$ 3,038,074.58	----------	$ 51,587,210.68

TABLE NO. 12—OPERATING REVENUES

ENTIRE LINE—EXPRESS COMPANIES

Name	Revenue from Transportation			Revenue from Operations Other than Transportion						
	Express revenue	Miscellaneous transportation revenue	Total revenue from ranseportation	Custom house brokerage fees	Order and commission department	Rents of buildings and other property	Money orders—domestic	Money orders—foreign	Travelers' cheques—domestic	Travelers' cheques—foreign
The Adams Express Co.	$ 28,704,763.29		$ 28,704,763.29			$ 270.95	$ 34,344.11			
American Express Co.	30,772,802.78		30,772,802.78				12,645.86	$ 1,060.73	$ 70.16	$ 31.35
Great Northern Exp. Co.	2,150,625.32		2,150,625.32			2,775.47	32,294.93			
The Pacific Exp. Co.	7,633,532.09		7,633,532.09			17,584.82	74,204.39	833.11	453.57	1,601.84
United States Exp. Co.	16,611,667.59		16,611,667.59	$ 12,462.14		2,616.64	132,258.77	471.21	10,849.48	
Wells Fargo & Co. Exp.	24,039,020.44	$ 632.11	24,039,020.44	52,547.43	$ 4,672.43					
Total	$ 109,912,411.51	$ 632.11	$ 109,912,411.51	$ 65,009.57	$ 4,672.43	$ 23,247.88	$ 285,748.06	$ 2,365.05	$ 11,373.23	$ 1,633.19

TABLE NO. 13—OPERATING REVENUES

CONTINUED—EXPRESS COMPANIES

Name	Revenue from Operations Other than Transportation			Transportation--Continued					
	"C. O. D." checks	Telegraphic transfers	Letters of credit	Other revenue financial department	Miscellaneous revenue	Total revenue from operations other than transportation	Gross receipts from operation	Express privileges—Dr.	Total operating revenues
The Adams Express Co.	$ 113,893.32				$ 275.08	$ 148,783.46	$ 28,853,546.75	$ 14,945,896.56	$ 13,907,650.19
American Express Co.						1,136,918.23	31,909,721.01	14,621,027.16	17,288,693.85
Great Northern Exp. Co.						13,808.12	2,164,433.44	911,493.22	1,252,940.22
The Pacific Exp. Co.	71,960.59				10,289.49	117,320.48	7,750,852.57	4,580,840.63	3,170,002.94
United States Exp. Co.	132,136.44	$ 2,177.23	$ 9.70	$ 16,318.90		257,782.14	16,869,449.73	7,882,906.93	8,986,542.80
Wells Fargo & Co. Exp.	208,559.00	8,371.01		14,102.72	2,963.24	437,411.93	24,476,432.37	11,416,199.60	13,060,232.77
Total	$ 526,549.35	$ 10,548.24	$ 9.70	$ 30,421.62	$ 13,527.81	$ 2,112,024.36	$ 112,024,435.87	$ 54,358,373.10	$ 57,666,062.77

TABLE NO. 14—OPERATING EXPENSES

ENTIRE LINE—EXPRESS COMPANIES

Name	Maintenance										
	Superintendence	Buildings, fixtures and grounds	Office equipment	Cars—repairs	Cars—renewals	Cars—depreciation	Horses	Vehicles—repairs	Vehicles—renewals	Stable equipment	Transportation equipment	Other expenses	Total maintenance expenses excluding "joint facilities" accounts
The Adams Express Co.	$ 7,343.18	$ 17,018.72	$ 58,045.07				$ 72,811.15	$ 250,547.99	$ 46,448.13	$ 50,259.60	$ 40,263.93	$ 405.02	$ 543,142.79
American Express Co.													
Great Northern Exp. Co.	3,810.07	99.70	2,320.47				4,478.50	5,477.11		1,205.65	2,004.32	96.72	19,492.54
The Pacific Exp. Co.	34,351.06	5,576.73	11,602.79	$ 786.90			14,834.70	21,317.88	9,242.41	8,872.68	3,466.98	565.55	110,617.68
United States Exp. Co.	1,058.78	33,825.52	17,612.07				97,871.01	128,689.66	10,416.93	26,201.71	23,556.26		339,231.94
Wells Fargo & Co. Exp.	4,804.55	31,086.57	89,025.66	19,445.57		$ 16,040.00	103,932.68	90,995.22	31,162.37	44,564.47	59,825.28		490,902.37
Total	$51,367.64	$ 87,607.24	$ 178,606.06	$20,232.47		$ 16,040.00	$ 293,948.04	$ 497,027.86	$ 97,269.84	$ 131,104.11	$ 129,116.77	$ 1,067.29	$ 1,503,387.32

TABLE NO. 15—OPERATING EXPENSES

CONTINUED—ENTIRE LINE—EXPRESS COMPANIES

Name	Traffic Expenses							Transportation Expenses				
	Superintendence	Outside agencies	Advertising	Traffic associations	Stationery and printing	Other expenses	Total traffic expenses	Superintendence	Office employes	Commissions	Wagon employes	Office supplies and expenses
The Adams Express Co.	$ 39,542.22						$ 39,542.22	$ 247,994.39	$ 3,581,570.63	$ 1,008,625.23	$ 2,087,059.45	$ 335,259.18
American Express Co.												
Great Northern Exp. Co.	6,797.45		$ 46.19	$ 267.72	$ 2,796.83	$ 4.10	9,912.29	28,261.55	109,230.57	125,914.88	59,117.36	8,775.70
The Pacific Exp. Co.	53,294.54	$ 8,255.13	114.80	4,821.17	4,351.64	376.93	71,214.21	107,623.28	566,966.87	392,783.74	286,206.62	51,028.86
United States Exp. Co.	30,066.25	33,544.25	1,618.92	7,587.99	25,012.77		97,830.18	260,358.01	1,791,287.59	1,044,424.86	1,184,677.90	198,000.49
Wells Fargo & Co. Exp.	50,450.29	52,034.29	5,676.67	7,890.72	29,017.83	153.11	145,222.91	493,898.87	2,260,751.52	1,500,960.93	1,120,259.98	245,357.30
Total	$ 180,150.75	$ 93,833.67	$ 7,456.58	$ 20,567.60	$ 61,179.07	$ 534.14	$ 363,721.81	$ 1,138,136.10	$ 8,309,807.18	$ 4,072,709.64	$ 4,737,321.31	$ 838,430.53

TABLE NO. 16—OPERATING EXPENSES

CONTINUED—ENTIRE LINE—EXPRESS COMPANIES

Name	Transportation Expenses—Continued					Transportation Expenses								
	Rent of local offices	Stable employes	Stable supplies and expenses	Train employes	Train supplies and expenses	Transfer employes	Transfer expenses	Stationery and printing	Loss and damage—freight	Loss and damage—Money	Damage to property	Injuries to persons	Other expenses	Total transportation expenses exclusive of "joint facilities"
The Adams Express Co.	$ 522,273.09	$ 274,477.17	$ 1,183,811.04	$ 778,283.62	$ 16,059.06	----------	----------	$ 206,812.24	$ 365,151.64	$14,379.57	$ 4,383.63	$12,276.25	$ 2,631.19	$10,641,027.38
American Express Co.	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------
Great Northern Exp. Co.	28,667.64	2,741.67	30,219.74	82,641.90	4.06	$ 15,397.24	$ 72.54	15,519.20	12,842.50	585.92	48.98	1,311.83	79.25	521,482.50
The Pacific Exp. Co.	97,506.50	18,380.31	214,186.99	305,958.74	5,915.66	119,993.76	13,943.87	57,567.69	70,268.02	4,541.98	585.73	3,279.39	958.71	2,317,696.78
United States Exp. Co.	373,653.81	214,677.03	796,606.64	633,338.50	6,018.77	463,518.50	26,447.90	151,553.78	170,572.30	4,981.16	1,214.46	30,569.67	19.00	7,354,929.37
Wells Fargo & Co. Exp.	291,662.89	154,092.08	555,129.18	910,131.09	67,207.00	283,777.30	11,303.08	266,493.32	189,525.06	13,418.80	1,468.65	15,262.77	723.88	8,381,423.70
Total	$ 1,313,763.93	$ 664,368.26	$ 2,779,953.59	$ 2,710,353.85	$ 95,204.55	$ 882,686.80	$ 51,767.39	$ 700,946.23	$ 808,339.52	$37,907.43	$ 7,701.45	$62,699.91	$ 4,412.06	$29,216,509.73

TABLE NO. 17—OPERATING EXPENSES

Name	General Expenses		
	Salaries and expenses of general officers	Salaries and expenses of clerks and attendants	General office supplies and expenses
The Adams Express Co.	$ 333,700.84	$ 346,858.58	$ 20,106.47
American Express Co.			
Great Northern Exp. Co.	3,507.58	23,922.65	1,795.26
The Pacific Exp. Co.	29,032.81	97,976.51	7,029.88
United States Exp. Co.	106,791.80	291,087.08	32,880.14
Wells Fargo & Co. Exp.	66,902.88	439,972.85	40,216.53
Total	$ 509,935.94	$ 1,199,817.62	$ 102,028.28

CONTINUED—ENTIRE LINE—EXPRESS COMPANIES

General Expenses						
Law expenses	Insurance	Pensions	Stationery and printing	Other expenses	Total general expenses excluding "joint facilities"	Total operating expenses excluding "joint facilities"
$ 40,529.89	$ 67,013.94	$ 10,472.43	$ 7,485.62	$ 6,617.02	$ 802,784.70	$ 12,026,497.18
115.96	5,281.25		1,305.59	805.61	36,733.90	587,671.23
11,151.47	1,376.50		7,029.48	2,301.71	155,898.39	2,655,427.06
45,169.32	10,023.61	5,100.00	14,480.59	15,951.47	521,486.96	8,313,478.45
25,211.45	23,889.96	14,274.19	20,888.20	21,334.44	652,690.50	9,670,239.48
$ 122,178.09	$ 107,585.26	$ 29,846.62	$ 51,189.48	$ 47,013.25	$ 2,169,594.54	$ 33,253,213.40

TABLE NO. 18—OPERATING EXPENSES—CONTINUED—ENTIRE LINE—EXPRESS COMPANIES

Name	Summary						
	Maintenance					Traffic Expenses	
	Total excluding joint facilities accounts	Maintaining joint facilities—Dr.	Maintaining joint facilities—Cr.	Total maintenance	Ratio to total operating expenses per cent	Total traffic expenses	Ratio to total operating expenses per cent
The Adams Express Co.	$ 543,142.79	$ 8,556.10	$ 24,447.91	$ 527,250.98	4.37	$ 39,542.22	.33
American Express Co.				484,342.16	3.26	176,003.10	1.19
Great Northern Exp. Co.	19,492.54	87.35	4.84	19,575.05	3.31	9,912.29	1.67
The Pacific Exp. Co.	110,617.68	2,967.40	1,800.75	111,784.33	4.10	71,214.21	2.62
United States Exp. Co.	339,231.94			339,231.94	4.08	97,830.18	1.18
Wells Fargo & Co. Exp.	490,902.37	3,590.68	2,704.78	491,788.27	5.09	145,222.91	1.50
Total	$ 1,503,387.32	$ 15,201.53	$ 28,958.28	$ 1,973,972.73	4.09	$ 539,724.91	1.12

TABLE NO. 19—OPERATING EXPENSES—CONTINUED—ENTIRE LINE—EXPRESS COMPANIES

Name	Summary										
	Transportation Expenses					General Expenses				Total Operating Expenses	
	Total excluding joint facilities accounts	Maintaining joint facilities—Dr.	Maintaining joint facilities—Cr.	Total transportation expenses	Ratio to total operating expenses—per cent	Total excluding joint facilities accounts	General administration joint facilities—Dr.	General administration joint facilities—Cr.	Total general expenses	Ratio to total operating expenses—per cent	Amount	Ratio to operating revenues—per cent
The Adams Express Co.	$10,641,027.38	$ 288,786.29	$ 241,327.95	$10,688,485.72	88.64	$ 802,784.79	$ 513.66	$ 490.79	$ 802,807.66	6.66	$12,058,086.58	86.70
American Express Co.				13,008,914.40	87.66				1,171,390.40	7.89	14,840,650.06	85.34
Great Northern Exp. Co.	521,432.50	7,247.25	2,539.84	526,139.91	88.82	36,733.90			36,733.90	6.20	592,261.15	47.28
The Pacific Exp. Co.	2,317,696.78	113,210.96	45,868.73	2,385,039.01	87.56	155,898.39			155,898.39	5.72	2,723,935.94	85.93
United States Exp. Co.	7,354,929.37			7,354,929.37	88.47	521,486.96			521,486.96	6.27	8,313,478.45	92.51
Wells Fargo & Co. Exp.	8,381,423.70	104,832.60	111,030.15	8,375,226.15	86.66	652,690.50	6.02		652,696.52	6.75	9,664,933.85	74.00
Total	$29,216,509.73	$ 514,077.10	$ 400,766.67	$42,338,734.56	87.85	$ 2,169,594.54	$ 519.68	$ 490.79	$ 3,341,013.83	6.94	$48,193,446.03	83.57

TABLE NO. 20—TAXES AND ASSESSMENTS—ENTIRE LINE AND IOWA—EXPRESS COMPANIES

Name	Entire Line							Iowa
	Ad Valorem Tax		Specific Tax					
	On the value of real and personal property	On the value of stocks or bonds, or on valuation based on earnings, dividends, or other results of operation	On stocks, bonds, loans, etc.	On gross or net earnings, revenue or dividends	On traffic or some physical quality of property operated or on privilege	On property owned, not used in operation, and miscellaneous	Total	Total tax
The Adams Express Co.							$ 145,184.36	$ 3,014.81
American Express Co.	$ 114,122.63	$ 130,597.87	$ 65.56	$ 1,150.00	$ 23,661.00	$ 14,354.72	283,951.78	3,969.41
Great Northern Exp. Co.	5,484.37			24,962.34		895.98	31,342.69	55.32
The Pacific Exp. Co.	13,266.93	10,642.62		33,280.62	2,185.46		59,375.63	205.34
United States Exp. Co.	65,051.33	4,474.39		32,015.85	811.84		102,353.41	6,252.55
Wells Fargo & Co. Exp.	61,233.43	10,226.95		43,851.32	7,789.66	9,718.68	132,820.04	1,180.54
Total	$ 259,158.69	$ 155,941.83	$ 65.56	$ 135,260.13	$ 34,447.96	$ 24,969.38	$ 755,027.91	$ 14,677.47

TABLE NO. 21—COMPARATIVE GENERAL BALANCE SHEET—EXPRESS COMPANIES

Name	Assets				Assets—Continued					
	Expenditures for Real Property		Expenditures for Equipment		Stocks Owned		Funded Debt Owned		Other Permanent Investments	
	1908	1909	1908	1909	1908	1909	1908	1909	1908	1909
The Adams Express Co.	$ 3,599,484.88	$ 3,694,777.60	$ 2,469,554.00	$ 2,456,122.00	$ 4,659,993.71	$ 6,038,877.94	$ 3,623,874.28	$ 6,151,054.07	$ 681,776.92	$ 536,132.05
American Express Co.	7,332,323.74	7,352,373.13	1,000,000.00	1,000,000.00	14,271,593.95	14,770,373.68	6,157,628.45	6,791,093.41	2,011,336.08	2,011,336.08
Great Northern Exp. Co.	5,383.67	5,383.67	63,872.54	65,905.24						
The Pacific Exp. Co.		326,839.12		356,873.22					307,568.96	
United States Exp. Co.	2,020,078.43	2,053,596.73	1,000,000.00	989,300.81	372,678.94	383,283.94	4,634,518.76	4,395,368.69	2,569,469.39	2,685,309.12
Wells Fargo & Co. Exp.	1,336,134.46	1,739,534.10	1,049,688.70	2,044,550.89	3,177,869.51	3,211,087.01	5,953,951.03	3,750,286.79	15,816,395.50	19,427,000.55
Total	$ 14,293,405.18	$ 15,172,504.35	$ 5,583,115.24	$ 6,912,752.16	$ 22,482,136.11	$ 24,403,622.57	$ 20,369,972.52	$ 21,087,802.96	$ 21,326,546.91	$ 24,659,957.80

TABLE NO. 22—COMPARATIVE GENERAL BALANCE

Name	Assets—Continued			
	Cash and Current Assets		Other Assets	
	1908	1909	1908	1909
The Adams Express Co.	$ 2,885,584.42	$ 1,559,599.65	$ 14,929.87	$ a25,180,524.34
American Express Co.	11,739,706.63	13,775,376.35	194,200.00	164,125.00
Great Northern Exp. Co.	867,284.61	1,057,592.67	360,000.00	320,000.00
The Pacific Exp. Co.	2,022,827.20	1,233,842.81	6,054,581.25	6,012,769.18
United States Exp. Co.	1,868,189.98	3,916,593.51	978,178.37	921,485.12
Wells Fargo & Co. Exp.	4,227,515.74	7,657,122.14	148,765.07	58,990.83
Total	$ 23,611,108.58	$ 29,200,127.13	$ 7,750,654.56	$ 32,657,894.47

a Includes securities to the amount of $25,161,500.00, securing certain bonds and held under trust deeds, the legal title to these securities being assigned and transferred to the respective trust companies.

SHEET—CONTINUED—EXPRESS COMPANIES

Assets—Continued					
Profit and Loss		Grand Total		Increase	Decrease
1908	1909	1908	1909	1909	1909
		$ 17,935,198.08	$ 45,617,087.65	$ 27,681,889.57	
		42,706,788.85	45,864,677.65	3,157,888.80	
		1,296,540.82	1,448,881.58	152,340.76	
		8,384,977.41	7,930,324.33		$ 454,653.08
		13,383,113.87	15,345,027.92	1,961,914.05	
		31,710,320.10	37,888,662.31	6,178,342.21	
		$ 115,416,939.13	$ 154,094,661.44	$ 39,132,375.39	$ 454,653.08

TABLE NO. 23—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED—EXPRESS COMPANIES

Name	Liabilities					
	Capital Stock		Funded Debt		Current Liabilities	
	1908	1909	1908	1909	1908	1909
The Adams Express Co.				$ 25,161,500.00	$ 183,691.31	$ 148,710.16
American Express Co.	$ 18,000,000.00	$ 18,000,000.00			9,618,119.71	13,059,371.86
Great Northern Exp. Co.	1,000,000.00	1,000,000.00			161,169.81	184,824.48
The Pacific Exp. Co.	6,000,000.00	6,000,000.00			142,539.93	696,692.39
United States Exp. Co.	10,000,000.00	10,000,000.00			2,528,848.41	3,932,576.65
Wells Fargo & Co. Exp	8,000,000.00	8,000,000.00			3,663,158.90	5,213,220.11
Total	$ 43,000,000.00	$ 43,000,000.00		$ 25,161,500.00	$ 16,297,528.07	$ 23,235,395.65

TABLE NO. 24—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED—EXPRESS COMPANIES

Name	Liabilities—Continued						Increase	Decrease
	Reserves		Profit and Loss		Grand Total			
	1908	1909	1908	1909	1908	1909	1909	1909
The Adams Express Co.			$17,751,506.77	$20,306,877.49	$ 17,935,198.08	$ 45,617,087.65	$27,681,889.57	
American Express Co.			15,088,669.14	14,805,305.79	42,706,788.85	45,864,677.65	3,157,888.80	
Great Northern Exp. Co.	$ 106,674.46	$ 106,124.17	28,696.55	157,932.93	1,296,540.82	1,448,881.58	152,340.76	
The Pacific Exp. Co.			2,242,437.48	1,233,631.94	8,384,977.41	7,930,324.33		$ 454,653.08
United States Exp. Co.	97,123.09	159,727.30	757,142.37	1,252,723.97	13,383,113.87	15,345,027.92	1,961,914.05	
Wells Fargo & Co. Exp	16,736,824.88	19,921,599.73	3,310,336.32	4,753,842.47	31,710,320.10	37,888,662.31	6,178,342.21	
Total	$16,940,622.43	$20,187,451.20	$39,178,788.63	$42,510,314.59	$ 115,416,939.13	$ 154,094,661.44	$39,132,375.39	$ 454,653.08

TABLE NO. 25—EQUIPMENT OWNED—ENTIRE LINE

Name	Automobiles		Cars		Car Safes (Stationary)		Double Wagons		Four Wheel Trucks		Horses and Other Draft Animals		Messenger's Safes	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
The Adams Express Co.	212	$ 318,000.00	----	----------	170	$ 16,487.00	770	$ 173,250.00	6,848	$ 126,960.00	3,918	$ 587,700.00	2,594	$38,895.00
American Express Co.	----	----------	----	----------	45	6,500.00	24	3,600.00	405	9,700.00	113	12,430.00	199	1,990.00
Great Northern Exp. Co.	----	----------	21	$ 23,650.00	130	10,978.50	147	29,992.22	1,864	23,006.15	714	84,983.60	808	8,198.75
The Pacific Exp. Co.	----	----------	----	----------	233	87,375.00	710	118,267.00	2,632	39,862.50	3,064	324,688.82	1,467	12,460.55
United States Exp. Co.	35	33,300.00	----	----------	182	22,692.25	708	195,943.69	4,952	128,019.78	3,054	515,931.76	2,261	37,650.31
Wells Fargo & Co. Exp	----	----------	99	208,465.69										
Total	247	$ 351,300.00	120	$ 232,115.69	760	$ 144,032.75	2,359	$ 521,052.91	16,701	$ 327,554.43	10,863	$ 1,525,734.18	7,329	$99,194.61

TABLE NO. 26—EQUIPMENT OWNED—ENTIRE LINE—CONTINUED

Name	Messengers Packing Trunks		Office Furniture and Fixtures		Office Safes		Single Wagons	
	Number	Value	Number	Value	Number	Value	Number	Value
The Adams Express Co.	5,106	$ 48,466.00	-------	$ 427,864.00	1,458	$ 109,250.00	2,564	$ 320,500.00
American Express Co.	233	233.00	-------	4,531.49	303	13,500.00	75	7,120.00
Great Northern Exp. Co.	650	1,650.40	-------	32,517.62	1,060	62,880.66	423	53,390.75
The Pacific Exp. Co.	2,396	21,518.50	-------	79,615.44	1,229	42,801.15	1,569	122,955.00
United States Exp. Co.	9,607	50,862.09	-------	225,778.05	2,817	165,893.00	1,429	248,492.90
Wells Fargo & Co. Exp.								
Total	17,992	$ 122,729.99	-------	$ 770,306.60	6,867	$ 394,324.81	6,059	$ 752,448.65

TABLE NO. 27—EQUIPMENT OWNED—ENTIRE LINE—CONTINUED

Name	Sleighs		Stable Equipment (including harness)		All Other Equipment		Total	
	Number	Value	Number	Value	Number	Value	Number	Value
The Adams Express Co.	550	$ 13,750.00	-------	$ 191,724.00	-------	$ 83,276.00	24,190	$ 2,456,122.00
American Express Co.							69,637	2,367,369.91
Great Northern Exp. Co.	54	1,080.00	-------	973.00	-------	4,247.75	1,451	65,905.24
The Pacific Exp. Co.	16	377.00	-------	10,324.50	-------	14,933.07	5,832	356,878.22
United States Exp. Co.	371	8,256.00	-------	43,681.83	-------	54,519.02	13,706	989,300.81
Wells Fargo & Co. Exp.	227	7,587.90	-------	91,885.87	-------	145,347.60	25,836	2,044,550.89
Total	1,218	$ 31,050.90	-------	$ 338,589.20	-------	$ 302,323.44	140,152	$ 8,280,125.07

TABLE NO. 28—FINANCIAL PAPER ISSUED—NUMBER OFFICES—ENTIRE LINE—EXPRESS COMPANIES

Name	Financial Paper Issued									
	Money Orders Sold—Domestic		Money Orders old—Foreign		Travelers Cheques Sold—Domestic		Travelers Cheques Sold—Foreign		"C. O. D." Checks Issued	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
The Adams Express Co.	824,956	$ 8,678,502.69	------	------	------	------	------	------	------	------
American Express Co.	------	------	------	------	------	------	------	------	660,330	$ 7,378,887.24
Great Northern Exp. Co.	175,310	2,113,740.62	8,441	$ 171,500.31	1,014	$ 22,580.00	314	$ 6,090.00	------	------
The Pacific Exp. Co.	606,657	5,376,843.14	------	------	------	------	------	------	------	------
United States Exp. Co.	1,427,029	14,467,041.85	------	------	44,399	1,006,070.00	------	------	387,586	4,733,466.58
Wells Fargo & Co. Exp.	1,773,195	22,289,823.24	5,174	106,039.28	78,591	2,149,100.00	------	------	738,930	8,056,577.72
Total	4,807,147	$52,925,951.54	13,615	$ 277,539.59	124,004	$ 3,177,750.00	314	$ 6,090.00	995,286	10,787,121.73
									2,782,132	$30,956,053.27

TABLE NO. 29—FINANCIAL PAPER ISSUED—NUMBER OFFICES—ENTIRE LINE—EXPRESS COMPANIES

Name	Financial Paper Issued								Offices	
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Remittance Paper Issued		Total			
	Number	Value	Number	Value	Number	Value	Number	Value	Number of offices in the United States June 30, 1900	Number of offices in the United States at which money orders were on sale June 30, 1999
The Adams Express Co.	------	------	------	------	------	------	1,485,286	$ 16,057,389.93	5,706	3,571
American Express Co.	------	------	------	------	------	------	7,321,269	250,529,711.52	6,438	6,079
Great Northern Exp. Co.	------	------	------	------	------	------	185,079	2,313,910.93	646	632
The Pacific Exp. Co.	------	------	------	------	------	------	994,243	10,110,309.72	2,432	2,388
United States Exp. Co.	2,835	$ 256,747.67	12	$28,279.60	14,441	$ 603,303.64	2,227,646	24,418,020.48	3,483	3,604
Wells Fargo & Co. Exp.	7,316	898,343.99	------	------	------	------	2,859,562	36,230,428.24	5,892	4,687
Total	10,151	$ 1,155,091.66	12	$28,279.60	14,441	$ 603,303.64	15,073,085	$ 339,659,770.82	24,597	20,961

MILEAGE, OFFICERS AND DIRECTORS

OF

Steam Railway Companies

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Atchison, Topeka & Santa Fe Ry	Chicago (Stewart Ave.), Ill.	Near Needles, Cal.	1,922.63	
	No. Ottawa, Kas.	Okla.-T. State Line	399.27	
	Chanute, Kas.	Longton, Kas.	44.18	
	Florence, Kas.	Winfield, Kas.	72.78	
	Newton, Kas.	Pauls Valley, Okla.	272.91	
	Augusta, Kas.	Wellington, Kas.	36.54	
	Hutchinson, Kas.	Kinsley, Kas.	83.36	
	La Junta, Colo.	Denver, Colo.	180.83	
	Isleta, N. M.	Deming, N. M.	220.39	
	Rincon, N. M.	N.M.-T. State Line	56.40	
	Kern Jct., Cal.	Ferry Point, Cal.	306.48	
	Barstow, Cal.	National City, Cal.	273.10	
	San Bernardino, Cal	Orange, Cal.	47.07	3,916.41
1. b Atchison, Topeka & Santa Fe Ry	Ancona, Ill.	Streator Jct., Ill.	30.73	
	Pekin Jct., Ill.	Pekin, Ill.	21.33	
	No. Lexington, Mo.	St. Joseph, Mo.	76.38	
	St. Joseph, Mo.	Emporia Jct., Kas.	111.03	
	Holliday, Kas.	Topeka, Kas.	52.70	
	Wilder, Kas.	Hawthorne, Kas.	45.41	
	Lawrence, Kas.	Ottawa, Kas.	27.19	
	Burlingame, Kas.	Alma, Kas.	34.80	
	Quenemo, Kas.	Osage City, Kas.	19.42	
	Burlington Jct, Kas	Gridley, Kas.	52.36	
	Colony, Kas.	Yates Center, Kas.	24.71	
	Chanute, Kas.	Chicopee, Kas.	57.71	
	Benedict, Jct., Kas.	Madison Jct., Kas.	40.57	
	Cherryvale, Kas.	Coffeyville, Kas.	17.98	
	Independence, Kas.	Cedarvale, Kas.	54.79	
	Havana, Kas.	Caney, Kas.	5.89	
	Kas.-Okla. S. L.	Tulsa, Okla.	97.13	
	Emporia, Kas.	Moline, Kas.	83.23	
	Strong City, Kas.	Bazar, Kas.	11.68	
	Neva, Kas.	Kas.-Neb. State L.	151.83	
	Abilene, Kas.	Salina, Kas.	23.56	
	Manchester, Kas.	Barnard, Kas.	43.56	
	Florence, Kas.	Ellinwood, Kas.	98.21	
	Little River, Kas.	Holyrood, Kas.	26.30	

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—CONTINUED

	Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
		Newkirk, Okla.	Purcell, Okla.	143.40	
		Guthrie Jct., Okla.	Cushing Jct., Okla.	47.85	
		Ripley, Okla.	Esau Jct., Okla.	40.41	
		Guthrie, Okla.	Kiowa, Okla.	113.00	
		Pauls Valley, Okla.	Lindsay, Okla.	24.18	
		Davis, Okla.	Sulphur, Okla.	9.28	
		Hutchinson, Kas.	Ponca, Okla.	141.38	
		Attica, Kas.	Med. Lodge, Kas.	20.95	
		Mulvane, Kas.	Englewood, Kas.	166.30	
		Wellington, Kas.	Caldwell, Kas.	20.93	
		Wellington, Kas.	Tonkowa, Okla.	43.32	
		Wichita, Kas.	Pratt, Kas.	79.77	
		Kiowa, Kas.	Belvidere, Kas.	50.61	
		Larned, Kas.	Jetmore, Kas.	46.33	
		Great Bend, Kas.	Scott City, Kas.	120.07	
		Canon Jct., Colo.	Rockvale, Colo.	35.86	
		Clelland, Colo.	Canon City, Colo.	7.24	
		Holly, Colo.	Rocky Ford, Colo.	95.09	
		Lamar, Colo.	Kornman, Colo.	4.37	
		Las Animas, Colo.	Waveland, Colo.	2.26	
		Swink, Colo.	Shelton, Colo.	4.62	
		Las Vegas, N. M.	Hot Springs, N. M.	9.01	
		Lamy, N. M.	Santa Fe, N. M.	18.13	
		Socorro, N. M.	Magdalena, N. M.	27.39	
		Deming, N. M.	Silver City, N. M.	46.50	
		Nutt, N. M.	Lake Valley, N. M.	13.52	
		Whitewater, N. M.	Santa Rita, N. M.	18.80	
		Hanover Jct., N. M.	Fierro, N. M.	6.66	
		Corcoran Jct., Cal.	Calwa Jct., Cal.	68.23	
		San Bernardino, Cal	Highland Jct., via Mentone, Cal.	25.39	
		Highgrove, Cal.	Temecula, Cal.	45.32	
		Perris, Cal.	San Jacinto, Cal.	19.44	
		Elsinore Jct., Cal.	Alberhill, Cal.	7.76	
		Redondo Jct., Cal.	Redondo, Cal.	20.59	
		Richfield, Cal.	Olinda, Cal.	4.28	
		Casa Blanca, Cal.	Prenda, Cal.	2.04	
		Los Angeles Jct. Cal	Fallbrook, Cal.	18.05	
		Escondido Jct., Cal.	Escondido, Cal.	21.30	2,766.13
2.	R. G. & E. P. R. R.	N. M.-T. State Line	El Paso, Tex.	20.17	
	Western Arizona Ry.	McConnico, Ariz.	Chloride, Ariz.	21.57	
	California Eastern Ry.	Goffe, Cal.	Ivanpah, Cal.	45.21	
	Barnwell & Searchlight Ry.	Barnwell, Cal.	Searchlight, Nev.	23.22	
	Randsburg Ry.	Kramer, Cal.	Johannesburg, Cal.	28.64	
	Fresno County Ry.	Reedley, Cal.	Wahtoke, Cal.	6.68	
	Oakdale Western Ry.	Riverbank, Col.	Oakdale, Cal.	6.30	
	Oakland & East Side R. R.	Richmond, Cal.	Oakland, Cal.	11.32	163.11
3.	E. Ry. of New Mexico	Clovis, N. M.	Rio Puerco, N. M.	257.52	
		Sandia, N. M.	Dalies, N. M.	3.56	
	Southern Pacific R. R.	Near Needles, Cal.	Mojave, Cal.	242.55	503.63
5.	C. & W. I. R. R.	Dearborn Station, Chicago, Ill.	Stewart Ave., Chicago, Ill.	1.43	
	T. P. & W. Ry.	Streator Jct., Ill.	Pekin Jct., Ill.	5.91	
	K. C. Belt Ry.	Big Blue Jct., Mo.	Kansas City, Mo.	6.60	
	Union Depot Co.	Kansas City, Mo.	----------	.16	
		Terminal	Kansas City, Mo.	.03	
	Union Depot Co.	St. Joseph, Mo.	----------	.21	
	St. Joseph Terminal R. R.	St. Joseph, Mo.	----------	.07	
	C., R. I. & P. Ry.	St. Joseph, Mo.	Winthrop, Mo.	19.56	
	Atchison & East Brg. Co.	Atchison, Kas.	(Bridge)	.30	
	Atchison U. D. & R. R. Co.	Atchison, Kas.	----------	.12	

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—CONTINUED

Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
Missouri Pacific Ry.	Caney, Kas.	Kas.-Okla. S. L.	1.35	
Midland Valley R. R.	Tulsa, Okla.	----------	.75	
C. & N. W. Ry.	Kas.-Neb. State L.	Superior, Neb.	2.53	
St. L. & S. F. R. R.	Enid, Okla.	Blanton Jct., Okla.	2.94	
Union Depot Co.	Denver, Colo.	----------	.17	
Colorado & Southern Ry.	Denver, Colo.	----------	.05	
Southern Pacific R. R.	Mojave, Cal.	Kern Jct., Cal.	67.01	109.19
Total	----------	----------		7,458.47

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Benjamin P. Cheney	Boston, Mass.	October, 1909
Paul Morton	New York, N. Y.	October, 1909
Edward P. Ripley	Chicago, Ill.	October, 1910
Byron L. Smith	Chicago, Ill.	October, 1910
Charles Steele	New York, N. Y.	October, 1910
Howel Jones	Topeka, Kan.	October, 1910
H. Rieman Duval	New York, N. Y.	October, 1911
Thomas P. Fowler	New York, N. Y.	October, 1911
Walker D. Hines	New York, N. Y.	October, 1911
Charles S. Gleed	Topeka, Kan.	October, 1911
Edward J. Berwind	New York, N. Y.	October, 1912
John G. McCullough	Vermont	October, 1912
Henry C. Frick	Pittsburg, Pa.	October, 1912
Andrew C. Jobes	Wichita, Kan.	October, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	E. P. Ripley	Chicago, Ill.
Second Vice President	I. W. Kendrick	Chicago, Ill.
Third Vice President	G. T. Nicholson	Chicago, Ill.
Fourth Vice President	W. B. Jansen	Chicago, Ill.
Secretary and Treasurer	E. L. Copeland	Topeka, Kan.
Asst. Secretary and Treasurer	G. Holterhoff, Jr.	Los Angeles, Calif.
General Counsel	Walker D. Hines	New York, N. Y.
General Solicitor	Gardiner Lathrop	Chicago, Ill.
Comptroller	D. L. Gallup	New York, N. Y.
Deputy Comptroller	A. E. Waterhouse	New York, N. Y.
General Auditor	W. E. Bailey	Chicago, Ill.
Assistant General Auditor	J. E. Baxter	Chicago, Ill.
General Manager Eastern Lines	J. E. Hurley	Topeka, Kan.
General Manager Western Lines	C. W. Kouns	Amarillo, Kan.
General Manager Coast Lines	A. G. Wells	Los Angeles, Calif.
Chief Engineer System	W. B. Storey, Jr.	Chicago, Ill.
General Superintendent	F. C. Fox	Topeka, Kan.
General Superintendent	H. W. Sharp	Newton, Iowa
General Superintendent	R. J. Parker	La Junta, Calif.
General Superintendent	I. L. Hibbard	Los Angeles, Calif.
Freight Traffic Manager	J. E. Gorman	Chicago, Ill.
Passenger Traffic Manager	W. J. Black	Chicago, Ill.
General Freight Agent	J. R. Koontz	Topeka, Kan.
General Freight Agent	W. G. Barnwell	Los Angeles, Calif.
General Passenger Agent	J. M. Connell	Topeka, Kan.
Land Commissioner	Howel Jones	Topeka, Kan.

ATLANTIC, NORTHERN & SOUTHERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Atlantic Northern & Southern Railway Co	Atlantic, Iowa	Kimballton, Iowa	17.00	17.00
	Sidings	Sidings	1.52	1.52
Total			18.52	18.52

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
H. S. Rattenborg	Atlantic, Iowa	January 28, 1910
A. H. Jorgensen	Kimballton, Iowa	January 28, 1910
M. N. Esbeck	Kimballton, Iowa	January 28, 1910
Jas. Steir	Atlantic, Iowa	January 28, 1910
J. H. Simmons	Atlantic, Iowa	January 28, 1910
John Peterson	Elkhorn, Iowa	January 28, 1910
Albert Johnson	Atlantic, Iowa	January 28, 1910
Jas. E. Bruce	Atlantic, Iowa	January 28, 1910
Jorgen Marcusen	Kimballton, Iowa	January 28, 1910
W. L. Harris	Atlantic, Iowa	January 28, 1910
C. L. Campbell	Atlantic, Iowa	January 28, 1910
F. C. Smith	Atlantic, Iowa	January 28, 1910
John Liestad	Maine, Iowa	January 28, 1910
Drace Sorenson	Exira, Iowa	January 28, 1910
Geo. N. Christenson	Kimballton, Iowa	January 28, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	H. S. Rattenborg	Atlantic, Iowa
First Vice President	A. H. Jorgensen	Kimballton, Iowa
Second Vice President	M. N. Esbick	Kimballton, Iowa
Third Vice President	John Peterson	Elkhorn, Iowa
Asst. Secretary	Miss Maude Dooly	Atlantic, Iowa
Attorney, or General Counsel	W. A. Follett	Atlantic, Iowa
Auditor	W. A. Follett	Atlantic, Iowa
General Freight and Passenger Agent	F. B. LeFeber	Atlantic, Iowa

CHICAGO, ANAMOSA & NORTHERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Chicago, Anamosa & Northern Ry	Anamosa, Iowa	Coggon, Iowa	19.60	19.60

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Peter Kiene	Dubuque, Iowa	January 1, 1910
C. H. Eighmey	Dubuque, Iowa	January 1, 1910
F. W. Ruete	Dubuque, Iowa	January 1, 1910
Henry Kiene	Dubuque, Iowa	January 1, 1910
D. C. Glasser	Dubuque, Iowa	January 1, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Henry Kiene	Dubuque, Iowa
First Vice President	D. C. Glasser	Dubuque, Iowa
Secretary	F. W. Ruete	Dubuque, Iowa
Treasurer	C. H. Eighmey	Dubuque, Iowa
Asst. Treasurer	Paul Kiene	Anamosa, Iowa
Attorney, or General Counsel	H. C. Kenline	Dubuque, Iowa
Auditor	Clifford L. Niles	Dubuque, Iowa
General Manager	L. J. Kelsey	Anamosa, Iowa

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
5. Line operated under trackage rights.

	Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
		From—	To—		
1.	*a* Chicago, Burlington & Quincy R. R.	Various	Various		822.41
	b Chicago, Burlington & Quincy R. R.	Various	Various		7,910.51
2.	Black Hills & Ft. P. R. R.	Various	Various	55.66	
	Deadwood Central R. R.	Various	Various	17.68	73.34
5.	Penna R. R.	At Chicago		1.22	
	Ill. Central R. R.	Portage Curve	E. Dubuque, Ill.	12.41	
	Dun. & Dub. Bridge Co.	E. Dubuque	Dubuque, Iowa	1.12	
	C. & N. W. Ry.	Clinton, Iowa		.98	
	C., C. C. & St. Louis Ry.	E. Alton, Ill.	E. St. Louis, Ill.	19.05	
	D., R. I. & N. W. Ry.	Rock Island, Ill.	Clinton, Iowa	37.94	
	Wabash R. R.	Bloomfield, Iowa	Moulton, Iowa	14.11	
	Union Pacific Ry.	U. P. Transfer	Omaha, Neb.	2.79	
		Gilmore, Neb.	So. Omaha, Neb.	4.54	
		Sterling, Colo.	Union, Colo.	23.67	
	Great Northern Ry.	St. Paul, Minn.	Minneapolis, Minn.	11.65	
	St. Paul U. D. Co.	At St. Paul		.58	
	Minneapolis U. Ry. Co.	At Minneapolis		2.21	
	Winona Bridge Co.	E. Winona, Wis.	Winona, Minn.	.98	
	Terminal R. R. Association	At St. Louis	E. St. Louis, Ill.	7.03	
	Mo., Kas. & Texas Ry.	At Hannibal, Mo.		.30	
	Wabash R. R.	At Hannibal, Mo.		.44	
	Keokuk & Ham. Bridge Co.	At Keokuk, Iowa		.03	
	Chicago & Alton R. R.	At Louisiana, Mo.		.34	
	Kansas City U. D. Co.	At Kansas City, Mo.		.20	
	Atchison & East Bridge Co.	Winthrop, Mo.	State Line	.39	
	Atchison U. D. & R. R. Co.	At Atchison, Kas.		.10	
	So. Omaha S. Y. Co.	At So. Omaha, Neb.		.41	
	Leavenworth B. & T. Co.	Stillings, Mo.	Leavenworth, Kas.	1.73	
	Colo. & Southern Ry. Co.	Utah Jct., Colo.	Burns Jct., Colo.	11.30	
	Nor. Pacific Ry.	Huntley, Mont.	Billings, Mont.	12.62	
	C., R. I. & P. Ry.	At Carson, Iowa		.23	
	Chicago & Alton R. R.	E. Louisiana, Ill.	Louisiana, Mo.	2.07	
	C., R. I. & P. Ry.	Burlington, Iowa	Medlapolis	13.77	
	Union Pacific Ry.	At Stromsberg, Neb.		.22	
	St. J. & G. I. R. R.	K. C. & O. Jct. Neb	Endicott, Neb.	12.00	
		At Fairfield, Neb.		2.65	
	Des Moines U. R. R. Co.	At Des Moines, Ia.		2.89	
	Quincy, Omaha, K. C. Ry.	At Milan, Mo.		.52	
	Chicago & Alton R. R.	At Felton, Mo.		.02	
	Jacksonville Midland	At Jacksonville, Ill.		.07	
	C., P. & St. L. Ry.	At Jacksonville, Ill.		.48	
	Chicago & Alton R. R.	Wann, Ill.	Alton, Ill.	4.27	
	M. & I. B. & B. R. R.	West Alton	Wann, Ill.	2.69	
	C., St. P., M. & O. R. R.	Ferry	Sioux City, Iowa	3.73	
	Great Northern R. R.	At Sioux City, Iowa		.86	214.56
	Total				9,020.82

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. F. Baker	New York, N. Y.	November 3, 1909
Geo. C. Clarke	New York, N. Y.	November 3, 1909
Wm. P. Clough	New York, N. Y.	November 3, 1909
Geo. B. Harris	Chicago, Ill.	November 3, 1909
James J. Hill	St. Paul, Minn.	November 3, 1909
James N. Hill	New York, N. Y.	November 3, 1909
Darius Miller	Chicago, Ill.	November 3, 1909
Norman B. Ream	New York, N. Y.	November 3, 1909
John F. Talmage	New York, N. Y.	November 3, 1909
Samuel Thorne	New York, N. Y.	November 3, 1909
Daniel Willard	Chicago, Ill.	November 3, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Geo. B. Harris	Chicago, Ill.
Assistant to President	W. W. Baldwin	Burlington, Iowa
First Vice President	D. Miller	Chicago, Ill.
Second Vice President	D. Willard	Chicago, Ill.
Third Vice President	T. S. Howland	Chicago, Ill.
Secretary	T. S. Howland	Chicago, Ill.
Treasurer	T. S. Howland	Chicago, Ill.
General Counsel	C. M. Dawes	Chicago, Ill.
General Solicitor	J. E. Kelby	Omaha, Nebr.
General Solicitor	O. M. Spencer	St. Joseph, Mo.
General Auditor	C. I. Sturgis	Chicago, Ill.
Asst. General Auditor	Geo. B. Dunbar	Chicago, Ill.
Auditor	W. P. Durkee	Omaha, Nebr.
General Manager	F. E. Ward	Chicago, Ill.
General Manager	G. W. Holdrege	Omaha, Nebr.
Chief Engineer	T. E. Calvert	Chicago, Ill.
General Superintendent	H. D. Judson	Chicago, Ill.
General Superintendent	L. R. Allen	Burlington, Iowa
General Superintendent	F. H. Ustick	St. Louis, Mo.
General Superintendent	W. B. Throop	Lincoln, Nebr.
General Superintendent	E. P. Bracken	Alliance, Nebr.
Freight Traffic Manager	Geo. H. Crosby	Chicago, Ill.
General Freight Agent	E. R. Puffer	Chicago, Ill.
General Freight Agent	W. Gray	St. Louis, Mo.
General Freight Agent	C. E. Spens	Omaha, Nebr.
Passenger Traffic Manager	P. S. Eustis	Chicago, Ill.
General Passenger Agent	John Francis	Chicago, Ill.
General Passenger Agent	L. W. Wakeley	Omaha, Nebr.

CHICAGO GREAT WESTERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
5. Line operated under trackage rights.

	Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
1.	*a* Chicago Great Western Ry	Minneapolis Depot	M. & St. L. Ry	.41	
		St. Paul, Minn	Dubuque, Iowa	252.80	
		Galena Jct., Ill	Forest Home, Ill	147.31	
		Oelwein, Iowa	Des Moines, Iowa	130.32	
		Freight line through	Des Moines, Iowa	2.48	
		Pass. line through	Des Moines, Iowa	.33	
		So. Des Moines, Ia	St. Joseph, Mo	156.42	
		Bee Creek, Mo	Beverly, Mo	22.92	712.99
	b Mantorville Branch	Eden, Minn	Mantorville, Minn	6.95	
	Cedar Falls Branch	Wilson Jct., Iowa	Cedar Falls, Iowa	7.48	14.43
2.	DeKalb & Great Western Ry	Sycamore, Ill	DeKalb, Ill	5.81	5.81
5.	Minneapolis & St. Louis Ry	In Minneapolis		.11	
	St. Paul & Northern Pacific	Minneapolis, Minn	St. Paul, Minn	9.80	
	St. Paul Union Depot Co	In St. Paul, Minn		.69	
	Dubuque & Dunleith B. Co	Dubuque, Iowa	E. Dubuque, Ill	.59	
	Illinois Central Ry	E. Dubuque, Ill	Portage Curve, Ill	13.22	
	Chi., Burlington & Nor. Ry	Portage Curve, Ill	Salina Jct., Ill	.51	
	Chicago Terminal Transfer Co	Forest Home, Ill	Chicago, Ill	10.34	
	Des Moines Union Ry	In Des Moines, Ia		2.23	
	Chicago, Bur. & Quincy Ry	In Des Moines, Ia		.52	
	K. C., St. Joseph & C. B. Ry	In St. Joseph, Mo		.81	
	St. Joe Terminal	In St. Joseph, Mo		.40	
	Atchison, Topeka & S. F. Ry	St. Joseph, Mo	Bee Creek, Mo	7.66	
	Chicago, R. I. & P. Ry	Beverly, Mo	Stillings, Mo	3.66	
	Leavenworth B. & T. Ry	Stillings, Mo	Leavenworth, Kas	1.38	
	Leavenworth, T. & S. W. Ry	Leavenworth, Kas	So. Leavenworth	1.40	
	Atchison, Topeka & S. F. Ry	S. Leavenworth Kas	Soldiers' Home	2.30	
	Kansas City & North Western	Soldiers' Home	Kansas City, Kas	27.31	
	Suburban Belt Ry	Kansas City, Kas	Kansas City, Mo	2.20	85.13
	Total				818.36

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. W. Lusk	St. Paul, Minn	September, 1909
S. C. Stickney	St. Paul, Minn	September, 1909
R. C. Wight	St. Paul, Minn	September, 1909
A. B. Stickney	St. Paul, Minn	September, 1910
F. Weyerhauser	St. Paul, Minn	September, 1910
C. O. Kalman	St. Paul, Minn	September, 1910
A. Oppenheim	New York, N. Y	September, 1911
T. H. Wheeler	New York, N. Y	September, 1911
K. D. Dunlap		September, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	A. B. Stickney	St. Paul, Minn.
President	A. B. Stickney	St. Paul, Minn.
First Vice President	Ansel Oppenheim	31 Nassau St., N. Y.
Second Vice President	S. C. Stickney	St. Paul, Minn.
Third Vice President	L. S. Cass	St. Paul, Minn.
Receivers	Chas. H. F. Smith and Horace G. Burt	St. Paul, Minn.
Secretary	R. C. Wight	St. Paul, Minn.
Treasurer	R. O. Barnard	St. Paul, Minn.
General Attorney	A. G. Briggs	St. Paul, Minn.
General Counsel	F. B. Kellogg	St. Paul, Minn.
General Auditor	J. W. Newlean	St. Paul, Minn.
Attorneys for Receivers	Davis, Kellogg & Severance	St. Paul, Minn.
General Manager	S. C. Stickney	St. Paul, Minn.
Chief Engineer	W. H. Chadbourne	St. Paul, Minn.
General Superintendent	O. Cornelison	St. Paul, Minn.
Traffic Manager	L. S. Cass	St. Paul, Minn.
General Freight Agent	W. E. Pinckney	St. Paul, Minn.
General Passenger Agent	Jas. P. Elmer	St. Paul, Minn.

MASON CITY & FORT DODGE RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   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* Mason City & Fort Dodge Railroad Co	Hayfield, Minn	Clarion, Iowa	99.71	
		Clarion, Iowa	Fort Dodge, Iowa	28.05	
		Ft. Dodge, Iowa	Council Bluffs, Ia	132.90	
		Oelwein, Iowa	Clarion, Iowa	98.09	
		Spur to Ft. Dodge	Depot	.79	359.54
	b Lehigh Branch	Fort Dodge, Iowa	Lehigh, Iowa	15.69	
	Coalville Branch	Carbon Jct., Iowa	Coalville, Iowa	2.90	18.59
5.	Union Pacific Ry	Council Bluffs, Ia	Omaha, Neb	3.11	
		Omaha, Neb	So. Omaha, Neb	5.01	8.12
	Total				386.25

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. B. Stickney	St. Paul, Minn	September 21, 1909
A. H. Lindeke	St. Paul, Minn	September 21, 1909
Geo. H. Prince	St. Paul, Minn	September 21, 1909
Oliver Crosby	St. Paul, Minn	September 21, 1909
G. W. Wattles	Omaha, Neb	September 21, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	A. B. Stickney	St. Paul, Minn.
Vice President	Geo. H. Prince	St. Paul, Minn.
Secretary	P. C. Weed	St. Paul, Minn.
Treasurer	R. O. Barnard	St. Paul, Minn.
General Auditor	J. W. Newlean	St. Paul, Minn.
Chief Engineer	W. H. Chadbourne	St. Paul, Minn.
General Superintendent	O. Cornelison	St. Paul, Minn.
Traffic Manager	L. S. Cass	St. Paul, Minn.
General Freight Agent	W. E. Pinckney	St. Paul, Minn.
General Passenger Agent	J. P. Elmer	St. Paul, Minn.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Wisconsin, Minnesota & Pacific R. R. Co.	Mankato, Minn.	Red Wing, Minn.	95.70	
	Red Wing, Minn.	Osage, Iowa	118.20	213.90
b Wisconsin, Minnesota & Pacific R. R. Co.	Winona, Minn.	Simpson, Minn.	54.20	
	Claybank Jct., Minn	Claybank, Minn.	2.00	
	Red Wing, Minn.	Sewer Pipe Works	.90	57.10
Total				271.00

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. B. Stickney	St. Paul, Minn	September 10, 1909
R. C. Wright	St. Paul, Minn	September 10, 1909
C. A. Stickney	St. Paul, Minn	September 10, 1909
Kenneth Clark	St. Paul, Minn	September 10, 1909
L. R. Wells	Minneapolis, Minn	September 10, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
Receivers C. G. W. Ry	C. H. F. Smith and H. G. Burt	St. Paul, Minn.
President	R. C. Wright	St. Paul, Minn.
President	A. B. Stickney	St. Paul, Minn.
Secretary	G. F. Philleo	St. Paul, Minn.
Treasurer	R. O. Barnard	St. Paul, Minn.
General Auditor	J. W. Newlean	St. Paul, Minn.
Chief Engineer	W. H. Chadbourne	St. Paul, Minn.
General Superintendent	O. Cornelison	St. Paul, Minn.
Traffic Manager	L. S. Cass	St. Paul, Minn.
General Freight Agent	W. E. Pinckney	St. Paul, Minn.
General Passenger Agent	J. P. Elmer	St. Paul, Minn.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main Line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals From—	Terminals To—	Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
Chicago & Milwaukee Division	Chicago	Milwaukee	47.43	37.90							85.33
	Rondout	Janesville	31.67	34.57							66.24
Chicago & Evanston Division	Libertyville	Branch	.66								.66
Chicago & Council Bluffs Division (in Ill.)	Chicago	Llewellyn Park	13.75								13.75
	North Chicago	Pacific Junction	3.39								3.39
	Pacific Junction	Savanna	133.18								133.18
	Galewood	Dunning	2.98								2.98
	Savanna	Iowa Line	2.30								2.30
	Savanna	East Moline	47.70								47.70
	Ashdale	Ebner	15.10								15.10
Chicago & Council Bluffs Division (in Iowa)	Illinois Line	Council Bluffs			348.37						348.37
	Sabula Junction	Green Island			11.68						11.68
	Green Island	Browns			11.90						11.90
	Elk River Junction	Clinton			10.62						10.62
	Davenport	Connection			.64						.64
	Davenport	Jackson Junction			153.37						153.37
	Eldridge	Hurstville			34.61						34.61
	Paralta	Farley			43.63						43.63
Kansas City Division	Marion	Ottumwa			97.00						97.00
	Ottumwa Junction	Coburg			62.27				140.27		202.54
	Sudbury	Rutledge			76.30						76.30
Racine & Southwestern Division	Racine	Kittredge	50.63	69.31							119.94
	Janesville	Beloit		13.86							13.86
	Elkhorn	Eagle		16.59							16.59
	Rockton	Rockford	14.94								14.94
Dubuque Division	Green Island	River Junction			124.50	24.93					149.43
	Bellevue	Cascade (N. G.)			35.77						35.77
	Turkey River Jct	West Union			58.34						58.34
	Waukon Junction	Waukon			22.95						22.95
	Reno	Preston				57.77					57.77
	Preston	Isinours				4.46					4.46
Superior Division	North Milwaukee	Champion		195.41						57.79	253.20
	Green Bay	Spur		.61							.61
	Hilbert Junction	Appleton		20.44							20.44
	Menasha	Neenah		1.39							1.39
	Oconto Junction	Oconto		11.94							11.94
	Ellis Junction	Menominee		21.09						1.52	22.61
	Wausaukee	Girard Junction		17.65							17.65
	Channing	Ontonagon								92.87	92.87
	Kelso	Crystal Falls								6.94	6.94
La Crosse Division	Milwaukee (Reed St.)	La Crosse		196.69							196.69
	Watertown Junction	Madison		36.48							36.48
	Portage City	East Madison		33.01							33.01
	Viroqua Junction	Viroqua		32.17							32.17
	North La Crosse	Onalaska		3.76							3.76
Northern Division	Merrill Park	North Milwaukee		6.17							6.17
	Chestnut St. Milwaukee	North Milwaukee		6.29							6.29
	North Milwaukee	Portage City		88.55							88.55
	Beaver Dam	Branch		2.09							2.09
	Fox Lake	Branch		2.70							2.70
	Cement Line Junction	Rock		1.06							1.06
	Granville	North Lake		20.08							20.08
	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
Wisconsin Valley Division	New Lisbon	Babcock		31.68							31.68
	Tomah	Babcock		28.72							28.72
	Babcock	Star Lake		151.58							151.58
	Babcock	Pittsville		9.97							9.97
	Pittsville Junction	Vesper		8.42							8.42
	Dexterville	Romadka		27.65							27.65
	Nekoosa	Branch		2.92							2.92
	Otis	Heineman		7.60							7.60
	Heineman	Gleason		3.56							3.56
	Gleason	Southward		20.48							20.48

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY—CONTINUED

Name	Terminals From—	Terminals To—	Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
River Division	North La Crosse	St. Paul	------	1.40	------	128.35	------	------	------	------	129.75
	St. Paul	Minneapolis	------	------	------	8.30	------	------	------	------	8.30
	St. Croix Junction	Stillwater	------	------	------	22.62	------	------	------	------	22.62
Wabasha Division	Wabasha	Zumbrota	------	------	------	54.21	------	------	------	------	54.21
Chippewa Valley Division	Wabasha	Chippewa Falls	------	61.18	------	1.83	------	------	------	------	63.01
	Red Cedar Junction	Menomonie	------	16.32	------	------	------	------	------	------	16.32
Hastings & Dakota Division	South Minneapolis	Ortonville	------	------	------	177.27	------	------	------	------	177.27
	Ortonville Junction	Aberdeen	------	------	------	1.47	------	107.12	------	------	108.59
	Hastings	Benton Junction	------	------	------	53.71	------	------	------	------	53.71
	Hopkins	Lake Minnetonka	------	------	------	7.84	------	------	------	------	7.84
	Glencoe	Hutchinson	------	------	------	13.45	------	------	------	------	13.45
	Milbank	Sisseton	------	------	------	------	------	37.24	------	------	37.24
	Andover	Harlem	------	------	------	------	17.20	38.71	------	------	55.91
Fargo Division	Ortonville	Fargo	------	------	------	46.29	39.40	1.28	------	------	116.97
James River Division	Mitchell	Aberdeen	------	------	------	------	------	128.55	------	------	128.55
	Aberdeen	Edgeley	------	------	------	------	31.61	32.72	------	------	64.33
	Aberdeen	East Bank Mo. River	------	------	------	------	------	101.02	------	------	101.02
	Roscoe	Eureka	------	------	------	------	------	26.39	------	------	26.39
	Eureka	Linton	------	------	------	------	35.10	14.05	------	------	49.15
	Roscoe	Orient	------	------	------	------	------	40.99	------	------	40.99
Southern Minnesota Division	La Crescent	Woonsocket	------	------	------	296.28	------	97.20	------	------	393.48
	Woonsocket	Wessington Springs	------	------	------	------	------	15.58	------	------	15.58
	Wells	Mankato	------	------	------	38.30	------	------	------	------	38.30
	Madison	Bristol	------	------	------	------	------	103.02	------	------	103.02
	Albert Lea	St. Clair	------	------	------	39.46	------	------	------	------	39.46
Prairie du Chien Division	Milwaukee	Prairie du Chien	------	195.36	------	------	------	------	------	------	195.36
	Prairie du Chien	North McGregor	------	1.14	.12	------	------	------	------	------	1.26
	Mazomanie	Prairie du Sac	------	10.37	------	------	------	------	------	------	10.37
	Lone Rock	Richland Center	------	16.22	------	------	------	------	------	------	16.22
	Wauzeka	La Farge	------	51.97	------	------	------	------	------	------	51.97
Mineral Point Division	Milton	Shullsburg	------	76.84	------	------	------	------	------	------	76.84
	Brodhead	New Glarus	------	22.78	------	------	------	------	------	------	22.78
	Warren	Mineral Point	1.01	31.28	------	------	------	------	------	------	32.29
Iowa & Minnesota Division	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
	Faribault	Zumbrota	------	------	------	33.47	------	------	------	------	33.47
	Northfield	Cannon Junction	------	------	------	31.98	------	------	------	------	31.98
	Farmington	Mankato	------	------	------	55.48	------	------	------	------	55.48
Iowa & Dakota Division	Mendota	St. Paul	------	------	------	5.56	------	------	------	------	5.56
	North McGregor	Chamberlain	------	------	291.49	------	------	149.25	------	------	440.74
	Beulah	Elkader	------	------	19.20	------	------	------	------	------	19.20
	Spencer	Spirit Lake	------	------	20.18	------	------	------	------	------	20.18
	Rock Valley	Hudson	------	------	8.99	------	------	.39	------	------	9.38
Sioux City & Dakota Division	Marion Junction	Running Water	------	------	------	------	------	62.85	------	------	62.85
	Manilla	Sioux City	------	------	90.27	------	------	------	------	------	90.27
	Sioux City	Scotland Junction	------	------	5.63	------	------	82.22	------	------	87.85
	Scotland	Mitchell	------	------	------	------	------	47.67	------	------	47.67
	Tripp	Stickney	------	------	------	------	------	41.12	------	------	41.12
	Napa	Tyndall	------	------	------	------	------	21.21	------	------	21.21
	Tyndall	Platte	------	------	------	------	------	60.79	------	------	60.79
	Elk Point	Sioux Falls Junction	------	------	34.92	------	------	67.81	------	------	102.73
Black Hills Division	Renner	Madison	------	------	------	------	------	33.08	------	------	33.08
Des Moines Division	Chamberlain	Rapid City	------	------	------	------	------	219.40	------	------	219.40
	Des Moines	Fonda	------	------	111.98	------	------	------	------	------	111.98
	Fonda	Spencer	------	------	43.48	------	------	------	------	------	43.48
	Clive	Boone	------	------	34.97	------	------	------	------	------	34.97
Rochelle & Southern Division	Rockwell City	Storm Lake	------	------	38.58	------	------	------	------	------	38.58
	Steward	Mendota	22.08	------	------	------	------	------	------	------	22.08
	Mendota	Ladd	12.28	------	------	------	------	------	------	------	12.28
	Ladd	Seatonville Junction	2.26	------	------	------	------	------	------	------	2.26
	Ladd	Cherry	3.13	------	------	------	------	------	------	------	3.13
	Granville	Oglesby	10.50	------	------	------	------	------	------	------	10.50
Totals			411.99	1,783.10	871.09	1,245.01	153.31	1,529.66	140.27	159.12	7,296.55

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Peter Geddes	New York, N. Y.	September, 1909
Roswell Miller	New York, N. Y.	September, 1909
Wm. Rockefeller	New York, N. Y.	September, 1909
John A. Stewart	New York, N. Y.	September, 1909
J. Ogden Armour	Chicago, Ill.	September, 1910
Frederick Layton	Milwaukee, Wis.	September, 1910
L. J. Petit	Milwaukee, Wis.	September, 1910
Percy A. Rockefeller	New York, N. Y.	September, 1910
Walter P. Bliss	New York, N. Y.	September, 1911
Frank S. Bond	New York, N. Y.	September, 1911
A. J. Earling	Chicago, Ill.	September, 1911
Chas. W. Harkness	New York, N. Y.	September, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Roswell Miller	New York, N. Y.
President	A. J. Earling	Chicago, Ill.
Second Vice President	E. W. McKenna	Chicago, Ill.
Third Vice President	J. H. Hiland	Chicago, Ill.
Secretary	E. W. Adams	Milwaukee, Wis.
Treasurer	F. G. Ranney	Chicago, Ill.
General Solicitor	Burton Hanson	Chicago, Ill.
General Counsel	George R. Peck	Chicago, Ill.
Comptroller	H. G. Haugan	Chicago, Ill.
General Auditor	W. N. D. Winne	Chicago, Ill.
Assistant General Auditor	W. F. Dudley	Chicago, Ill.
Assistant General Auditor	B. A. Dousman	Chicago, Ill.
General Manager	W. J. Underwood	Chicago, Ill.
Chief Engineer	D. J. Whittemore	Chicago, Ill.
General Superintendent	D. L. Bush	Chicago, Ill.
Freight Traffic Manager	E. S. Keeley	Chicago, Ill.
General Freight Agent	H. E. Pierpont	Chicago, Ill.
General Passenger Agent	F. A. Miller	Chicago, Ill.
Land Commissioner	H. G. Haugan	Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main Line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
1. a—Main Line Owned by Respondent: Chicago & North-Western Ry.	Chicago	Republic, Mich., via Milwaukee	415.77	
	Chicago	Fond du Lac, Wis., via Janesville	176.70	
	Chicago	U. P. Transfer, opposite Omaha	491.00	
	Chicago	Freeport, Ill.	121.00	
	Harvard, Ill.	Pierre, S. D.	719.16	
	Janesville, Wis.	Evansville, Wis.	15.68	
	Lake Shore, Junction, Wis.	Ashland, Wis., via Watersmeet	386.13	
	Monico, Wis.	Hurley, Wis.	88.11	
	Missouri, Valley, Iowa	Casper, Wyo.	636.52	
Total				3,050.07
1. b—Branches and Spurs Owned by Respondent: Chicago & North-Western Ry.	St. Francis Cut-Off	At Milwaukee, Wis.	2.38	
	Appleton, Wis.	Water Power, Appleton	3.63	
	Kenosha, Wis.	Harvard, Ill.	44.30	
	Caledonia, Ill.	Rockford, Ill.	12.80	
	Sheboygan, Wis.	Marshfield, Wis.	164.09	
	Red Granite Junction, Wis.	Red Granite, Wis.	7.85	
	Nekoosa, Junction, Wis.	Nekoosa, Wis.	6.88	
	N. 40th Ave., Chicago	Mayfair, Ill.	5.20	
	Mayfair, Ill.	Central Street, Evanston, Ill.	7.69	

CHICAGO & NORTH WESTERN RAILWAY COMPANY—CONTINUED

Names	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
	Elgin, Ill.	Williams Bay, Wis.	51.04	
	St. Charles, Ill.	Aurora, Ill.	11.80	
	Cortland, Ill.	Sycamore, Ill.	4.64	
	Caledonia, Ill.	Spring Valley, Ill.	84.78	
	Chicago, South Branch Track	Junction to River	4.50	
	Nelson, Ill.	Peoria, Junction, Ill.	82.98	
	Clinton, Iowa	State Quarry, Anamosa	73.57	
	Des Moines, Iowa	Junction near Jewell Junction, Iowa	57.34	
	Stanwood, Iowa	Tipton, Iowa	8.50	
	Burton, Iowa	Vesta, Minn.	349.51	
	Carroll, Iowa	Harlan, Iowa	41.11	
	Junction near Manning	Audubon, Iowa	17.00	
	Cut-Off around and south of	Cedar Rapids, Iowa	5.96	
	Boone, Iowa	Coal Banks west of Boone	3.25	
	Maple River Junction, Iowa	Onawa, Iowa	80.85	
	Denison, Iowa	Sargents Bluff, Iowa	124.67	
	Boyer, Iowa	Mondamin, Iowa	61.30	
	California Junction, Iowa	Sioux City, Iowa	69.81	
	Tama, Iowa	Iroquois, South Dakota	368.89	
	Eldora Junction, Iowa	Alden, Iowa	26.40	
	Eagle Grove, Iowa	Elmore, Minn.	66.36	
	Burt, Iowa	Fox Lake, Minn.	45.66	
	Junction near Jewell Junction, Iowa	Jewell Junction, Iowa	1.75	
	Jewell Junction, Iowa	Wall Lake, Iowa	73.68	
	Afton, Wis.	Janesville, Wis.	6.10	
	Medary, Wis.	La Crosse, Wis.	3.96	
	Trempealeau, Wis.	Galesville, Wis.	6.71	
	Milwaukee, Wis.	Montfort, Wis.	140.88	
	Galena, Ill.	Woodman, Wis.	76.84	
	Ipswich, Wis.	Platteville, Wis.	4.00	
	Near Millbrig, Ill.	Hazel Green, Wis.	2.70	
	Lancaster Junction, Wis.	Lancaster, Wis.	12.04	
	Clowry, Mich.	Michigamme, Mich.	10.44	
	Wabik, Mich.	Champion, Mich.	1.23	
	Powers, Mich.	Watersmeet, Mich.	104.33	
	Stager, Mich.	Amasa, Mich.	24.10	
	Narenta, Mich.	Metropolitan, Mich.	34.86	
	Branches and Extensions to Mines and Peninsula Division		86.84	
	Two Rivers Junction, Wis.	Two Rivers, Wis.	6.35	
	Hortonville Junction, Wis.	Oshkosh, Wis.	23.10	
	Calumet Junction, Wis.	Manitowoc Junction, Wis.	36.25	
	Duck Creek, Wis.	Southern Junction, Wis.	30.06	
	Shawano Junction, Wis.	Eland Junction, Wis.	30.47	
	Pulaska, Wis.	Gillette Junction, Wis.	16.90	
	Eland Junction, Wis.	Marshfield, Wis.	63.87	
	Eland Junction, Wis.	Rosholt, Wis.	19.74	
	Junction west of Marathon City, Wis.	Rib Falls, Wis.	4.75	
	Wolf River Junction, Wis.	Junction east of Elton, Wis.	22.88	
	Pratt Junction, Wis.	Harrison, Wis.	17.53	
	Parrish Junction, Wis.	Parrish, Wis.	4.54	
	Pelican, Wis.	Crandon, Wis.	17.84	
	Conover, Wis.	Hackley, Wis.	9.33	
	Mercer, Wis.	Fosterville, Wis.	19.49	
	Northern Junction, Wis.	Saunders, Mich.	90.54	
	Watersmeet, Mich.	Choate, Mich.	22.21	
	Craigsmere, Mich.	Robbins, Mich.	3.47	
	Hurley	Southwesterly end of track	16.91	
	Branches and extensions to mines on Ashland Division		34.22	
	Spurs to Industrial Establishments		21.44	
	Plainview Junction, Minn.	Plainview, Minn.	15.01	
	Chatfield Junction, Minn.	Chatfield, Minn.	11.46	
	Rochester, Minn.	Zumbrota, Minn.	24.48	
	Mankato Junction, Minn.	New Ulm, Minn.	29.33	
	Sleepy Eye, Minn.	Redwood Falls, Minn.	24.40	
	Evan, Minn.	Marshall, Minn.	45.82	
	Tracy, Minn.	Gettysburg, S. D.	238.73	
	Tyler, Minn.	Astoria, S. D.	32.20	
	Watertown Junction, S. D.	Watertown, S. D.	43.83	
	James Valley Junction, S. D.	Oakes, N. D.	131.95	
	Doland S. D.	Groton, S. D.	38.84	
	Centerville, S. D.	Yankton, S. D.	28.46	
	Arlington, Nebr.	Elkton Junction, Nebr.	27.76	
	Irvington, Nebr.	South Omaha, Nebr.	10.36	
	Fremont, Nebr.	Hastings, Nebr.	127.26	
	Linwood, Nebr.	Kansas State Line beyond Superior, Nebr.	124.14	
	Platte River, Nebr.	Lincoln, Nebr.	45.11	
	Junction near Scribner, Nebr.	Oakdale, Nebr., via Albion	113.91	
	Norfolk Junction, Nebr.	Dallas, S. D.	153.89	

CHICAGO & NORTH WESTERN RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
	Dakota Junction, Nebr.	Pine St., Deadwood, S. D.	144.88	
	Buffalo Gap, S. D.	Hot Springs, S. D.	14.12	
	Whitewood, S. D.	Belle Fourche, S. D.	21.19	
	Pine St., Deadwood, S. D.	Ruby Basin, S. D.	11.27	
	Black Tail, S. D.	Lead City, S. D.	2.92	
	Portland Junction, S. D.	Portland Mine, S. D.	2.40	
	Branches to Mines off	Ruby Basin Mines	2.55	
	Branches to Mines off	Portland Mine Line	1.62	
Total				4,464.98
2. Line Operated by Respondent but Owned by Another Corporation:				
Princeton & Western Railway	Wyeville, Wis.	Necedah, Wis.	16.06	
Wolf River Valley Railway	Junction east of Elton, Wis.	Van Ostrand, Wis.	1.98	
Total				18.04
3. Line Operated under Lease for Specified Sum: None.				
4. Line Operated under Contract or Agreement:				
DePue, Ladd & Eastern Ry.	Ladd, Ill.	Seatonville, Ill.	3.25	
St. Paul Eastern Grand Trunk Ry.	Clintonville, Wis.	Oconta, Wis.	56.00	
	Spurs to Industrial Establishments		4.02	
Total				63.27
5. Line Operated under Trackage Rights:				
Union Pacific Railroad	Broadway Station, Council Bluffs, Iowa	South Omaha, Nebr.	8.73	
Peoria & Pekin Union Ry.	Peoria Junction, Ill.	Peoria, Ill.	2.02	
Chicago, Indiana & Southern R. R.	Churchill, Ill.	Ladd, Ill.	2.80	
Chicago, St. Paul, Minneapolis & Omaha Railway	Blair, Nebr.	Omaha, Nebr.	24.70	
Missouri Valley & Blair Railway & Bridge Co.	Connection with C. & N.-W. Ry. near east bank of Missouri River, opposite Blair, Nebr.	Connection with C. & N.-W. Ry. near west bank of Missouri River	3.36	
Total				41.61
Total mileage operated				7,637.97

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Chauncey M. Depew	New York, N. Y.	October, 1909
Samuel F. Barger	New York, N. Y.	October, 1909
James C. Fargo	New York, N. Y.	October, 1909
Henry C. Frick	Pittsburg, Pa.	October, 1909
David P. Kimball	Boston, Mass.	October, 1909
Eugene E. Osborn	New York, N. Y.	October, 1909
Marvin Hughitt	Chicago, Ill.	October, 1910
Frank Work	New York, N. Y.	October, 1910
James Stillman	New York, N. Y.	October, 1910
Oliver Ames	Boston, Mass.	October, 1910
Zenas Crane	Dalton, Mass.	October, 1910
W. K. Vanderbilt	New York, N. Y.	October, 1911
F. W. Vanderbilt	New York, N. Y.	October, 1911
H. McK. Twombly	New York, N. Y.	October, 1911
Byron L. Smith	Chicago, Ill.	October, 1911
Cyrus H. McCormick	Chicago, Ill.	October, 1911
Chauncey Keep	Chicago, Ill.	October, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice President	Eugene E. Osborn	New York, N. Y.
Vice President	Hiram R. McCullough	Chicago, Ill.
Vice President	William A. Gardner	Chicago, Ill.
Vice President	M. M. Kirkman	Chicago, Ill.
Vice President	John M. Whitman	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer	R. H. Williams	New York, N. Y.
General Counsel	Edward M. Hyzer	Chicago, Ill.
Auditor	I. B. Redfield	Chicago, Ill.
General Manager	Richard H. Aishton	Chicago, Ill.
General Manager	Frank Walters	Omaha, Nebr.
Asst. General Manager	William D. Cantillon	Chicago, Ill.
Chief Engineer	Edward C. Carter	Chicago, Ill.
General Superintendent	William E. Mors	Chicago, Ill.
General Superintendent	Stanley M. Braden	Norfolk, Nebr.
Traffic Manager, Freight	Marvin Hughitt, Jr.	Chicago, Ill.
Traffic Manager, Passenger	Warren B. Knisker	Chicago, Ill.
General Freight Agent	Edmund D. Brigham	Chicago, Ill.
General Freight Agent	S. F. Miller	Omaha, Nebr.
General Passenger Agent	C. A. Cairns	Chicago, Ill.
General Passenger Agent	S. F. Miller	Omaha, Nebr.
General Ticket Agent	C. A. Cairns	Chicago, Ill.
Land Commissioner	Josiah F. Cleveland	Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
5. Line operated under trackage rights.

	Name	Terminals From—	Terminals To—	Miles of line, for each road named	Miles of line for each class of roads named
1.	a Chicago, St. Paul, Minneapolis & Omaha Ry.	Elroy	St. Paul	192.80	
		Hudson	Ellsworth	24.82	
		Stillwater Jct.	Stillwater	3.30	
		St. Croix Drawbridge	Stillwater Switch	4.55	
		Merrillan	Marshfield	38.67	
		West Eau Claire	Shaws Mill	2.74	
		Menomonie Jct.	Menomonie	3.01	
		Fairchild	Mondovi	36.75	
		Emerald	Weston	36.37	
		Northline	Bayfield	177.51	
		Ashland Jct.	Ashland	4.38	
		Ashland	Shore Line	1.31	
		Eau Claire	Spooner	81.51	
		Frego	Duluth	71.70	
		Tuscobia	Kennedy	65.33	
		Chippewa Falls	Yellow River	49.28	
		St. Paul	Le Mars	239.39	
		Cliff	St. Paul Jct.	.51	
		Lake Crystal	Elmore	43.69	
		Madelia	Fairmont	29.38	
		Bingham Lake	Currie	38.63	
		Heron Lake	Pipestone	55.10	
		Trent	Mitchell	180.73	
		Luverne	Doon	28.00	
		Missouri River	Omaha	123.06	
		Coburn	Wynot	45.39	
		Emerson	Norfolk	46.50	
		Wakefield	Crofton	49.14	
		Wayne	Bloomfield	43.14	1,666.69
5.	St. Louis River Bridge Co., (N. P. Ry.)	Superior	Rice's Point	1.59	
	Great Northern Ry.	St. Paul	Minneapolis	11.40	
	Minneapolis & St. Louis R. R.	Minneapolis	Merriam	27.00	
	C., M. & St. P. Ry.	St. Paul	Mendota	2.10	
		Cliff	St. Paul Jct.	.51	
	Illinois Central R. R.	Le Mars	Sioux City	25.20	
	Sioux City Bridge Co.	Bridge across Missouri river and tr. at Sioux City		3.90	
	Chicago & Northwestern Ry.	Sioux City	Sioux City Bridge Company's track	.50	72.20
	Total				1,738.89

(1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

(1)	C., St. P., M. & O. Ry., and C., M. & St. P. Ry.	St. Paul	Mendota	4.20	
		Cliff	St. Paul Jct.	1.02	5.22

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
E. E. Osborn	New York, N. Y.	October, 1909
Thomas Wilson	St. Paul, Minn.	October, 1909
John M. Whitman	Chicago, Ill.	October, 1909
John A. Humbird	St. Paul, Minn.	October, 1909
Wm. K. Vanderbilt	New York, N. Y.	October, 1910
H. McK. Twombly	New York, N. Y.	October, 1910
F. W. Vanderbilt	New York, N. Y.	October, 1910
Wm. A. Gardner	Chicago, Ill.	October, 1910
Marvin Hughitt	Chicago, Ill.	October, 1911
Byron L. Smith	Chicago, Ill.	October, 1911
C. M. Depew	New York, N. Y.	October, 1911
D. P. Kimball	Boston, Mass.	October, 1911
Zenas Crane	Dalton, Mass.	October, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman, Executive Committee	Marvin Hughitt	Chicago, Ill.
President	Wm. A. Gardner	Chicago, Ill.
First Vice President and Asst. Secretary	E. E. Osborn	New York, N. Y.
Second Vice President	J. T. Clark	St. Paul, Minn.
Secretary	T. A. Polleys	Hudson, Wis.
Treasurer and Second Asst. Secretary	R. H. Williams	New York, N. Y.
General Counsel	Thomas Wilson	St. Paul, Minn.
General Attorney	J. B. Sheean	St. Paul, Minn.
Comptroller	L. A. Robinson	St. Paul, Minn.
Auditor of Expenditures	Wm. H. Stennett	Chicago, Ill.
General Manager	A. W. Trenholm	St. Paul, Minn.
Chief Engineer	C. W. Johnson	St. Paul, Minn.
General Superintendent	F. R. Pechin	St. Paul, Minn.
Freight Traffic Manager	H. M. Pearce	St. Paul, Minn.
General Freight Agent	E. B. Ober	St. Paul, Minn.
General Passenger Agent	T. W. Teasdale	St. Paul, Minn.
Land Commissioner	G. W. Bell	Hudson, Wis.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main Line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a—The Chicago, Rock Island & Pacific Ry. Co.	Chicago, Ill.	M. P. 16—Blue Island, Ill.	16.00	
	M. P. 16—Blue Island, Ill.	Rock Island, Ill.	166.00	
	Rock Island, Ill.	Council Bluffs, Iowa.	313.37	
	Jct. U. P. R. R. at So. Omaha, Neb.	Kan.-Neb. Line N. of Mahaska.	123.74	
	Kan.-Neb. Line N. of Mahaska.	Phillipsburg, Kan.	115.16	
	Phillipsburg, Kan.	Col.-Kan. Line W. of Kanorado.	157.75	
	Col.-Kan. Line W. of Kanorado.	Colorado Springs, Colo.	196.34	
	Davenport, Iowa.	Ia.-Mo. Line S. of Lineville, Iowa.	192.59	
	Ia.-Mo. Line S. of Lineville, Iowa.	Atchison via St. Joseph, Mo.	139.79	
	Altamont (Jct. Line to St. Joseph).	Leavenworth Jct. at Stillings, Mo.	67.51	
	Edgerton Junction, Mo.	Rushville Junction, Mo.	24.65	
	Forsyth Junction, Mo.	Windsor, Mo.	211.81	
	Kingsville Junction, Mo.	Junction with Belt Line.	71.86	
	Junction with C., R. I. & P.	State Line S. of Caldwell, Kan.	15	
	St. Joseph, Mo.	State Line S. of Terrel, Okla.	296.00	
	State Line S. of Caldwell, Kan.	N. W. H. B. of Wye at Horton.	229.30	
	Horton Junction, Kan.	M. P. 172 at Herington, Kan.	1.38	
	Jct. Line to Caldwell, Kan.	State Line S. of Liberal, Kan.	.57	
	M. P. 172 at Herington, Kan.	State Line S. of Liberal, Kan.	267.13	
	State Line S. of Liberal, Kan.	Kan.-Okla. State Line S. of Texhoma, Okla.	95.64	
	U. P. connection at Armourdale, Kan.	Kan.-Mo. State Line.	1.90	

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—Continued.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
	Kan.-Mo. State Line	End of track, Wyoming St., Kansas City, Mo.	.65	
	Burlington, Iowa	Manly, Iowa	224.55	
	Northwood, Iowa	State Line S. of Gordonsville, Minn.	4.14	
	State Line S. of Gordonsville, Minn.	Comus Junction C., M. & St. P. Ry.	66.41	
	Rosemount Junction, Minn.	Newport Junction, Minn.	12.48	
	Inver Grove, Minn.	West St. Paul, Minn.	8.33	
	Jct. S. of Albert Lea, Minn.	North of C., M. & St. P. Ry. Crossing	.70	
	Waverly Jct., Iowa	Waverly, Iowa	5.68	
	Vinton, Iowa	State Line E. of Ellsworth, Minn.	247.77	
	State Line E. of Ellsworth, Minn.	State Line E. of Ward, S. D.	55.34	
	State Line E. of Ward, S. D.	Watertown, S. D.	72.86	
	Gowrie, Iowa	Sibley, Iowa	109.72	
	Jct. Line to Salina, Kan.	H. B. Stockyards, Herington, Kan.	.94	3,428.12
1. b—The Chicago, Rock Island & Pacific Ry. Co.				
	Gresham, Ill.	South Chicago, Ill.	7.43	
	Gresham, Ill.	Blue Island, Ill. (Suburban Line)	6.68	
	Peoria, Ill. (Bridge St.)	Rock Island, Ill. (20th St.)	90.49	
	Peoria, Ill.	Iowa Jct., Ill.	3.08	
	Milan, Ill.	Sherrard, Ill.	21.67	
	Preemption, Ill.	Cable, Ill.	5.70	
	Mt. Zion, Iowa	Keosauqua, Iowa	4.50	
	Newton, Iowa	Monroe, Iowa	17.02	
	Des Moines, Iowa	Winterset, Iowa	41.03	
	Sommerset Junction, Iowa	Indianola, Iowa	6.40	
	Menlo, Iowa	Guthrie Center, Iowa	14.51	
	Atlantic, Iowa	Audubon, Iowa	25.12	
	Atlantic, Iowa	Griswold, Iowa	14.22	
	Avoca, Iowa	Harlan, Iowa	11.88	
	Avoca, Iowa	Carson, Iowa	17.73	
	Wilton, Iowa	Muscatine, Iowa	11.97	
	Washington, Iowa	Knoxville, Ia. (incl. Beacon Cut-Off)	79.31	

	Horton, Kan.	State Line E. of DuBois, Neb.	37.11	
	State Line E. of DuBois, Neb.	Jansen, Neb.	69.96	
	Fairbury, Neb.	Nelson, Neb.	51.65	
	McFarland, Kan.	Belleville, Kan.	103.19	
	Herington, Kan.	Salina, Kan.	48.36	
	Bucklin, Kan.	Dodge City, Kan.	26.57	
	North Enid, Okla.	Billings, Okla.	26.75	
	Kingfisher, Okla.	Cashion, Okla.	16.03	
	Chickasha, Okla.	Mangum, Okla.	97.78	
	Chickasha, Okla.	Lindsay, Okla.	24.75	
	El Reno Cut-Off, Okla.		2.01	
	Enid, Okla.	Greenfield Junction, Okla.	67.98	
	Bridgeport, Okla. (incl. wye)	Anadarko, Okla.	37.47	
	Anadarko, Okla.	Waurika, Okla.	77.06	
	Chandler, Okla.	Guthrie, Okla.	38.45	
	Lawton, Okla.	Chattanooga, Okla.	20.98	
	Linn Junction, Iowa	Decorah, Iowa	114.20	
	Postville Junction, Iowa	Postville, Iowa	3.20	
	Elmira, Iowa	Clinton, Iowa	69.29	
	Bennett, Iowa	Davenport, Iowa	31.81	
	Muscatine, Iowa	Montezuma, Iowa	87.31	
	Thornburg, Iowa	What Cheer, Iowa	5.13	
	Elmira, Iowa, via Iowa City	Iowa Jct., Iowa	20.91	
	Ellsworth, Minn.	State Line W. of Ellsworth, Minn.	2.35	
	State Line W. of Ellsworth, Minn.	State Line W. of Granite, Iowa	30.28	
	State Line W. of Granite, Iowa	Sioux Falls, S. D.	9.86	
	Lake Park, Iowa	State Line E. of Round Lake	4.26	
	State Line E. of Round Lake	Hardwick, Minn.	49.06	
	Worthington, Minn.	C. St. P. M. & O. Yard	1.27	
	Trosky, Minn.	Jasper, Minn.	8.71	
	Dows, Iowa	Germania, Iowa	70.84	
	Garner, Iowa	Titonka, Iowa	24.70	
	Estherville, Iowa	State Line S. of Bricelyn, Minn.	50.76	
	State Line S. of Bricelyn, Minn.	Albert Lea, Minn.	31.40	
	Coalgate, Okla.	Lehigh, Okla.	6.54	
	De Valls Bluff, Ark.	Searcy, Ark.	37.59	1,784.31
2.—Peoria & Bureau Valley Ry.	Bureau, Ill.	Peoria, Ill.	46.99	
White & Black River Valley Ry.	Brinkley, Ark.	Jacksonport, Ark.	56.30	
	Wiville, Ark.	Gregory, Ark.	5.96	
Little Rock & Hot Springs Western Ry.	Hot Springs Jct., Ark.	Benton, Ark.	21.97	
3.—Choctaw, Oklahoma & Gulf R. R. Co.	Benton, Ark.	Hot Springs, Ark.	34.97	
	Butterfield, Ark.	Malvern, Ark.	5.27	
	Ardmore Junction, Okla.	Ardmore, Okla.	117.65	
	Tecumseh, Okla.	Asher, Okla.	25.41	
	Geary, Okla.	State Line N. of Amorita, Okla.	106.31	

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—Continued.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Rock Island, Arkansas & Louisiana R. R. Co.	State Line N. of Amorita, Okla.	Anthony, Kan.	14.73	
	Ingersoll, Okla.	Alva, Okla.	15.56	
	Hopefield, Ark.	State Line W. of Hartford, Ark.	282.34	
	State Line W. of Hartford, Ark.	State Line W. of Texola, Okla.	365.16	
	Haskells, Ark.	H. B. Tinsman, Ark.	64.85	
	H. B. Tinsman, Ark.	El Dorado, Ark.	35.56	
	Main Line Wye	El Dorado, Ark.	.25	
	Alexandria, La.	Eunice, La.	55.37	
	El Dorado, Ark.	Ark.-La. State Line at Junction City	16.63	
	Ark.-La. State Line at Junction City	Packton, La.	92.37	
	H. B. Tinsman, Ark.	Crossett, Ark.	43.27	1,406.92
4.—Keokuk & Des Moines Ry. Co.	Keokuk, Iowa	Des Moines, Iowa	162.31	162.31
5.—Chicago, Milwaukee & St. Paul Ry. Co. Chicago, Burlington & Quincy Ry. Co. Chicago, Milwaukee & St. Paul Ry. Co. Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	Newport, Minn.	St. Paul, Minn.	8.15	
Chicago, Milwaukee & St. Paul Ry. Co.	At St. Paul			
	St. Paul, Minn.	Minneapolis, Minn.	.79	
Iowa Central Ry. Co.	Comus Jct., Minn.	Rosemount, Minn.	10.12	
Peoria & Pekin Union Ry. Co.	Manly Junction, Iowa	Northwood, Iowa	27.08	
Union Pacific R. R. Co.	Peoria, Ill. (Bridge St.)	Peoria (Union Depot)	11.32	
	Council Bluffs, Iowa	State Line S. of Omaha, Neb.	.22	
	State Line S. of Omaha, Neb.	So. Omaha, Neb.	2.12	
	Kansas City, Mo.	State Line at Kansas City	4.90	
	State Line at Kansas City	North Topeka, Kan.	.50	
Chicago, Burlington & Quincy Ry. Co.	Limon, Colo.	Denver, Colo.	66.85	
	Cameron Junction, Mo.	Kansas City, Mo.	89.78	
St. Joseph & Grand Island Ry. Co.	Harlem, Mo.	Rushville, Mo.	54.30	
	St. Joe Jct. with C., R. I. & P.	State Line W. of St. Joseph, Mo.	45.76	
	State Line W. of St. Joseph, Mo.	Elwood, Kan., Jct. with C., R. I. & P.	.15	
			.21	

Atchison Bridge Company	Winthrop, Mo.	Mo.-Kan. State Line	.18	
	Mo.-Kan. State Line	Atchison, Kan.	.18	
Leavenworth Terminal Ry. & Bridge Co.	Stillings, Mo.	Mo.-Kan. State Line	.76	
	Mo.-Kan. State Line	Leavenworth, Kan.	.34	
Wabash R. R. Co.	Union Station, St. Louis, Mo.	Forsyth Junction, Mo.	4.55	
Kansas City Belt Ry.	Junction with Kansas City Belt Ry.	Junction with St. L. & S. F. R. R.	5.81	
St. Louis & San Francisco R. R. Co.	Leeds Junction, Mo.	Junction with C., R. I. & P. Ry.	2.49	
	Junction with St. L. & S. F. R. R.	Union Depot, Kansas City, Mo.	1.68	
	Memphis Union Depot	Bridge Siding, Ark.	3.85	
Des Moines & Fort Dodge R. R. Co.	Des Moines, Iowa	Gowrie, Iowa	66.63	
Keokuk Union Depot Company	Union Depot at Keokuk, Iowa		.09	
Denver and Rio Grande R. R. Co.	Denver, Colo.	Pueblo, Colo.	119.60	
Atchison, Topeka & Santa Fe Ry. Co.	At Lindsay, Okla.		.75	
	Cashion, Okla.	Guthrie, Okla.	18.75	
Kansas Southwestern Ry. Co.	Anthony, Kan.	Caldwell, Kan.	25.70	
Louisiana & Arkansas Ry. Co.	Packton, La.	Pineville, La.	35.20	
Louisiana Ry. & Navigation Co.	Pineville, La.	Conn. with L. R. & N. Co. S. of Alexandria Depot, La.	2.69	
Missouri Pacific Ry. Co.	Leavenworth, Kan.	Atchison, Kan.	21.06	632.58
Total				7,414.24

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
R. R. Cable	Chicago, Ill.	1909
James H. Moore	Chicago, Ill.	1909
F. L. Hine	New York, N. Y.	1909
Ogden Mills	New York, N. Y.	1909
Alexander E. Orr	New York, N. Y.	1909
William H. Moore	New York, N. Y.	1910
B. F. Yoakum	New York, N. Y.	1910
B. L. Winchell	Chicago, Ill.	1910
George G. McMurtry	New York, N. Y.	1910
D. G. Reid	New York, N. Y.	1911
James Campbell	St. Louis, Mo.	1911
R. A. Jackson	Chicago, Ill.	1911
John J. Mitchell	Chicago, Ill.	1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	D. G. Reid	New York, N. Y.
Chairman of Executive Committee	B. F. Yoakum	New York, N. Y.
President	B. L. Winchell	Chicago, Ill.
First Vice President and General Counsel	R. A. Jackson	Chicago, Ill.
Second Vice President	H. U. Mudge	Chicago, Ill.
Third Vice President	W. B. Biddle	Chicago, Ill.
Fourth Vice President	C. W. Hillard	New York, N. Y.
Vice President	E. L. Polock	Chicago, Ill.
Secretary and Treasurer	Geo. H. Crosby	Chicago, Ill.
General Attorney	E. C. Lindley	Chicago, Ill.
Commerce Counsel	E. B. Peirce	Chicago, Ill.
Asst. to President	S. T. Fulton	Chicago, Ill.
Second Asst. to President	E. S. Moore	Chicago, Ill.
General Auditor	Frank Nay	Chicago, Ill.
Assistant General Auditor	W. H. Burns	Chicago, Ill.
General Manager	F. O. Melcher	Chicago, Ill.
Chief Engineer	J. B. Berry	Chicago, Ill.
Superintendent, Telegraph	J. G. Jennings	Chicago, Ill.
Freight Traffic Manager	H. Gower	Chicago, Ill.
Passenger Traffic Manager	John Sebastian	Chicago, Ill.
Real Estate and Tax Agent	T. J. Newkirk	Chicago, Ill.

COLFAX NORTHERN RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent.
   a Main line.
3. Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Colfax Northern R. R.	Colfax, Iowa	Valeria, Iowa	6.00	6.00
3. Colfax Consolidated Coal Co.	Colfax, Iowa	Seevers, Iowa	5.00	
	No. 8 Jct., Iowa	No. 8 Shaft	2.00	7.00
Total				13.00

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oscar Strauss	Des Moines, Iowa	June 21, 1910
J. L. Parrish	Des Moines, Iowa	June 21, 1910
F. H. Griggs	Davenport, Iowa	June 21, 1910
J. B. Ryan	Colfax, Iowa	June 21, 1910
F. B. Hooper	Colfax, Iowa	June 21, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Oscar Strauss	Des Moines, Iowa
First Vice President	J. L. Parrish	Des Moines, Iowa
Secretary	Frank B. Hooper	Colfax, Iowa
Treasurer	W. Blakeley	Colfax, Iowa
Auditor	W. Blakeley	Colfax, Iowa
General Manager	Frank B. Hooper	Colfax, Iowa

CROOKED CREEK RAILROAD & COAL COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Crooked Creek Railroad & Coal Co.	Lehigh, Iowa	Webster City, Ia.	17.61	17.61

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Jno. Q. Burnham	Milwaukee, Wis.	September 14, 1909
G. E. Burnham	Milwaukee, Wis.	September 14, 1909
F. Paul Stone	Oconomowoc, Wis.	September 14, 1909
Chas. F. Burnham	Milwaukee, Wis.	September 14, 1909
L. A. McMurray	Webster City, Iowa	September 14, 1909
Chas. L. Burnham	Milwaukee, Wis.	September 14, 1909
Minnie M. Willson	Webster City, Iowa	September 14, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	G. E. Burnham	Milwaukee, Wis.
Secretary	Chas. L. Burnham	Milwaukee, Wis.
Auditor	Ralph Addy	Lehigh, Iowa
General Manager	W. H. Whiteford	Lehigh, Iowa
General Freight Agent	W. H. Whiteford	Lehigh, Iowa
General Passenger Agent	W. H. Whiteford	Lehigh, Iowa

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
1. *a* Davenport, Rock Island & Northwestern Ry	Clinton, Iowa	E. Moline, Ill.	41.68	
1. *b* Davenport, Rock Island & Northwestern Ry	E. Moline, Ill.	Carbon Cliff, Ill.	5.08	46.76
5. Chicago, Milwaukee & St. Paul Ry	Water Works, Davport, Iowa	Davenport, Iowa, Iowa St.	.79	
Chicago, Burlington & Quincy R. R. C	Rock Island, Ill., 17th St	Rock Island, Ill., 38th St.	1.45	2.24
Total				49.00

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. M. Dering	Chicago, Ill.	January 19, 1910
J. H. Hiland	Chicago, Ill.	January 19, 1910
J. C. Hutchins	Chicago, Ill.	January 19, 1910
W. J. Underwood	Chicago, Ill.	January 19, 1910
C. E. Vroman	Chicago, Ill.	January 19, 1910
F. E. Ward	Chicago, Ill.	January 19, 1910
Daniel Willard	Chicago, Ill.	January 19, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. J. Underwood	Chicago, Ill.
Vice President	J. C. Hutchins	Chicago, Ill.
Secretary and Treasurer	M. J. Young	Davenport, Iowa
Auditor and Asst. Treasurer	J. H. Ells	Davenport, Iowa
General Manager	O. B. Grant	Davenport, Iowa

DUBUQUE & SIOUX CITY RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Dubuque & Sioux City R. R.	Dubuque, Iowa	Sioux City, Iowa		326.26
1. *b* Dubuque & Sioux City R. R.	Manchester, Iowa	Cedar Rapids, Ia.	41.85	
	Onawa, Iowa	Sioux Falls, S. D.	155.58	
	Tara, Iowa	Council Bluffs, Ia.	133.38	
	Cedar Falls Jct., Ia	Glenville Jct. Minn	94.88	
	Stacyville, Jct., Ia.	Stacyville, Iowa	7.93	433.62
5. Chicago, R. I. & Pacific Ry	Albert Lea, Minn.	Glenville Jct. Minn	6.33	
Minneapolis & St. Louis R. R.	Albert Lea, Minn.		.37	6.70
Total				766.58

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
E. H. Harriman	New York, N. Y.	October, 1909
Cornelius Vanderbilt	New York, N. Y.	October, 1909
E. T. H. Gibson	New York, N. Y.	October, 1909
J. W. Auchincloss	New York, N. Y.	October, 1909
Walther Luttgen	New York, N. Y.	October, 1909
A. G. Hackstaff	New York, N. Y.	October, 1909
J. T. Harahan	Chicago, Ill.	October, 1909
I. G. Rawn	Chicago, Ill.	October, 1909
J. Ogden Armour	Chicago, Ill.	October, 1909
A. B. Loomis	Ft. Dodge, Iowa	October, 1909
Geo. E. Lichty	Waterloo, Iowa	October, 1909
W. G. Dows	Cedar Rapids, Iowa	October, 1909
W. H. Torbert	Dubuque, Iowa	October, 1909
J. V. Rider	Dubuque, Iowa	October, 1909
John T. Adams	Dubuque, Iowa	October, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	J. T. Harahan	Chicago, Ill.
Vice President	I. G. Rawn	Chicago, Ill.
Second Vice President	J. F. Titus	Chicago, Ill.
Secretary	J. F. Merry	Dubuque, Iowa
Treasurer	E. T. H. Gibson	New York, N. Y.
Comptroller	C. F. Krebs	Chicago, Ill.
Asst. Secretary	D. R. Burbank	New York, N. Y.
Asst. Secretary	B. A. Beck	Chicago, Ill.

IOWA CENTRAL RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

	Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
1.	*a* Main Line	Manly Jct., Iowa	Albia, Iowa	177.62	
	Eastern Division	Oskaloosa, Iowa	Ia.-Ill. State Line	96.90	
	Illinois Division	Ia.-Ill. State Line	Iowa Jct., Ill	89.20	363.72
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., Ia	Lynnville, Iowa	2.50	127.21
4.	Ia. Cent. & Western Ry Co	Belmond, Iowa	Algona, Iowa	37.00	37.00
5.	Main line, C., R. I. & P. Ry	Northwood, Iowa	Albert Lea, Minn.	16.36	
	Illinois Div. P. & P. U. Ry	Iowa Jct., Iowa	Peoria, Ill	2.80	
	Main line, C., R. I. & P. Ry	Manly Jct., Iowa	Northwood, Iowa	11.34	30.50
	Total				558.43

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
L. C. Weir	New York, N. Y.	September, 1911
Chas. W. Osborn	New York, N. Y.	September, 1911
Frank Trumbull	New York, N. Y.	September, 1912
Edwin Hawley	New York, N. Y.	September, 1912
F. H. Davis	New York, N. Y.	September, 1912
A. C. Doan	New York, N. Y.	September, 1911
T. P. Shonts	Chicago, Ill.	September, 1913
E. C. Bradley	New York, N. Y.	September 1913
H. C. Huntington	New York, N. Y.	September, 1913
L. F. Day	Minneapolis, Minn.	September, 1909
Henry A. Gardner	Chicago, Ill.	September, 1909
William Shellaber	New York, N. Y.	September, 1909
Paul Morton	Chicago, Ill.	September, 1910
W. S. Crandall	New York, N. Y.	September, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Edwin Hawley	New York, N. Y.
Vice President	L. F. Day	Minneapolis, Minn.
Vice President	F. H. Davis	New York, N. Y.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Counsel	Geo. W. Seevers	Minneapolis, Minn.
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	M. B. Cutter	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Traffic Manager	S. G. Lutz	Minneapolis, Minn.
General Passenger Agent	A. B. Cutts	Minneapolis, Minn.
General Ticket Agent	A. B. Cutts	Minneapolis, Minn.

ALBIA & CENTERVILLE RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.

	Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
1.	*a* Albia & Centerville Ry	Albia, Iowa	Centerville, Iowa	24.40	24.40

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
T. P. Shonts	New York, N. Y.	December 2, 1909
C. W. Osborne	New York, N. Y.	December 2, 1909
J. J. Slocum	New York, N. Y.	December 2, 1909
E. C. Osborne	New York, N. Y.	December 2, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
Vice President	T. P. Shonts	New York, N. Y.
Secretary	J. J. Slocum	New York, N. Y.
Asst. Treasurer	C. W. Osborne	New York, N. Y.
General Counsel	Geo. W. Seevers	Minneapolis, Minn.
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	M. B. Cutter	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Superintendent	H. G. Kruse	Oskaloosa, Iowa
Freight Traffic Manager	S. G. Lutz	Minneapolis, Minn.
General Passenger Agent	A. B. Cutts	Minneapolis, Minn.
General Ticket Agent	A. B. Cutts	Minneapolis, Minn.

IOWA & GREAT NORTHERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
4. Great Northern Ry	Minnesota St. Line in Sioux City, Iowa	Sioux City, Iowa	76.58	76.58
5. Union Terminal Co			1.28	1.28
Total				77.86

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Louis W. Hill	St. Paul, Minn.	When suc. is elected
R. I. Farrington	St. Paul, Minn.	When suc. is elected
E. Sawyer	St. Paul, Minn.	When suc. is elected
J. M. Gruber	St. Paul, Minn.	When suc. is elected
J. L. Kennedy	Sioux City, Iowa	When suc. is elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Louis W. Hill	St. Paul, Minn.
First Vice President	R. I. Farrington	St. Paul, Minn.
Secretary	J. L. Kennedy	Sioux City, Iowa
Treasurer and Asst. Secretary	E. Sawyer	St. Paul, Minn.
Comptroller	J. G. Drew	St. Paul, Minn.
General Manager	J. M. Gruber	St. Paul, Minn.
Chief Engineer	A. H. Hogeland	St. Paul, Minn.
Superintendent	R. L. Knebel	Sioux City, Iowa
Traffic Manager	W. W. Broughton	St. Paul, Minn.
General Passenger Agent	A. L. Craig	St. Paul, Minn.

MANCHESTER & ONEIDA RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
a Manchester & Oneida Ry. Co.	Manchester, Iowa	Oneida, Iowa	8.00	8.00

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. D. Blair	Manchester, Iowa	April, 1910
L. Matthews	Manchester, Iowa	April, 1910
J. J. Houg	Manchester, Iowa	April, 1910
Jos. Hutchinson	Manchester, Iowa	April, 1910
Wm. Hockaday	Manchester, Iowa	April, 1910
R. R. Robinson	Manchester, Iowa	April, 1911
M. F. LeRoy	Manchester, Iowa	April, 1911
A. A. Morse	Manchester, Iowa	April, 1911
R. W. Tirrill	Manchester, Iowa	April, 1911
J. S. Jones	Manchester, Iowa	April, 1911
Chas. J. Seeds	Manchester, Iowa	April, 1912
E. M. Carr	Manchester, Iowa	April, 1912
L. L. Hoyt	Manchester, Iowa	April, 1912
H. C. Huebuk	Manchester, Iowa	April, 1912
E. H. Hoyt	Lamont, Iowa	April, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	E. M. Carr	Manchester, Iowa
President	Jos. Hutchinson	Manchester, Iowa
First Vice-President	R. R. Robinson	Manchester, Iowa
Secretary	L. Matthews	Manchester, Iowa
Treasurer	M. F. LeRoy	Manchester, Iowa
Attorney, or General Counsel	A. D. Blair	Manchester, Iowa
Auditor	Chas. J. Seeds	Manchester, Iowa
General Superintendent, Road	J. J. Story	Manchester, Iowa
Traffic Manager	E. E. Brewer	Manchester, Iowa
General Freight Agent	Wm. Hockaday	Manchester, Iowa
General Passenger Agent	L. L. Hoyt	Manchester, Iowa

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
4. Line operated under contract or agreement, or where the rent 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* Minneapolis & St. Louis Ry.	Minneapolis, Minn.	Angus, Iowa	259.90	259.90
	b Minneapolis & St. Louis Ry.	Kalo Jct., Iowa	Kalo, Iowa	1.14	
		Hopkins, Minn.	Watertown, S. D.	216.07	
		Winthrop, Minn.	Storm Lake, Iowa	153.50	370.71
4.	Des Moines & Ft. Dodge R. R.	Ruthven, Iowa	Des Moines, Iowa	137.01	
			At Ft. Dodge, Ia.	.61	
	M., D. & P. Ry. Co.	Watertown, S. Dak.	Leola, S. Dak.	114.13	
		Conde, S. Dak.	Le Beau, S. Dak.	115.47	367.22
5.	Northern Pacific Ry Co.	Minneapolis, Minn.	St. Paul, Minn.	10.11	
	C., M. & St. P. Ry. Co.	Spencer, Iowa	Ruthven, Iowa	12.45	
	Ill. Central R. R. Co.	Tara, Iowa	Ft. Dodge, Iowa	6.07	
	Des Moines Union Ry. Co.		At Des Moines	.58	29.21
	Total				1,027.04

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Edwin Hawley	New York, N. Y.	October, 1910
Frank P. Frazier	Chicago, Ill.	October, 1909
F. H. Davis	New York, N. Y.	October, 1909
T. P. Shonts	New York, N. Y.	October, 1911
H. E. Huntington	New York, N. Y.	October, 1911
F. E. Palmer	New York, N. Y.	October, 1910
L. C. Weir	New York, N. Y.	October, 1910
Frank Trumbull	New York, N. Y.	October, 1911
L. F. Day	Minneapolis, Minn.	October, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Edwin Hawley	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.
General Counsel	Geo. W. Seevers	Minneapolis, Minn.
Auditor and Asst. Secretary	L. G. Scott	Minneapolis, Minn.
General Manager	M. B. Cutter	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Freight Traffic Manager	S. G. Lutz	Minneapolis, Minn.
General Passenger Agent	A. B. Cutts	Minneapolis, Minn.
General Ticket Agent	A. B. Cutts	Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.

	Name	Terminals From—	Terminals To—	Miles of line for each road named	Miles of line for each class of roads named
1.	*a* Muscatine N. & S. Ry. Co.	Muscatine, Iowa	Elrick Jct., Iowa	28.67	28.67

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Chas. Howard	Muscatine, Iowa	February 1, 1910
J. S. Clark	Philadelphia, Pa.	February 1, 1910
Geo. H. Boynton	Davenport, Iowa	February 1, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Chas. Howard	Muscatine, Iowa
Secretary and Treasurer	George Reeder	Muscatine, Iowa
Auditor	George Reeder	Muscatine, Iowa
General Manager	Chas. Howard	Muscatine, Iowa
Traffic Manager	Chas. Howard	Muscatine, Iowa
General Freight Agent	G. B. Birch	Muscatine, Iowa

NEWTON & NORTHWESTERN RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
3. Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
1. *a* Newton & Northwestern R R. Co	Newton, Iowa	Rockwell City, Ia.	102.50	102.50
3. Colfax Branch	Goddard, Iowa	Colfax, Iowa	4.10	4.10
Total			106.60	106.60

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Homer Loring	Boston, Mass.
First Vice-President	Frederick A. Farrar	Boston, Mass.
Receiver	Parley Sheldon	Ames, Iowa
Secretary	Chas. F. Cushman	Boston, Mass.
Treasurer	Frederick A. Farrar	Boston, Mass.
General Counsel	S. R. Dyer	Boone, Iowa
Auditor	W. Chamberlain	Boone, Iowa
General Manager	J. L. Blake	Boone, Iowa
Superintendent	Frank Arnold	Boone, Iowa
General Freight Agent	C. H. Crooks	Boone, Iowa
General Passenger Agent	C. H. Crooks	Boone, Iowa

ST. PAUL & DES MOINES RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* St. Paul & Des Moines R. R. Co	Mason City, Iowa	Des Moines, Iowa	114.24	114.24
5. Des Moines Union Ry			1.50	
Des Moines Western Ry			3.90	
Chicago Great Western Ry. Co			.78	
Chi., Milwaukee & St. P. Ry.			.58	6.76
Total				121.00

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. W. Esterbrook	Boston, Mass.	December, 1909
W. A. Bradford	New York, N. Y.	December, 1909
Geo. A. Fernald	Boston, Mass.	December, 1909
F. C. McMillan	Des Moines, Iowa	December, 1909
H. C. Starr	Chicago, Ill.	December, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. W. Esterbrook	Boston, Mass.
First Vice President	F. C. McMillan	Des Moines, Iowa
Secretary	R. G. Smock	Des Moines, Iowa
Treasurer	Wm. Welden	Iowa Falls, Iowa
Attorney, or General Counsel	J. H. Funk	Iowa Falls, Iowa
Auditor	W. J. Souder	Des Moines, Iowa
General Manager	F. C. McMillan	Des Moines, Iowa
Chief Engineer	H. L. Jackson	Des Moines, Iowa
General Freight Agent	W. R. Sterett	Des Moines, Iowa
General Passenger Agent	W. R. Sterett	Des Moines, Iowa

DES MOINES, IOWA FALLS & NORTHERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Des Moines, Iowa Falls & Northern Ry. Co	Iowa Falls, Iowa	Des Moines, Iowa	70.44	70.44
5. Des Moines Western			4.62	4.62
Total			75.06	75.06

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. A. Bradford	New York, N. Y.	December 12, 1909
Geo. A. Fernald	Boston, Mass.	December 12, 1909
G. A. W. Dodge	Winchester, Mass.	December 12, 1909
Wm. Welden	Iowa Falls, Iowa	December 12, 1909
W. J. Souder	Des Moines, Iowa	December 12, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. A. Bradford	New York, N. Y.
First Vice President	Geo. A. Fernald	Boston, Mass.
Secretary	W. J. Souder	Des Moines, Iowa
Treasurer	Geo. A. W. Dodge	Winchester, Mass.
General Solicitor	J. H. Funk	Iowa Falls, Iowa
Auditor	W. J. Souder	Des Moines, Iowa
General Manager	F. C. MacMillan	Des Moines, Iowa
General Freight Agent	W. R. Sterrett	Des Moines, Iowa
General Passenger Agent	W. R. Sterrett	Des Moines, Iowa

TABOR & NORTHERN RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. *a* Tabor & Northern Ry	Tabor, Iowa	Malvern, Iowa	8.79	8.79
5. C., B. & Q. Ry Co., spur tr	Connecting at	Malvern, Iowa	1.96	1.96
Total			10.75	10.75

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
R. McClelland	Tabor, Iowa	June 10, 1910
Thos. McClelland	Galesburg, Ill.	June 10, 1910
R. S. McClelland	Tabor, Iowa	June 10, 1911
J. M. Barbour	Los Angeles, Calif.	June 10, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	R. McClelland	Tabor, Iowa
First Vice President	Thos. McClelland	Galesburg, Ill.
Secretary and Treasurer	R. S. McClelland	Tabor, Iowa
Auditor	R. S. McClelland	Tabor, Iowa

UNION PACIFIC RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Union Pacific R. R.—				
Nebraska Division	Council Bluffs, Ia.	North Platte, Neb.	284.28	
	Initial Point Spur	Omaha, Neb.	3.95	
Wyoming Division	North Platte, Neb.	Rawlins, Wyo.	398.93	
Utah Division	Rawlins, Wyo.	Ogden, Utah	310.36	
Kansas Division	Kansas City, Mo.	Ellis, Kas.	302.58	
Colorado Div., Ellis District	Ellis, Kas.	Sharon Sps., Kas.	126.52	
Colorado Div., Hugo District	Sharon Spring, Kas	Hugo, Colo.	105.66	
Colorado Div., Denver Dist.	Hugo, Colo.	Denver, Colo.	104.76	
Colorado Div., Northern Dist.	Corlett Jct., Wyo.	Denver, Colo.	99.33	
	Speer, Wyo.	Borie, Wyo.	5.37	
Colorado Div., Julesburg	Julesburg, Colo.	La Salle, Colo.	151.53	1,893.27
1. b Old Main Line (Branch)	Summit, Neb.	Lane, Neb.	20.56	
Beatrice Branch	Valley, Neb.	Beatrice, Neb.	96.72	
Stromsburg Branch	Valparaiso, Neb.	Central City, Neb.	75.28	
Norfolk Branch	Columbus, Neb.	Norfolk, Neb.	50.37	
Albion Branch	Ocone, Neb.	Albion, Neb.	31.54	
Cedar Rapids Branch	Genoa, Neb.	Spalding, Neb.	44.42	
Ord Branch	Grand Island, Neb.	Ord, Neb.	60.77	
Scotia Branch	Scotia Jct., Neb.	Scotia, Neb.	1.37	
Loup City Branch	St. Paul, Neb.	Loup City, Neb.	39.40	
Pleasanton Branch	Boelus, Neb.	Pleasanton, Neb.	22.09	
Kearney Branch	Kearney, Neb.	Callaway, Neb.	65.79	
North Platte Branch	O'Fallons, Neb.	Oshkosh, Neb.	70.38	
Superior Branch	Thayer, Wyo.	Superior, Wyo.	9.05	
Gunn Branch	At Gunn Jct., Wyo.		.14	
Park City Branch	Echo, Utah	Park City, Utah	27.59	
Leavenworth Western Branch	Leavenworth, Kas.	Miltonvale, Kas.	165.33	
Leavenworth Branch	Leavenworth, Kas.	Lawrence, Kas.	31.63	
Topeka Branch	Menoken, Kas.	Onaga, Kas.	37.50	
Manhattan Branch	Manhattan, Kas.	Beatrice, Neb.	92.33	
Blue Springs Branch	Blue Sps. Jct, Neb.	Blue Springs, Neb.	.67	
Junction City Branch	Junction City, Kas.	Concordia, Kas.	70.86	
	Lawrenceburg Kas.	Belleville, Kas.	17.15	
Enterprise Branch	Detroit, Kas.	Enterprise, Kas.	1.96	
Solomon Branch	Solomon, Kas.	Beloit, Kas.	56.97	
McPherson Branch	Salina, Kas.	McPherson, Kas.	35.46	
Plainville Branch	Salina, Kas.	Plainville, Kas.	109.35	
Colby Branch	Oakley, Kas.	Plainville, Kas.	122.00	
Boulder Branch	Brighton, Colo.	Boulder, Colo.	27.00	
	St. Vrains, Colo.	Grant, Colo.	6.47	
	Diamond, Colo.	Baum, Colo.	.96	
	McKissick Branch	At Johnson, Colo.	.85	
	Puritan Branch	At Parkdale, Colo.	.06	1,389.02
4. Gunn Quealy Coal Co.	Gunn Jct., Wyo.	Gunn, Wyo.	3.79	
Parkdale Fuel Co.	Puritan Jct., Colo.	Puritan, Colo.	3.01	6.80
5. Missouri Pacific Ry.	Kansas City, Kas.	Leav. Jct., Kas.	19.94	
Atchison, Topeka & S. F Ry.	At Val. Falls, Kas.		.57	
The Leav. Depot & R. R. Co.	At Leav'worth, Kas		.15	20.66
Total				3,309.75

(1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

(1) At Norfolk, Neb., owned and operated jointly with C., St. P., M. & O. Ry.	.31	.31

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oliver Ames	Boston, Mass.	October 12, 1909
A. J. Earling	Chicago, Ill.	October 12, 1909
Henry C. Frick	New York, N. Y.	October 12, 1909
Robert W. Goelet	Newport, R. I.	October 12, 1909
Edward H. Harriman	New York, N. Y.	October 12, 1909
Marvin Hughitt	Chicago, Ill.	October 12, 1909
Robert S. Lovett	New York, N. Y.	October 12, 1909
Wm. Mahl	New York, N. Y.	October 12, 1909
Charles A. Peabody	New York, N. Y.	October 12, 1909
William G. Rockefeller	New York, N. Y.	October 12, 1909
Henry H. Rogers	New York, N. Y.	October 12, 1909
Joseph H. Smith	Salt Lake City, Utah	October 12, 1909
W. V. S. Thorne	New York, N. Y.	October 12, 1909
P. A. Valentine	Chicago, Ill.	October 12, 1909
Frank A. Vanderlip	New York, N. Y.	October 12, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Executive Committee	E. H. Harriman	New York, N. Y.
President	E. H. Harriman	New York, N. Y.
Vice President	R. S. Lovett	New York, N. Y.
Secretary	Alex Millar	New York, N. Y.
Treasurer	Fred'c V. S. Crosby	New York, N. Y.
General Solicitor	N. H. Loomis	Omaha, Nebr.
Counsel	R. S. Lovett	New York, N. Y.
Comptroller	Wm. Mahl	New York, N. Y.
Assistant Comptroller	H. S. Bradt	New York, N. Y.
General Auditor	Erastus Young	Omaha, Nebr.
Auditor	H. J. Sterling	Omaha, Nebr.
Vice President and General Manager	A. L. Mohler	Omaha, Nebr.
Chief Engineer	R. L. Huntley	Omaha, Nebr.
General Superintendent	W. L. Park	Omaha, Nebr.
Freight Traffic Manager	J. A. Munroe	Omaha, Nebr.
General Freight Agent	E. H. Wood	Omaha, Nebr.
General Passenger Agent	E. L. Lomax	Omaha, Nebr.
Land Commissioner	Jas. L. Griffith	Omaha, Nebr.

WABASH RAILROAD COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
   a Main line.
   b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
1. *a* The Wabash Railroad Co	Toledo	Aladdin	460.50	
	Delray	Butler	109.88	
	Montpelier	Clarke Jct	149.52	
	C. & W. I. Jct	Effingham	204.97	
	Shumway	Altamont	9.40	
	Decatur	Bridge Jct	109.39	
	Bridge Jct	E. St. L. Frt. H.	.61	
	Bluffs	Camp Point	39.80	
	Clayton	Elvaston	34.51	
	Quincy		.90	
	St. Louis (Tayon av)	23d St	.43	
	St. Louis (23d St.)	Harlem	274.57	
	St. Louis (Carr St.)	Ferguson	10.67	
	Moberly	Ottumwa	131.25	
	Pattonsburg	Council Bluffs	143.74	1,680.14
b The Wabash Railroad Co	Attica	Covington	14.80	
	Fairbury Jct	Streator	30.90	
	Edwardsville	Edwardsville Jct	1.77	
	Sidney	Champaign	11.73	
	Salisbury	Glasgow	15.37	74.57
2. Toledo & Chicago R. R	Maumee	Montpelier	49.60	
Fort Wayne & Detroit R. R	Butler	New Haven	25.70	
Columbia & St. Louis R. R	Centralia	Columbia	21.59	
Moulton, A. & D. M. R. R	Moulton Jct	Chesterfield	94.12	
Brunswick & Chillicothe R. R	Brunswick	Chillicothe	38.35	
St. Louis, C. B. & O. R. R	Chillicothe	Pattonsburg	41.38	
K. C., Exc. Sps. & N. R. R	Ex. Springs Jct	Excelsior Springs	9.10	279.84
3. Louisiana & Pike Co. R. R	Maysville	Pittsfield	6.17	6.17
5. Grand Trunk R. R	Detroit	Black Rock	228.20	
	Welland Jct	Suspension Bridge	18.00	
Erie R. R	Suspension Bridge	Buffalo	25.60	
	Black Rock	International Jct	4.80	
Detroit U. D. & Sta. Co	Detroit U. D	Delray	4.45	
Pere Marquette R. R	Delray		.13	
Ann Arbor R. R	Toledo	Milan	30.90	
Chicago Term. Tr. R. R	Clark Jct	State L. (Ind.-Ill.)	5.75	
Chicago & West. Ind. R. R	State Line (Ind-Ill.)	C. & W. I. Jct	11.85	
	C. & W. I. Jct	Chicago	7.98	
Toledo, Peoria & W. Ry	Forrest	Fairbury Jct	6.25	
	Elvaston	Hamilton	6.51	
Chicago & Eastern Ill. R. R	Altamont		.85	
Chicago, Burl. & Q. R. R	Camp Point	Quincy	22.63	
	Quincy	East Hannibal	16.22	
Keokuk Bridge Co	Hamilton	Keokuk	1.30	
Terml. R. R. Assn. of St. L.	Bridge Jct	St. Louis U. S	3.85	
	St. Louis U. S	23d St	.66	
Missouri Pacific Ry	St. Louis (Olive St.)	Carr St	.55	
Mo., Kans. & Texas Ry	Hannibal Br. Track	Hannibal U. D	.41	
	Hannibal	Moberly	69.70	
Hann. & St. Joseph R. R	Harlem	Kansas City	1.51	
Iowa Central Ry	Albia	Albia connection	.24	

WABASH RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Des Moines Union Ry	Chesterfield	Des Moines	2.46	
Chicago, Mil. & St. Paul Ry	Wabash Con	Council Bluffs U. D.	.34	
Union Pacific R. R	Council Bluffs	Omaha	2.80	473.88
Total				2,514.60

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. J. Gould	New York, N. Y	2d Tue. in Oct., 1909
Edward T. Jeffery	New York, N. Y	2d Tue. in Oct., 1909
Frederic A. Delano	Chicago, Ill	2d Tue. in Oct., 1909
Edgar T. Welles	New York, N. Y	2d Tue. in Oct., 1909
John T. Terry	New York, N. Y	2d Tue. in Oct., 1909
Winslow S. Pierce	New York, N. Y	2d Tue. in Oct., 1909
S. C. Reynolds	Toledo, Ohio	2d Tue. in Oct., 1909
Robert C. Clowry	New York, N. Y	2d Tue. in Oct., 1909
Robert M. Gallaway	New York, N. Y	2d Tue. in Oct., 1909
William B. Sanders	Cleveland, Ohio	2d Tue. in Oct., 1909
Thos. H. Hubbard	New York, N. Y	2d Tue. in Oct., 1909
Wells H. Blodgett	St. Louis, Mo	2d Tue. in Oct., 1909
J. J. Slocum	New York, N. Y	2d Tue. in Oct., 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	E. T. Jeffery	New York, N. Y.
President	F. A. Delano	Chicago, Ill.
Vice-President	Edgar T. Welles	New York, N. Y.
Vice-President	Wells H. Blodgett	St. Louis, Mo.
Vice-President	E. B. Pryor	St. Louis, Mo.
Secretary	J. C. Otteson	New York, N. Y.
Treasurer	F. L. O'Leary	St. Louis, Mo.
General Solicitor	J. L. Minnis	St. Louis, Mo.
General Counsel	Wells H. Blodgett	St. Louis, Mo.
Auditor	T. J. Tobin	St. Louis, Mo.
Vice-President and General Manager	Henry Miller	St. Louis, Mo.
Chief Engineer	A. O. Cunningham	St. Louis, Mo.
General Superintendent	S. E. Cotter	St. Louis, Mo.
Traffic Manager	W. C. Maxwell	St. Louis, Mo.
General Freight Agent	C. H. Stinson	St. Louis, Mo.
General Passenger Agent	J. D. McNamara	St. Louis, Mo.

MILEAGE, OFFICERS AND DIRECTORS

OF

Terminal Railway Companies

DES MOINES TERMINAL COMPANY

TRACKS OPERATED.

1. Tracks owned by respondent.

Name	Location	Character of Business	Miles of Track		
			Main tracks	Yard tracks and sidings	Total
Des Moines Terminal Co.	Des Moines	Trackage facilities	.91	3.77	4.68

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell	Des Moines, Iowa	January 6, 1910
H. D. Thompson	Des Moines, Iowa	January 6, 1910
C. Huttenlocher	Des Moines, Iowa	January 6, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. M. Hubbell	Des Moines, Iowa
First Vice-President	H. D. Thompson	Des Moines, Iowa
Secretary-Treasurer	C. Huttenlocher	Des Moines, Iowa
Auditor	Walter Mauthe	Des Moines, Iowa
General Superintendent	C. H. Hueston	Des Moines, Iowa

DES MOINES UNION RAILWAY COMPANY

TRACKS OPERATED.

1. Tracks owned by respondent.

Name	Location	Character of Business	Miles of Track		
			Main track	Yard tracks and sidings	Total
Des Moines Union Railway Co.	Des Moines, Iowa	Terminal company	5.15	20.78	25.93

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell Sons Co., Inc.	Des Moines, Iowa	January 7, 1909
F. C. Hubbell	Des Moines, Iowa	January 7, 1909
G. C. Hubbell	Des Moines, Iowa	January 7, 1909
H. D. Thompson	Des Moines, Iowa	January 7, 1909
N. T. Guernsey	Chicago, Ill.	January 7, 1909
E. W. McKenna	Chicago, Ill.	January 7, 1909
C. E. Vroman	St. Louis, Mo.	January 7, 1909
E. B. Pryor		

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	F. C. Hubbell	Des Moines, Iowa
President	F. C. Hubbell	Des Moines, Iowa
First Vice-President	H. D. Thompson	Des Moines, Iowa
Secretary	F. M. Hubbell	Des Moines, Iowa
Treasurer	H. D. Thompson	Des Moines, Iowa
Attorney, or General Counsel	N. T. Guernsey	Des Moines, Iowa
Auditor	E. G. Mitchell	Des Moines, Iowa
General Superintendent	J. A. Wagner	

DES MOINES WESTERN RAILWAY COMPANY

TRACKS OPERATED.

1. Tracks owned by respondent.

Name	Location	Character of Building	Miles of Track		
			Main Tracks	Yard tracks and sidings	Total
Des Moines Western Railway Co.	East Des Moines	Terminal company	4.62	1.00	5.62

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell	Des Moines, Iowa	January, 1909
H. D. Thompson	Des Moines, Iowa	January, 1909
C. Huttenlocher	Des Moines, Iowa	January, 1909
G. A. W. Dodge	Iowa Falls, Iowa	January, 1909
W. J. Souder	Des Moines, Iowa	January, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	F. M. Hubbell	Des Moines, Iowa
President	F. M. Hubbell	Des Moines, Iowa
First Vice-President	G. A. W. Dodge	Iowa Falls, Iowa
Secretary	H. D. Thompson	Des Moines, Iowa
Treasurer	H. D. Thompson	Des Moines, Iowa
General Superintendent	C. H. Hueston	Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Iowa Transfer Railway Co.	East Des Moines	East Des Moines	.21	.21

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. C. Hubbell	Des Moines, Iowa	January 7, 1910
L. B. Allen	Burlington, Iowa	January 7, 1910
O. Cornelisen	St. Paul, Minn.	January 7, 1910
Carroll Wright	Des Moines, Iowa	January 7, 1910
J. A. Wagner	Des Moines, Iowa	January 7, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	F. C. Hubbell	Des Moines, Iowa
President	F. C. Hubbell	Des Moines, Iowa
First Vice-President	L. B. Allen	Burlington, Iowa
Secretary	J. A. Wagner	Des Moines, Iowa
Treasurer	J. A. Wagner	Des Moines, Iowa
Auditor	E. G. Mitchell	Des Moines, Iowa
General Superintendent	J. A. Wagner	Des Moines, Iowa

SIOUX CITY TERMINAL RAILWAY COMPANY

TRACKS OPERATED.

1. Tracks owned by respondent.
4. Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

	Name	Location	Character of Business	Miles of Track		
				Main track	Yard tracks and sidings	Total
1	Sioux City Terminal Ry. Co.	Sioux City, Iowa		1.57	6.27	7.84
←				.38	1.35	1.73
	Total			1.95	7.62	9.57

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. L. Eaton	Sioux City, Iowa	October 12, 1909
Wm. Milchrist	Sioux City, Iowa	October 12, 1909
Edward Tilden	Chicago, Ill.	October 12, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. L. Eaton	Sioux City, Iowa
First Vice-President	Wm. Milchrist	Sioux City, Iowa
Secretary	Geo. E. Burdick	Sioux City, Iowa
Treasurer	Geo. E. Burdick	Sioux City, Iowa
General Superintendent	C. F. Morrison	Sioux City, Iowa

THE UNION TERMINAL RAILWAY COMPANY OF SIOUX CITY

TRACKS OPERATED.

State or Territory	Line Owned				Rails	
	Main track	Yard tracks and sidings	Total mileage owned	New line constructed during year	Iron	Steel
Iowa	1.28	11.58	12.86	*.24		12.86
Total mileage owned	1.28	11.58	12.86	.24		12.86

*Side tracks.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Louis W. Hill	St. Paul, Minn	When Suc. is elected
J. L. Kennedy	Sioux City, Iowa	When Suc. is elected
J. M. Gruber	St. Paul, Minn	When Suc. is elected
R. I. Farrington	St. Paul, Minn	When Suc. is elected
H. A. Kennedy	St. Paul, Minn	When Suc. is elected
H. H. Parkhouse	St. Paul, Minn	When Suc. is elected
W. H. Begg	St. Paul, Minn	When Suc. is elected
J. G. Drew	St. Paul, Minn	When Suc. is elected
E. Sawyer	St. Paul, Minn	When Suc. is elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Louis W. Hill	St. Paul, Minn.
Vice-President	Robt. I. Farrington	St. Paul, Minn.
Secretary	J. L. Kennedy	Sioux City, Iowa
Treasurer	E. Sawyer	St. Paul, Minn.
Comptroller	J. G. Drew	St. Paul, Minn.
General Manager	J. M. Gruber	St. Paul, Minn.
Chief Engineer	A. H. Hogeland	St. Paul, Minn.

MILEAGE, OFFICERS AND DIRECTORS

OF

Railway Bridge Companies

DUNLEITH & DUBUQUE BRIDGE COMPANY

TRACKS OPERATED.

1. Tracks owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Dunleith & Dubuque Bridge Co.	E. Dubuque, Ill.,...	Dubuque, Iowa	1.30	1.30

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. T. Harahan	Chicago, Ill.	June, 1909
I. G. Rawn	Chicago, Ill.	June, 1909
A. G. Hackstaff	New York, N. Y.	June, 1909
J. F. Titus	Chicago, Ill.	June, 1909
F. D. Stout	Chicago, Ill.	June, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	J. T. Harahan	Chicago, Ill.
Vice-President	I. G. Rawn	Chicago, Ill.
Assistant Secretary	D. R. Burbank	New York, N. Y.
Secretary	J. F. Merry	Dubuque, Iowa
Treasurer	E. T. H. Gibson	New York, N. Y.
Local Treasurer	Otto F. Nan	Chicago, Ill.
General Manager	F. B. Harriman	Chicago, Ill.

KEOKUK & HAMILTON BRIDGE COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named
	From—	To—	
1. Keokuk & Hamilton Bridge Co	Between Keokuk, Iowa, and Hamilton, Ill.	Highway & Railroad Bridge.	.66

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Andrew Carnegie	New York, N. Y.	2d Tue. in June 1910
Theodore F. Hicks	New York, N. Y.	2d Tue. in June 1910
David Paton	New York, N. Y.	2d Tue. in June 1910
Matthias Nicoll	New York, N. Y.	2d Tue. in June 1910
Joseph J. Aset	New York, N. Y.	2d Tue. in June 1910
James F. Secor, Jr.	New York, N. Y.	2d Tue. in June 1910
W. S. Gilman	New York, N. Y.	2d Tue. in June 1910
Theodore Gilman	New York, N. Y.	2d Tue. in June 1910
Henry E. Smith	Philadelphia, Pa.	2d Tue. in June 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Andrew Carnegie	New York, N. Y.
First Vice-President	Matthias Nicoll	New York, N. Y.
Secretary	Theodore Gilman	New York, N. Y.
Treasurer	Theodore Gilman	New York, N. Y.
Auditor	Matthias Nicoll	New York, N. Y.
General Superintendent	J. H. Cole	Keokuk, Iowa

MISSOURI VALLEY & BLAIR RAILWAY & BRIDGE COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Missouri Valley and Blair Ry. and Bridge Co.	Connection with C. & N.-W. Ry. near East Bank of Mo. River opposite Blair, Nebr.	A connection with C. & N.-W. Ry. near West Bank of Mo. River...	3.36	3.36

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May, 1910
W. A. Gardner	Chicago, Ill.	May, 1910
David P. Kimball	Boston, Mass.	May, 1910
H. R. McCullough	Chicago, Ill.	May, 1910
J. B. Redfield	Chicago, Ill.	May, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice-President	W. A. Gardner	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
Assistant Secretary	H. V. Ferguson	Cedar Rapids, Iowa

OMAHA BRIDGE & TERMINAL RAILWAY COMPANY

TRACKS OPERATED.

1. Tracks owned by respondent.
5. Tracks operated under trackage rights.

m	Location	Character of Business	Miles of Track		
			Main track	Yard tracks and sidings	Total
1. Omaha Bridge & Terminal Ry. Co.—					
a—Main Line	U. P. Jct. Omaha Neb., to East End Mo. River Bridge	Switching	1.948	-----	1.948
b—Side Tracks	Various connections Omaha to various industries and Railroads	Switching	-----	15.089	15.089
5. Omaha Belt Ry. Co	Sprague St. Jct., Omaha, to So. Omaha	Switching	-----	-----	7.89
Total					25.26

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. T. Harahan	Chicago, Ill.	October 6, 1909
L. C. Fritch	Chicago, Ill.	October 6, 1909
I. G. Rawn	Chicago, Ill.	October 6, 1909
J. F. Titus	Chicago, Ill.	October 6, 1909
H. B. Harriman	Chicago, Ill.	October 6, 1909
John R. Webster	Omaha, Nebr.	October 6, 1909
Wm. Baird	Omaha, Nebr.	October 6, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	J. T. Harahan	Chicago, Ill.
Vice-President	I. G. Rawn	Chicago, Ill.
Secretary	John R. Webster	Omaha, Nebr.
Treasurer	John R. Webster	Omaha, Nebr.
Attorney	William Baird	Omaha, Nebr.
General Manager	John R. Webster	Omaha, Nebr.
Superintendent	C. B. Fletcher	Ft. Dodge, Iowa

SIOUX CITY BRIDGE COMPANY

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Sioux City Bridge Co	A connection with C. & N.-W. Ry. on East Bank of Mo. River near Sioux City, Iowa.	A connection with C., St. P., M. & O. Ry. on West Bank of Mo. River near Sioux City, Iowa	3.88	3.88

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May, 1910
James T. Clark	St. Paul, Minn.	May, 1910
David P. Kimball	Boston, Mass.	May, 1910
M. M. Kirkman	Chicago, Ill.	May, 1910
H. R. McCullough	Chicago, Ill.	May, 1910
W. A. Gardner	Chicago, Ill.	May, 1910
J. B. Redfield	Chicago, Ill.	May, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice-President	W. A. Gardner	Chicago, Ill.
Secretary	J. B. Redfield	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
Assistant Secretary	Henry V. Ferguson	Chicago, Ill.

MILEAGE, OFFICERS AND DIRECTORS

OF

Electric Interurban Railway Companies

ALBIA INTERURBAN RAILWAY COMPANY

ROAD OPERATED.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named
	From—	To	
1. Albia Interurban Ry. Co.	Albia, Iowa	Hocking, Iowa	3.
Albia Interurban Ry. Co.	Albia, Iowa	Hiteman, Iowa	5.5
Albia Interurban Ry. Co.	Albia, Iowa	City Line	1.5
Total mileage operated			10.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Calvin Manning	Ottumwa, Iowa	1st Mon. in Apr. '10
C. B. Judd	Clarinda, Iowa	1st Mon. in Apr. '10
C. A. Ross	Atlantic, Iowa	1st Mon. in Apr. '10
L. T. Richmond	Albia, Iowa	1st Mon. in Apr. '10
J. C. Mabry	Albia, Iowa	1st Mon. in Apr. '10

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. T. Richmond	Albia, Iowa
First Vice-President	C. A. Ross	Albia, Iowa
Secretary	Calvin Manning	Albia, Iowa
Treasurer	E. C. Manning	Albia, Iowa
Attorney, or General Counsel	J. C. Mabry	Albia, Iowa
General Manager	W. E. Gant	Albia, Iowa
Chief Engineer	C. B. Judd	Albia, Iowa

BOONE SUBURBAN RAILWAY COMPANY

ROAD OPERATED.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named
	From—	To—	
1. Boone Sub. Ry. Co.	West Boone	C. & N.-W. High Bridge	4.1

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
John Reynolds	Boone, Iowa	June 30, 1910
C. E. Rice	Boone, Iowa	June 30, 1910
F. H. Richardson	Boone, Iowa	June 30, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	John Reynolds	Boone, Iowa
First Vice-President	C. E. Rice	Boone, Iowa
Secretary	F. H. Richardson	Boone, Iowa
Auditor	S. G. Clarke	Boone, Iowa

CEDAR RAPIDS & IOWA CITY RAILWAY & LIGHT COMPANY

ROAD OPERATED.

1. Line owned by respondent.
3. Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. The Cedar Rapids & Iowa City Railway	Cedar Rapids, Ia.	Iowa City, Iowa	27.63	27.63
3. Linwood Line owned by Iowa Traction Co.	Cedar Rapids, Ia.	Cedar Rapids, Iowa	.86	.86
Total mileage operated			28.49	28.49

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Dr. J. H. Smith	Cedar Rapids, Iowa	May 24, 1910
William G. Dows	Cedar Rapids, Iowa	May 24, 1910
Isaac B. Smith	Cedar Rapids, Iowa	May 24, 1910
Benjamin Thaw	316 4th Ave., Pittsburg, Pa	May 24, 1910
Ed H. Smith	Cedar Rapids, Iowa	May 24, 1910
E. E. Pinney	Cedar Rapids, Iowa	May 24, 1910
E. P. Smith	Care Home Trust & Savings Bank, Chicago, Ill.	May 24, 1910
W. F. Severa	Cedar Rapids, Iowa	May 24, 1910
John A. Reed	Cedar Rapids, Iowa	May 24, 1910
Robt I. Safely	Cedar Rapids, Iowa	May 24, 1910
M. W. Houser	Cedar Rapids, Iowa	May 24, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	William G. Dows	Cedar Rapids, Ia.
First Vice-President	J. H. Smith	Cedar Rapids, Ia.
Secretary	Isaac B. Smith	Cedar Rapids, Ia.
Treasurer	Isaac B. Smith	Cedar Rapids, Ia.
Attorney, or General Counsel	John A. Reed	Cedar Rapids, Ia.
Auditor	C. S. Woodward	Cedar Rapids, Ia.
General Manager	William G. Dows	Cedar Rapids, Ia.
Traffic Manager	Isaac B. Smith	Cedar Rapids, Ia.

CEDAR RAPIDS & MARION CITY RAILWAY COMPANY

Note.—Of the 15.65 miles of track owned and operated by this company, 14.79 miles are within incorporated cities and towns, operated under municipal franchises, governed by laws relating to street railways, leaving only .86 miles governed by railway statutes, under which this report is made.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
P. E. Hall	Cedar Rapids, Iowa	February, 1910
Geo. B. Douglas	Cedar Rapids, Iowa	February, 1910
John S. Ely	Cedar Rapids, Iowa	February, 1910
Edward C. Clark	Cedar Rapids, Iowa	February, 1910
Henry V. Ferguson	Boston, Mass.	February, 1910
David P. Kimball	Minneapolis, Minn.	February, 1910
Walter D. Douglas		

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	P. E. Hall	Cedar Rapids, Ia.
Vice-President	Henry V. Ferguson	Cedar Rapids, Ia.
Secretary	Henry V. Ferguson	Cedar Rapids, Ia.
Treasurer	John S. Ely	Cedar Rapids, Ia.
Auditor	A. M. Wragg	Cedar Rapids, Ia.
Superintendent	F. L. Diserens	Cedar Rapids, Ia.
Assistant Superintendent	Martin Evans	Cedar Rapids, Ia.

FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY

ROAD OPERATED.

1. Line owned by respondent.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. F. D., D. M. & S. R. R.	Polk Jct., Ia.	Fort Dodge, Ia.	83.9	
	Kelley, Iowa	Campus, Iowa	5.71	
	Main Line	Gypsum Mills, Ia.	2.12	91.73
2. Ames & College Ry.	Ames, Iowa	Campus, Iowa	2.1	2.1
5. Des Moines City Ry.	Polk Jct., Iowa			
Inter-Urban R. R.	Polk Jct., Iowa	Des Moines, Iowa	4.8	4.8

NOT ELECTRIFIED—OPERATED BY STEAM.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. F. D., D. M. & S. R. R.	Des Moines Jct., Ia	Newton, Iowa	37.6	
	Fort Dodge Jct., Ia	Rockwell City, Iowa	26.9	
	Goddard, Iowa	Colfax, Iowa	4.1	68.6
Total mileage operated				167.23

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Homer Loring	Boston, Mass.	January 12, 1910
Frederick A. Farrar	New York, N. Y.	January 12, 1910
George G. Beals	Boston, Mass.	January 12, 1910
Laurence H. Parkhurst	Boston, Mass.	January 12, 1910
L. E. Armstrong	Fort Dodge, Iowa	January 12, 1910
C. F. Duncombe	Fort Dodge, Iowa	January 12, 1910
Parley Sheldon	Ames, Iowa	January 12, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Homer Loring	Boston, Mass.
Vice-President	Frederick A. Farrar	New York, N. Y.
Secretary	Laurence H. Parkhurst	Boston, Mass.
Treasurer	George G. Beals	Boston, Mass.
General Counsel	S. R. Dyer	Boone, Iowa
Auditor	W. Chamberlain	Boone, Iowa
General Manager	J. L. Blake	Boone, Iowa
Superintendent	Frank Arnold	Boone, Iowa
General Freight Agent	C. H. Crooks	Boone, Iowa
General Passenger Agent	C. H. Crooks	Boone, Iowa
General Ticket Agent	C. H. Crooks	Boone, Iowa

INTER-URBAN RAILWAY COMPANY

ROAD OPERATED.

1. Line owned by respondent.
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.	Inter-Urban Ry. Co.	Des Moines, Iowa	Valley Junction, Ia.	2.89	
	Inter-Urban Ry. Co.	Des Moines, Iowa	Ft. Des Moines, Ia.	4.22	
	Inter-Urban Ry. Co.	Des Moines, Iowa	Colfax, Iowa	20.52	
	Inter-Urban Ry. Co.	Des Moines, Iowa	Perry, Iowa	38.64	
	Inter-Urban Ry. Co.	Flint Jct., Iowa	Klondike, Jct., Ia.	6.37	72.64
5.	Des Moines City Ry. Co.	City Limits	Center of Des Moines		20.75
	Total mileage operated				93.39

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
N. W. Harris	Chicago, Ill.	January 19, 1910
E. P. Smith	Chicago, Ill.	January 19, 1910
G. B. Hippee	Des Moines, Iowa	January 19, 1910
H. H. Polk	Des Moines, Iowa	January 19, 1910
N. T. Guernsey	Des Moines, Iowa	January 19, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	H. H. Polk	Des Moines, Iowa
First Vice-President	E. P. Smith	Chicago, Ill.
Secretary	N. T. Guernsey	Des Moines, Iowa
Treasurer	G. B. Hippee	Des Moines, Iowa
Attorney, or General Counsel	N. T. Guernsey	Des Moines, Iowa
Auditor	C. L. Wight	Des Moines, Iowa
General Manager	G. B. Hippee	Des Moines, Iowa
Traffic Manager	F. S. Cummins	Des Moines, Iowa

IOWA & ILLINOIS RAILWAY COMPANY

ROAD OPERATED.

1. Line owned by respondent.
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.	Iowa & Illinois Ry. Co.	7th Ave. and 9th St., Clinton, Ia.	Mound and East River Sts. and Jersey Ridge Road, Davenport, Ia.	33.072	33.072
5.	Clinton Street Ry. Co.	7th Ave. and 9th St., Clinton, Ia.	Office of Company, Clinton, Iowa	1.601	1.601
	Tri-City Railway Co.	Mound & East River Sts., Davenport, Iowa	Office of Company, Davenport, Iowa	2.030	2.030
	Total mileage operated			36.703	36.703

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
G. E. Lamb	Clinton, Iowa	January 5, 1910
F. W. Ellis	Clinton, Iowa	January 5, 1910
R. B. McCoy	Clinton, Iowa	January 5, 1910
Lafayette Lamb	Clinton, Iowa	January 5, 1910
Julius Christensen	Drexel Building, Philadelphia, Pa.	January 5, 1910
C. B. Mills	Clinton, Iowa	January 5, 1910
E. L. Gates	Clinton, Iowa	January 5, 1910
Henry Thuenen, Jr.	Davenport, Iowa	January 5, 1910
A. L. Register	112 No. Broad St., Philadelphia, Pa.	January 5, 1910

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	G. E. Lamb	Clinton, Iowa
First Vice-President	F. W. Ellis	Clinton, Iowa
Second Vice-President	Henry Thuenen, Jr.	Davenport, Iowa.
Secretary	R. B. McCoy	Clinton, Iowa
Treasurer	C. B. Mills	Clinton, Iowa
Attorney, or General Counsel	F. W. Ellis	Clinton, Iowa
Auditor	J. C. Feddersen	Clinton, Iowa
General Manager	P. P. Crafts	Clinton, Iowa
Chief Engineer	J. B. Skiff	Clinton, Iowa
General Superintendent	F. A. Perkins	Clinton, Iowa
General Freight Agent	H. C. Baker	Davenport, Iowa.

MASON CITY & CLEAR LAKE RAILWAY COMPANY

ROAD OPERATED.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
M. C. & C. L. Ry. Co.	Mason City, Iowa.	Clear Lake, Iowa	------	17.34

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. E. Brice	Mason City, Iowa	
C. H. McNider	Mason City, Iowa	
F. J. Hanlon	Mason City, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. E. Brice	Mason City, Iowa
Secretary	F. J. Hanlon	Mason City, Iowa
Treasurer	C. H. McNider	Mason City, Iowa
Auditor	G. E. Pack	Mason City, Iowa
General Manager	F. J. Hanlon	Mason City, Iowa

OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY

ROAD OPERATED.

1. Line owned by respondent.

Name	Terminal		Miles of line for each road named
	From—	To—	
1. Oskaloosa & Buxton Electric Ry. Co.	Oskaloosa, Iowa.	Beacon, Iowa6	2.3

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. H. Kalbach	Oskaloosa, Iowa	
W. R. Lacey	Oskaloosa, Iowa	
W. W. William	Oskaloosa, Iowa	
Geo. Kalbach	Oskaloosa, Iowa	
H. W. Garner	Oskaloosa, Iowa	
M. J. Cruzen	Oskaloosa, Iowa	
S. Baldauf	Oskaloosa, Iowa	
C. E. Lafland	Oskaloosa, Iowa	
F. B. Shafer	Oskaloosa, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. R. Lacey	Oskaloosa, Iowa
Secretary	C. E. Lafland	Oskaloosa, Iowa
Treasurer	Geo. Kalbach	Oskaloosa, Iowa
General Manager	H. W. Garner	Oskaloosa, Iowa

TAMA & TOLEDO ELECTRIC RAILWAY & LIGHT COMPANY

ROAD OPERATED.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
1. Tama & Toledo Electric Ry. and Light Co.	Tama, Iowa	Toledo, Iowa	2.75	2.75

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. C. Walters	Toledo, Iowa	1st Tue. in Feb. '10
W. E. Brice	Mason City, Iowa	1st Tue. in Feb. '10
L. Clark	Toledo, Iowa	1st Tue. in Feb. '10
C. E. Walters	Toledo, Iowa	1st Tue. in Feb. '10
J. P. Walters	Toledo, Iowa	1st Tue. in Feb. '10

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	W. C. Walters	Toledo, Iowa
President	W. C. Walters	Toledo, Iowa
First Vice-President	W. E. Brice	Mason City, Iowa
Secretary	J. P. Walters	Toledo, Iowa
Treasurer	C. E. Walters	Toledo, Iowa
General Manager	W. C. Walters	Toledo, Iowa

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY.

ROAD OPERATED.

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
1. Waterloo, Cedar Falls & Nor. Ry.	Cedar Falls, Iowa	Denver Jct., Iowa	44.63	44.63

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
L. S. Cass	Waterloo, Iowa	
J. F. Cass	Waterloo, Iowa	
C. D. Cass	Waterloo, Iowa	
E. K. Boisot	Chicago, Ill.	
F. E. Farwell	Waverly, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	L. S. Cass	Waterloo, Iowa
First Vice-President	J. F. Cass	Waterloo, Iowa
Secretary	F. E. Farwell	Waverly, Iowa
Treasurer	E. A. Boggs	Waterloo, Iowa
General Solicitor	Mullan & Pickett	Waterloo, Iowa
Attorney, or General Counsel	Mullan & Pickett	Waterloo, Iowa
Auditor	E. A. Boggs	Waterloo, Iowa
General Manager	C. D. Cass	Waterloo, Iowa
Assistant to General Manager	Frank McDonald	Waterloo, Iowa
Chief Engineer	T. E. Rust	Waterloo, Iowa
Traffic Manager	T. P. Emmons	Sumner, Iowa
General Freight Agent	C. M. Cheney	Waterloo, Iowa
General Passenger Agent	C. M. Cheney	Waterloo, Iowa

MILEAGE, OFFICERS AND DIRECTORS

OF

Express Companies

THE ADAMS EXPRESS COMPANY

MILEAGE OPERATED.

Name of every steam road over which the respondent operates:

Name	Terminals		Miles	Total miles
	From—	To—		
STEAM ROADS—				
Ashland & Western	Shreveport, Ohio	Ashland, Ohio	25	
Baltimore, Chesapeake & Atlantic	Baltimore, Md.	Ocean City, Md.	87	
Bellefonte Central	Bellefonte, Pa.	Pine Grove Mills, Pa.	23	
Big Stone Gap & Powells Valley	Big Stone Gap, Ky.	L. & N. R. R.	6	
Boyne City, Gaylord & Alpena	Boyne City, Mich.	Gaylord, Mich.	27	
Brooksville R. R.	Wellsburg, Ky.	Brooksville, Ky.	10	
Central New England Ry.	Hartford, Conn.	Campbell Hall, N. Y.	187	
Chesapeake & Ohio R. R.	Washington, D. C., and Ft. Monroe, Va	Cincinnati, etc.	598	
Chesapeake Beach Railway	Hyattsville, Md.	Chesapeake Beach, Md.	34	
Chesapeake & Western R. R.	Elkton, Va.	North River Gap, Va.	42	
C., B. & Q. R. R.	Chicago, Ill.	Denver, Billings, etc.	8,934	
Cincinnati, Lebanon & Northern	Cincinnati, Ohio	Lebanon, Ohio	44	
Cleveland, Akron & Columbus	Cleveland, Ohio	Columbus, Ohio	178	
Coal River Ry.	St. Albans, W. Va.	Clothier, W. Va.	51	
Coal & Coke Ry.	Charlestown, W. Va.	Elkins & Belington	183	
Columbus & Southern	Wyandotte Junction, Ohio	South Bloomingville	23	
Cornwall & Lebanon	Conewago, Pa.	Lebanon, Pa.	22	
Cincinnati, Flemingsburg & So. Eastern	Johnston, Ky.	Hillsboro, Ky.	17	
Cumberland Valley	Harrisburg, Pa.	Winchester, Va.	162	
Denver, Northwestern & Pacific	Denver, Colo.	Yampa, Col.	185	
Dry Fork R. R.	Hendricks, W. Va.	Horton and Roy, W. Va.	37	
East Broadtop R. R.	Mount Union, Pa.	Shade Gap, Pa.	37	
Eastern Kentucky R. R.	Riverton, Ky.	Wellsville, Ky.	36	
East Berlin Ry.	Abbotstown, Pa.	East Berlin, Pa.	8	
Emmitsburg R. R.	Rocky Ridge, Md.	Emmitsburg, Md.	15	
Frankfort & Cincinnati	Frankfort, Ky.	Paris, Ky.	40	
Georges Creek & Cumberland	Cumberland, Md.	Lonaconing, Md.	18	
Glasgow R. R.	Glasgow, Ky.	Glasgow Junction, Ky.	10	
Grafton & Upton R. R.	Milford, Mass.	North Grafton, Mass.	16	

ADAMS EXPRESS COMPANY—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
Hocking Valley	Columbus, Ohio	Pomeroy, Ohio	218	
Huntingdon & Broadtop Mt. R. R.	Huntington, Pa.	Mt. Dallas, Pa.	53	
Interstate R. R.	Appalachia, Va.	Stonega, Va.	6	
Iowa Central Ry.	St. Paul Minn.	Peoria, Ill.	583	
Island Creek R. R.	Logan, W. Va.	Holden, W. Va.	6	
Kanawha & West Virginia	Blakely, W. Va.	Charlestown, W. Va.	35	
Kishacoquillas Valley	Reedsville, Pa.	Belleville, Pa.	12	
Lancaster, Oxford & Southern	Oxford, Pa.	Peach Bottom, Pa.	30	
Lexington & Eastern	Lexington, Ky.	Jackson, Ky.	93	
Ligonier Valley	Latrobe, Pa.	Ligonier, Pa.	10	
Little Kanawha	Parkersburg, W. Va.	Palestine, W. Va.	29	
Louisville & Atlantic	Beattyville Junction, Ky.	Versailles, Ky.	101	
Louisville & Nashville	Cincinnati, Nashville	Atlanta, etc.	1,805	
Louisville, Henderson & St. Louis	Louisville, Ky.	Henderson, Ky.	183	
Manistee & Grand Rapids	Manistee, Mich.	Dighton, Mich.	61	
Maryland & Penna. R. R.	Baltimore, Md.	York, Pa.	77	
Maryland, Delaware & Virginia	Baltimore, Md.	Rehoboth, Del.	112	
Minneapolis & St. Louis	St. Paul, Minn.	Des Moines, Iowa	1,028	
Missouri & Illinois Bridge & Belt	West Alton, Mo.	Alton, Ill.	3	
Monongahela R. R.	Brownsville Junction, Pa.	Martin, Ache Junction	59	
Muscatine, North & South	Kingston, R. I.	Muscatine, Iowa	28	
Narragansett Pier R. R.	Elrick Junction, Iowa	Narragansett Pier, R. I.	8	
Nelson & Albemarle Ry.	Warren, Va.	Esmont, Va.	6	
New Park & Fawn Grove	Stewartstown	Wiley, Pa.	9	
Newport & Shermans Valley	Newport, Pa.	New Germantown, Pa.	31	
Newport & Wickford R. R.	Wickford Landing	Wickford Junction, R. I.	3	
N. Y., N. H. & Hartford R. R.	New York	Boston and branches	2,187	
N. Y., Ontario & Western	Weehawken	Oswego, Rome, Scranton, etc.	521	
N. Y., Phila. & Norfolk R. R.	Delmar, Del.	Cape Charles, Va., Crisfield, Md., etc.	111	
Northern Central R. R.	Baltimore, Md., and Williamsport, Pa.	Sunbury, Mt. Carmel, Pa., and Sodus Point, N. Y.	470	
Ohio River & Columbus R. R.	Ripley, Ohio	Sardinia, Ohio	24	
Ohio River & Western	Bellaire, Ohio	Zanesville, Ohio	112	
Pennsylvania Lines—East	New York	Pittsburg, Erie, Newcastle, Buffalo	3,635	
Pennsylvania Lines—West	Pittsburg	Cincinatti, Indianapolis, Chicago, etc.	4,074	
Peoria & Pekin Union	Peoria, Ill.	Pekin, Ill.	8	
Philadelphia, Baltimore & Washington	Philadelphia	Washington, Delmar, etc.	620	
Piney River & Paint Creek	Mabscott, W. Va.	Prosperity, W. Va.	10	
Pittsburg, Lisbon & Western	New Galilllee, Pa.	Lisbon, Ohio	25	
Pittsburg, Shawmut & Northern	Croyland, Pa.	Hallton, Pa.	12	
Pittsburg, Summerville & C.	Summerville, Pa.	Clarion, Pa.	30	
Pittsburg, Westmoreland & S.	Ligonier, Pa.	Somerset, Pa.	27	
Quincy, Omaha & Kansas City	Quincy, Ill.	Kansas City, Mo.	250	
Richmond, Fredericksburg & Potomac	Washington	Richmond, Va.	116	
Rockport, Langdon & Northern	Rockport, Mo.	Langdon, Mo.	8	
Sharpsville R. R.	Sharpsville, Pa.	Wilmington Junction, Pa.	24	
South Manchester R. R.	South Manchester, Conn.	Manchester, Conn.	2	
Stewartstown, R. R.	New Freedom, Pa.	Stewartstown, Pa.	7	
Susquehanna & New York R. R.	Towanda, Pa.	Marsh Hill Junction, Pa.	58	
Susquehanna, Bloomsburg & Ber.	Watsontown, Pa.	Berwick, Pa.	39	
Susquehanna River & Western	Duncannon, Pa.	Landerburgh, Pa.	12	
Tabor & Northern	Tabor, Iowa	Malvern, Iowa	8	
Tionesta Valley	Sheffield, Pa.	Loleta, Pa.	26	
Toledo, Peoria & Western	Effner, Ill.	Keokuk, Iowa	248	
Tuckerton R. R.	Whitings, N. J.	Tuckerton, N. J.	29	
Union Transportation Co.	Hightstown, N. J.	Pemberton, N. J.	25	
Virginia Air Line	Lindsay, Va.	Strathmore, Va.	30	
Virginian Railway Co.	Norfolk, Va.	Deepwater, W. Va.	436	
Washington, Frederickburg & Gettysburg	Frederick, Md.	Thurmont, Md.	18	
Washington, Potomac & Chesapeake	Brandywine, N. J.	Mechanicsville, Md.	20	
Waynesburg & Washington	Waynesburg, Pa.	Washington, Pa.	27	
Western Maryland	Baltimore, Md.	York, Pa., and Belington, W. Va.	529	
West Jersey & Seashore	Camden, N. J.	Atlantic City, N. J.	58	
West Jersey & Seashore	Camden, N. J.	Cape May, Ocean City, etc.	166	
White Oak R. R.	White Oak Junction, W. Va.	Stuart, W. Va.	9	
Winfield, R. R.	Butler Junction, Pa.	West Winfield, Pa.	12	
Worthville R. R.	Worthville, Ky.	Carrollton, Ky.	8	
Total				30,676

ADAMS EXPRESS COMPANY—CONTINUED

Names of all lines other than steam roads over which the respondent operates. Observe the Following order:
1. Electric Lines.
2. Steamboat Lines.
3. Stage and wagon lines.

	Name	Terminals		Miles	Total miles
		From—	To—		
	ELECTRIC LINES—				
1.	Conway St. Electric Ry	Conway, Mass.	Conway Village	5	
	Lackawanna & Wyoming Valley	Wilkesbarre, Pa.	Scranton, Pa.	17	
	Meadville & Conneaut Lake Tr. Co	Linesville, Pa.	Meadville, Pa.	14	
	Milford & Uxbridge St. Ry	West Medway, Mass.	Milford, Mass.	5	
	Newpaltz, Highland & Pough. Tr. Co	Newpaltz, N. Y.	Lloyd, N. Y.	4	
	Parkersburg, Marietta & Interurban	Marietta, Ohio	Parkersburg, W. Va.	12	
	Rhode Island Co	Providence, R. I.	Buttonwoods, R. I.	16	
	Wash., Balto. & Annapolis E. Ry	Annapolis, Md.	Annapolis Junction, Md.	20	
	West Jersey & Seashore R. R.	Camden, N. J.	Millville and Longport	92	
	Wheeling Traction Co	Wheeling, W. Va.	Moundsville, W. Va.	11	
	Total				196
	STEAMBOAT LINES—				
2.	Baltimore, Chesapeake & Atlantic Strs.	Baltimore, Md.	Freeport, Danton, Salisbury	1,041	
	Balto., Ches. & R. R. Boat Line	Baltimore, Md.	Claiborne, Md.	44	
	Ches. & Ohio R. R. Boat Line	Norfolk, Va.	Newport News, Va.	15	
	Baltimore Steam Packet Co	Baltimore, Md.	Norfolk, Va.	180	
	Goodrich Transit Co	Chicago, Ill.	Milwaukee and Muskegon, Mich.	85	
	Island Transportation Co	Mackinaw, Mich.	Mackinaw Island, Mich.	6	
	Maryland, Del. & Va. Strs	Baltimore, Md.	Fredericksburg, Norfolk, Va., and Chestertown, Md.	700	
	New England Navigation Co	New York	Norwich, Ct., Fall River	725	
	N. Y., N. H. & Hartford R. R.	Harlem River	Jersey City, N. J.	13	
	New London-Block Island Line	New London Ct.	Block Island, R. I.	35	
	Newport-Block Island Line	Newport, R. I.	Block Island, R. I.	25	
	Newport & Wickford Str. Line	Newport, R. I.	Wickford, R. I.	12	
	New York, Phila. & Norfolk R. R. Strs	Norfolk, Va.	Cape Charles and Old Point Comfort	36	
	Old Dominion Steamship Co	Norfolk, Va.	Smithfield, Mobjack, Va.	164	
	Philadelphia, Balto. & Wash. R. R.	Norfolk, Va.	Portsmouth, Va.	7	
	Starin Line	New York	New Haven, Ct.	76	
	Stonington & Watchhill Stb. Co	Stonington, Ct.	Watch Hill, R. I.	5	
	Tolchester Beach Imp. Co	Baltimore, Md.	Havre de Grace and Tolchester, Md.	116	
	Virginia Navigation Co	Norfolk, Va.	Richmond, Va.	120	
	Total				3,406
	STAGE AND WAGON LINES—				
3.	J. S. Cochran	Bartow	City Island, N. Y.	3	
	McCrillis Express	Boston, Mass.	Boston Highlands, Mass.	2	
	Brewers Express	Boston, Mass.	Charlestown, Mass.	2	
	Magee's Express	Boston, Mass.	East Boston, Mass.	2	
	Dilingham's Express	Boston, Mass.	Jamaica Plains, Mass.	5	
	Parker's Express	Boston, Mass.	Roslindale, Mass.	6	
	Wagon	Boston, Mass.	Brookline, Mass.	7	
	Wagon	Boston, Mass.	Cambridge, Mass.	4	
	Wagon	Holyoke	Springfield, Mass.	9	
	Wagon	Lenox	Lenox Village, Mass.	3	
	E. T. Curtis	Eminence	Newcastle, Ky.	4	
		Lyons	Clinton, Iowa	6	
	Sparta & Warsaw Stage Co	Sparta	Warsaw, Ky.	14	
	Griffith Bros.	Sanders, Ky.	Ghent, Ky., and Vevay, Ind.	11	
		Preston	Owingsville, Ky.	5	
					83

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Levi C. Weir	New York, N. Y.	No date fixed
William M. Barrett	New York, N. Y.	No date fixed
William H. Damsel	Chicago, Ill.	No date fixed
Charles Steele	New York, N. Y.	No date fixed
Basil W. Rowe	New York, N. Y.	No date fixed
Dumont Clarke	New York, N. Y.	No date fixed
George F. Baker	New York, N. Y.	No date fixed

The title of the above named men under the articles of association is managers.

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Levi C. Weir	New York, N. Y.
President	William M. Barrett	New York, N. Y.
Vice-President, in charge of Western Dept	William H. Damsel	Chicago, Ill.
Vice-President and Treasurer	Basil W. Rowe	New York, N. Y.
Secretary	Horatio H. Gates	New York, N. Y.
Attorney, or General Counsel	Cravath, Henderson & de Gersdorff	New York, N. Y.
General Auditor	Henry G. Waters	New York, N. Y.
General Manager of New York Department in charge of Traffic	Joseph Zimmerman	New York, N. Y.
General Manager of Penn. Dept	Henry E. Huff	Philadelphia, Pa.
General Manager of Western Dept	Grant D. Curtis	Chicago, Ill.

AMERICAN EXPRESS COMPANY

MILEAGE OPERATED.

Name of every steam road over which the respondent operates:

Name	Terminals		Miles
	From—	To—	
Chicago & Northwestern	Chicago, Ill.	Omaha, Neb.	7,311.43
Chicago, St. Paul, Min. & Omaha	Elroy, Wis.	St. Paul, Minn.	1,085.60
Crooked Creek R. R. & Coal Co.	Webster City, Iowa	Lehigh, Iowa	18.00
*Des Moines, Iowa Falls & Northern			
Fort Dodge, Des Moines & Southern	Des Moines, Iowa	Fort Dodge, Iowa	56.10
Illinois Central	Chicago, Ill.	New Orleans, La	4,440.20
Newton & Northwestern	Newton, Iowa	Rockwell City, Iowa	107.20
St. Paul & Des Moines	Mason City, Iowa	Des Moines, Iowa	120.70
Steam Roads other than those in Iowa			31,826.66
Total			45,565.90

*This company was succeeded by the St. Paul & Des Moines Railroad Company on August 1, 1908.

AMERICAN EXPRESS COMPANY—CONTINUED.

Names of all lines other than steam roads over which the respondent operates. Observe the Following order:
1. Electric Lines.
2. Steamboat Lines.
3. Stage Lines.
4. Miscellaneous Lines.

	Name	Terminals		Miles	Total miles
		From—	To—		
	ELECTRIC LINES—				
1.	Cedar Rapids & Iowa Citl Ry & Lt. Co..	Cedar Rapids, Iowa	Iowa City, Iowa	27.49	
	Iowa & Illinois	Clinton, Iowa	Davenport, Iowa	36.22	
	Electric Lines other than those in Iowa			411.99	475.70
	STEAMBOAT LINES—				
2.	Outside of Iowa			2,051.00	2,051.00
	STAGE LINES—				
3.	In Iowa	Clinton, Iowa	Lyons, Iowa	2.50	
	Outside of Iowa			30.44	32.94
	MISCELANEOUS LINES—				
4.	Bridges—Outside of Iowa			4.68	4.68
	Ferries—R. I. & Davenport Ferry Co..	Rock Island, Ill.	Davenport, Iowa	1.00	
	Ferries—Outside of Iowa			10.50	11.50
	Total				2,575.83

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James C. Fargo	New York, N. Y.	When suc. elected
Lewis Cass Ledyard	New York, N. Y.	When suc. elected
Francis F. Flagg	New York, N. Y.	When suc. elected
Charles G. Clark	New York, N. Y.	When suc. elected
Johnston Livingston	New York, N. Y.	When suc. elected
William H. Seward	Auburn, N. Y.	When suc. elected
Charles M. Pratt	New York, N. Y.	When suc. elected
Edward Hutchinson	Syracuse, N. Y.	When suc. elected
John H. Bradley	New York, N. Y.	When suc. elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	James C. Fargo	New York, N. Y.
First Vice-President, General	Lewis Cass Ledyard	New York, N. Y.
Vice-President, General	Francis F. Flagg	New York, N. Y.
V. P. in charge real estate and securities	Charles G. Clark	New York, N. Y.
Secretary	William H. Seward	New York, N. Y.
Vice-President and Treasurer	James F. Fargo	New York, N. Y.
General Counsel	Carter, Ledyard & Milburn	New York, N. Y.
Comptroller	William E. Fowelson	New York, N. Y.
General Auditor, Financial Dept.	William H. Cushing	New York, N. Y.
Asst. General Auditor, Financial Dept.	Henry S. Juler	New York, N. Y.
V. P. and Gen. Mgr., Eastern Dept.	Livingston W. Fargo	Chicago, Ill.
V. P. and Gen. Mgr., Western Dept.	Marcellus F. Berry	New York, N. Y.
Mgr. of Foreign Dept., U. S. & Can.	William S. Dalliba	Paris, France
Manager of Foreign Dept., Europe	Clifton, C. Smith	New York, N. Y.
Manager of Express Financial Dept.	James H. Swinarton	Chicago, Ill.
Manager of Western Financial Dept.	John H. Bradley	New York, N. Y.
Manager of Dept. of Equipment and Sup.	Edwin E. Bush	New York, N. Y.
V. P. and Gen. Traffic Mgr.		
Asst. Traffic Manager		

GREAT NORTHERN EXPRESS COMPANY

MILEAGE OPERATED.

Name of every steam road over which the respondent operates:

Name	Terminals		Miles
	From—	To—	
Great Northern Ry	St. Paul, Minn	Seattle, Wash., and branches	6,955.91
Kootenai Valley Ry	Bonners Ferry, Idaho	International Boundary	25.79
Bedlington & Nelson Ry	International Boundary	Kuskonook, B. C	23.97
Butte, Anaconda & Pacific Ry	Butte, Mont.	Anaconda, Mont.	25.90
Total			7,031.57

Names of all lines other than steam roads over which the respondent operates. Observe the Following order:
1. Electric Lines.
2. Steamboat Lines.
3. Stage Lines.
4. Miscellaneous Lines.

ELECTRIC LINES—			
1. Coeur l'Alma & Spok. Ry. Co. Ltd	Spokane, Wash.	Hayden Lake, Idaho, and branch to Liberty Lake	42.53
Spokane & Inland Ry. Co	Spokane, Wash.	Moscow, Idaho, and branch to Colfax	127.06
STEAMBOAT LINES—			
2. Olympia & Tacoma Navigation Co	Seattle, Wash.	Olympia, Wash.	50.00
Columbia River & Puget Sd. Navi. Co	Seattle, Wash.	Tacoma, Wash.	26.00
Puget Sound Navigation Co	Seattle, Wash.	Victoria, B. C	90.00
Kootenay Ry. & Navigation Co	Nelson, B. C	Kaslo, B. C	45.00
Total			380.59

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
R. I. Farrington	St. Paul, Minn	October 14, 1909
Louis W. Hill	St. Paul, Minn	October 14, 1909
E. Sawyer	St. Paul, Minn	October 14, 1909
J. M. Gruber	St. Paul, Minn	October 14, 1909
W. W. Broughton	St. Paul, Minn	October 14, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	R. T. Farrington	St. Paul, Minn.
Vice-President	Louis W. Hill	St. Paul, Minn.
Secretary	E. Sawyer	St. Paul, Minn.
Treasurer	E. Sawyer	St. Paul, Minn.
Auditor	G. A. Gates	St. Paul, Minn.
General Manager	D. S. Elliott	St. Paul, Minn.

THE PACIFIC EXPRESS COMPANY.

MILEAGE OPERATED.

Name of every steam road over which the respondent operates:

Name	Terminals		Miles	Total miles
	From—	To—		
Ann Arbor R. R.	Toledo, Ohio	Frankfort, Mich.	297	
Arkansas & Louisiana Ry.	Hope, Ark.	Nashville, Ark.	25	
Arkansas Central R. R.	Fort Smith, Ark.	Paris, Ark.	46	
Arkansas Midland R. R.	Helena, Ark.	Clarendon, Ark.	47	
Arkansas Southwestern Ry.	Smithton, Ark.	Pike City, Ark.	33	
Atchison & Eastern Bridge Co.	Across Missouri River			
Beaumont & Great Northern R. R.	Trinity, Texas	Livingston, Tex.	33	
Brinkley, Helena & I. B. R. R.	Pine City, Ark.	Brinkley, Ark.	23	
Butte, Anaconda & Pacific Ry.	Silver Bow, Mont.	Anaconda, Mont.	19	
Cape Girardeau & Thebes Bridge Ter. Ry.	Kelso Junction, Mo.	Cape Girardeau, Mo.	8	
Central Railway of Oregon	Union Junction, Ore.	Union, Ore.	3	
Chicago, Cinti & Louisville R. R.	Cincinnati, Ohio	Chicago, Ill.	285	
Eastern Texas R. R.	Lufkin, Texas	Kennard, Tex.	30	
El Dorado & Bastrop Ry.	El Dorado, Ark.	White, Ark.	44	
Farmersville & Southern R. R.	Felsenthal, Ark.	Farmersville, La.	27	
Galveston, Houston & H. R. R.	Houston, Texas	Galveston, Texas	50	
Great Southern R. R.	The Dalles, Ore.	Dufur, Ore.	39	
Gurdon & Ft. Smith R. R.	Antoine, Ark.	Womble, Ark.	39	
Houston & Brazos Valley Ry.	Anchor, Texas	Velasco, Texas	20	
Idaho Northern Railroad Co.	Enaville, Idaho	Murray, Idaho	27	
Idaho Northern Railway Co.	Murphy, Idaho	Emmett, Idaho	59	
Idaho Southern Railroad Co.	Gooding, Idaho	Jerome, Idaho	24	
Illinois Terminal R. R.	Alton, Ill.	Edwardsville, Ill.	15	
Ilwaco R. R. Co.	Hagiers, Wash.	Nahcotta, Wash.	29	
International & Gt. No. R. R.			1,088	
	Langview, Texas	Laredo, Texas		
	Overton, Texas	Henderson, Texas		
	Mineola, Texas	Troupe, Texas		
	Palestine, Texas	Houston, Texas		

	Houston, Texas	Columbia, Texas		
	Fort Worth, Texas	Spring, Texas		
	Navasota, Texas	Madisonville, Texas		
	Georgetown, Texas	Round Rock, Texas		
	Huntsville, Texas	Phelps, Texas		
Keokuk & Hamilton Bridge Co.	Bridge over Mississippi River			
Laramie, Hahn's Peak & Pacific Ry.	Laramie, Wyo.	Albany, Wyo.	39	
Little Rock & Hot Springs R. R.	Benton, Ark.	Hot Springs, Ark.	31	
Little Rock & Monroe Ry.	Felsenthal, Ark.	Monroe, La.	45	
Miss. River & Bonne Terre Ry.	Riverside, Mo.	Doe Run, Mo.	52	
Miss. River, Hamburg & Wn. Ry.	Luna, Ark.	Crossett, Ark.	50	
Missouri, Oklahoma & Gulf Ry.	Wagoner, Okla.	Calvin, Okla.	106	
Missouri Pacific Ry.			3,312	
	St. Louis, Mo.	Kansas City, Mo.		
	Kansas City, Mo.	Omaha, Nebr.		
	Jefferson City, Mo.	Independence, Mo.		
	Marshall Junction, Mo.	Marshall, Mo.		
	Jefferson City, Mo.	Bagnell, Mo.		
	Boonville, Mo.	Versailles, Mo.		
	Sedalia, Mo.	Myrick, Mo.		
	Sedalia, Mo.	Warsaw, Mo.		
	Lake Junction, Mo.	Creve Couer, Mo.		
	Pleasant Hill, Mo.	Joplin, Mo.		
	Webb City, Mo.	Granby, Mo.		
	Monteith, Mo.	Madison, Kan.		
	Nassau, Mo.	Coffeyville, Kan.		
	Rich Hill, Mo.	Cornell, Kan.		
	Auburn, Mo.	Carthage, Mo.		
	Osawatomie, Kan.	Coffeyville, Kan.		
	Roper, Kan.	Peru, Kan.		
	Nebraska City, Neb.	Omaha, Nebr.		
	Talmage, Nebr.	Crete, Nebr.		
	Union, Nebr.	Lincoln, Nebr.		
	Kansas City, Mo.	Pueblo, Colo.		
	Topeka, Kan.	Fort Scott, Kan.		
	Fort Scott, Kan.	Kiowa, Kan.		
	Wichita, Kan.	Kanapolis, Kan.		
	El Dorado, Kan.	McPherson, Kan.		
	Gypsum City, Kan.	Marquette, Kan.		
	Helsington, Kan.	Great Bend, Kan.		
	Deering, Kan.	Larned, Kan.		
	Dexter, Kan.	Arkansas City, Kan.		
	Olcott, Kan.	Iuka, Kan.		
	Kansas City, Mo.	Virginia, Nebr.		
	Monager Junction, Kan.	Leavenworth, Kan.		
	Atchison, Kan.	St. Joseph, Mo.		
	Atchison, Kan.	Stockton, Kan.		

PACIFIC EXPRESS COMPANY—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Greenleaf, Kan.	Washington, Kan.		
	Yuna, Kan.	Presser, Nebr.		
	Burr Oak, Kan.	Jamestown, Kan.		
	Downs, Kan.	Lenora, Kan.		
Natchez & Southern Ry.	Natchez, Miss.	Vidalia, La.	2	
New Orleans & N. W. R. R.	White, Ark.	Vidalia, La.	116	
Opelousas, Gulf & N. N. Ry.	Melville, La.	Crowley, La.	56.4	
Oregon Railway & Nav. Co.			1,213	
	Portland, Ore.	Huntington, Ore.		
	Heppner Junction, Ore.	Heppner, Ore.		
	LaGrande, Ore.	Joseph, Ore.		
	Arlington, Ore.	Condon, Ore.		
	Pilot Rock Junction, Ore.	Pilot Rock, Ore.		
	Umatilla, Ore.	Walula, Wash.		
	Wallula, Wash.	Grange City, Wash.		
	Grange City, Wash.	Spokane, Wash.		
	Winona, Wash.	Saltice, Wash.		
	Pendleton, Ore.	Grange City, Wash.		
	Wallula, Wash.	Walla Walla, Wash.		
	Bolles, Wash.	Turner, Wash.		
	Starbuck, Wash.	Pomeroy, Wash.		
	LaCrosse, Wash.	Connell, Wash.		
	Colfax, Wash.	Moscow, Idaho		
	Takoa, Wash.	Wallace, Idaho		
	Wallace, Idaho	Burke, Idaho		
	Biggs, Ore.	Shaniko, Ore.		
Oregon Short Line			1,461.2	
	Granger, Wyo.	Huntington, Ore.		
	Kamarrer, Wyo.	End of Track, Wyo.		
	Shoshone, Idaho	Ketchum, Idaho		
	Ontario, Ore.	Vale, Ore.		
	Minidoka, Idaho	Ruhl, Idaho		
	Pocatello, Idaho	Silver Bow, Mont.		
	Blackfoot, Idaho	Mackay, Idaho		

	Idaho Falls, Idaho	Yellowstone, Mont.	
	Ogden, Utah	McGammon, Idaho	
	Salt Lake, Utah	Ogden, Utah	
	Silver Bow, Mont.	Butte, Mont.	
	Cache Junction, Utah	Preston, Idaho	
	Logan, Utah	Mendon, Utah	
	Brigham, Utah	Malad, Idaho	
	Boise, Idaho	Nampa, Idaho	
Oregon, Washington & I. R. R.	Riparia, Wash.	Lewiston, Idaho	75
Pacific & Idaho No. Ry Co.	Wesler, Idaho	Evergreen, Idaho	76
Pine Bluffs & Western R. R.	Pine Bluff, Ark.	Benton, Ark.	46
Roscoe, Snyder & Pacific Ry.	Roscoe, Texas	Snyder, Texas	30
St. Louis & Hannibal Ry.			104
	Hannibal, Mo	Gilmore, Mo.	
	Ralls Junction, Mo.	Perry, Mo.	
St. Louis, Iron Mountain & So. Ry.			2,396
	St. Louis, Mo.	Texarkana, Texas	
	St. Louis, Mo.	Jefferson Barracks, Mo.	
	Bismarck, Mo.	Columbus, Ky.	
	Cairo, Ill.	Poplar Bluff, Mo.	
	Neeleyville, Mo.	Doniphan, Mo.	
	Mineral Point, Mo.	Potesi, Mo.	
	Springfield, Mo.	Crane, Mo.	
	Allenville, Mo.	Jackson, Mo.	
	Wynne, Ark.	Helena, Ark.	
	Bald Knob, Ark.	Memphis, Tenn.	
	Argenta, Ark.	Coffeyville, Kan.	
	Diaz, Ark.	Carthage, Mo.	
	White River Junction, Ark.	Cushman, Ark.	
	Cherokee Junction, Okla.	Greenwood, Ark.	
	Fort Smith, Ark.	Van Buren, Ark.	
	Osage Junction, Ark.	Hartman Junction, Ark.	
	Spadra Junction, Ark.	Knoxville Junction, Ark.	
	Gurdon, Ark.	El Dorado, Ark.	
	Little Rock, Ark.	Alexandria, La.	
	Arkansas City, Ark.	Trippe Junction, Ark.	
	Halley, Ark.	Warren, Ark.	
	McGahee, Ark.	Clayton, La.	
	St. Louis, Mo.	Thebes, Ill.	
	Gorham, Ill.	Herrin, Ill.	
	Endorn, Ark.	Pioneer, La.	
St. Louis Merchants Bridge Ter. Ry. Co.	Bridge across Mississippi River		
St. Louis Southwestern Ry. Co.			631
	Thebes, Ill.	Texarkana, Ark.	
	Cairo, Ill.	Malden, Mo.	
	Lilbourn, Mo.	New Madrid, Mo.	
	Stuttgart, Ark.	Gillett, Ark.	

PACIFIC EXPRESS COMPANY—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Altheimer, Ark.	Little Rock, Ark.		
	Lewisville, Ark.	Shreveport, La.		
St. Louis Southwestern Ry of Texas			636	
	Texarkana, Texas	Gatesville, Texas		
	Mount Pleasant, Texas	Fort Worth, Texas		
	Noell Junction, Texas	Dallas, Texas		
	Commerce, Texas	Sherman, Texas		
	Tyler, Texas	Broaddus, Texas		
	Corsican, Texas	Hillsboro, Texas		
St. Louis, Watkins & Gulf Ry	Alexandria, La.	Lake Charles, La.	100	
Shreveport, Houston & Gulf R. R.	Huntington, Texas	Manning, Texas	9	
Sumpter Valley, Ry	Baker City, Ore.	Austin, Ore.	62	
Terminal R. R. Assn of St. Louis	Bridge across Mississippi River			
Texas & Pacific Ry			1,871.6	
	El Paso, Texas	New Orleans, La.		
	Texarkana, Texas	Marshall, Texas		
	Texarkana, Texas	Fort Worth, Texas		
	Donaldsonville, La.	Thibodeaux, La.		
	Donaldsonville, La.	Napoleonville, La.		
	Bunkie, La.	Marksville, La.		
	Bunkie, La.	Eunice, La.		
	Nereauville, La.	Melville, La.		
	Cypress, La.	Shreveport, La.		
	Texarkana, Texas	Shreveport, La.		
Texas Southeastern R. R.	Lufkin, Texas	Diboll, Texas	13	
Trinity Valley Southern R. R.	Dodge, Texas	Oakhurst, Texas	6	
Union Pacific R. R.			3,363	
	Council Bluffs, Iowa	Ogden, Utah		
	Albion, Nebr.	Oconee		
	Genoa, Nebr.	Spaulding, Nebr.		
	Grand Island, Neb.	Ord, Nebr.		
	St. Paul, Nebr.	Loup, Nebr.		
	Beelas, Nebr.	Pleasanton, Nebr.		
	Kearney, Nebr.	Galloway, Nebr.		

	Valley, Nebr.	Beatrice, Nebr.		
	Stromsburg, Nebr.	Central City, Nebr.		
	Columbus, Nebr.	Norfolk, Nebr.		
	Kansas City, Mo.	Denver, Col.		
	Dacona, Col.	St. Vrains, Col.		
	Leavenworth, Kan.	Lawrence, Kan.		
	Leavenworth, Kan.	Miltonvale, Kan.		
	Manhattan, Kan.	Beatrice, Nebr.		
	Junction City, Kan.	Concordia, Kan.		
	Lawrenceville, Kan.	Belleville, Kan.		
	Topeka, Kan.	Onaga, Kan.		
	Solomon, Kan.	Beloit, Kan.		
	Salina, Kan.	McPherson, Kan.		
	Salina, Kan.	Plainville, Kan.		
	Cheyenne, Wyo.	Denver, Col.		
	Julesburg, Col.	LaSalle, Col.		
	Plainville, Kan.	Colby, Kan.		
	Brighton, Col.	Boulder, Col.		
	Thayer Junction, Wyo.	Superior, Wyo.		
	Echo, Utah	Park City, Utah		
	O'Fallen, Nebr.	Oshkosh, Nebr.	2,516	
Wabash R. R. Co.				
	Toledo, Ohio	Kansas City, Mo.		
	Buffalo, N. Y.	Detroit, Mich.		
	Montpelier, Ohio	Detroit, Mich.		
	Montpelier, Ohio	Chicago, Ill.		
	Fort Wayne, Ind.	Toledo, Ohio		
	Halmer, Ind.	Stroh, Ind.		
	Chicago, Ill.	Bement, Ill.		
	Streator, Ill.	Forrest, Ill.		
	Attica, Ind.	Covington, Ind.		
	Champaign, Ill.	Urbana, Ill.		
	Bement, Ill.	Shumway, Ill.		
	Shumway, Ill.	Altamont, Ill.		
	Edwardsville Junction, Ill.	Edwardsville, Ill.		
	Decatur, Ill.	Moberly, Mo.		
	Maysville, Ill.	Pittsfield, Ill.		
	Bluffs, Ill.	Keokuk, Iowa		
	Clayton, Ill.	Quincy, Ill.		
	Quincy, Ill.	Hannibal, Mo.		
	Moberly, Mo.	Ottumwa, Iowa		
	Moulton, Iowa	Des Moines, Iowa		
	Centralia, Mo.	Columbia, Mo.		
	Salisbury, Mo.	Glasgow, Mo.		
	Brunswick, Mo.	Omaha, Nebr.		
	St. Louis, Mo.	Ferguson, Mo.		
	Excelsior Springs Junction, Mo.	Excelsior Springs, Mo.		

PACIFIC EXPRESS COMPANY—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
Wabash Pittsburgh Terminal Ry.	Pittsburg Junction, Ohio	Pittsburg, Pa.	60	
Weatherford, M. W. & N. W. Ry.	Weatherford, Texas	Graford, Texas	41	
Wheeling & Lake Erie R. R.	Toledo, Ohio	Martins Ferry, Ohio	450	
	Martins Ferry, Ohio	Steubenville, Ohio		
	Huron Junction, Ohio	Huron, Ohio		
	Cleveland, Ohio	Zanesville, Ohio		
	Canton, Ohio	Minerva and Sherrodsville, Ohio		
	Falls Junction, Ohio	Chagrin Falls, Ohio		
Wheeling Terminal Ry.	Wheeling, W. Va.	Martins Ferry, Ohio	3	
Total				21,721.2

PACIFIC EXPRESS COMPANY—CONTINUED

Names of all lines other than steam roads over which the respondent operates. Observe the Following order:
1. Electric Lines.
2. Steamboat Lines.

	Name	Terminals		Miles	Total miles
		From—	To—		
	ELECTRIC LINES—				
1.	Dayton & Troy Electric Ry.	Dayton, Ohio	Piqua, Ohio	31	
	Interurban Ry. & Terminal Co.	Cincinnati, Ohio	Norwood, Ohio	11	
	St. Francois County Ry.	Delasses, Mo.	Farmington, Mo.	3	
	Springfield, Troy & Piqua Ry.	Springfield, Ohio	Troy, Ohio	30	
	Toledo, Fosteria & Findlay Ry.	Findlay, Ohio	Pemberville, Ohio	52	
	Toledo, Ft. Clinton & Lakeside Ry.	Toledo, Ohio	Lakeside, Ohio	52	
	Toledo, Urban & Interurban	Toledo, Ohio	Findlay, Ohio	51	
	Western Ohio Ry.	Findlay, Ohio	Piqua, Ohio	112	
		Wapakoneta, Ohio	Celina, Ohio		
		St. Marys, Ohio	Minster, Ohio		
	Total				343
	STEAMBOAT LINES—				
2.	Baton Rouge Ferry Co.	Port Allen, La.	Baton Rouge, La.	.34	
	Chicago, Racine, Milwaukee Line	Chicago, Ill.	Milwaukee, Wis.	85	
	Cleveland & Buffalo Transit Co.	Cleveland, Ohio	Buffalo, N. Y.	183	
	Detroit & Cleveland Nav. Co.	Detroit, Mich.	Cleveland, Ohio	110	
	Ilwaco R. R. Co.	Astoria, Ore.	Meglers, Wash.	5	
	Louisville & Cincinnati Pkt. Co.	Louisville, Ky.	Cincinnati, Ohio	125	
	Oregon Ry. & Nav. Co. Columbia River Boat	Portland, Ore.	Astoria, Ore.	100	
	Total				608.34

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James Eggleston	St. Louis, Mo.	December 31, 1909
C. S. Clarke	St. Louis, Mo.	December 31, 1909
S. B. Schuyler	St. Louis, Mo.	December 31, 1909
E. B. Pryor	St. Louis, Mo.	December 31, 1909
F. A. Delano	Chicago, Ill.	December 31, 1909
J. Krutschnitt	Chicago, Ill.	December 31, 1909
Erastus Young	Omaha, Neb.	December 31, 1909

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	James Eggleston	St. Louis, Mo., and New York, N. Y.
Vice-President	E. B. Pryor	St. Louis, Mo.
Secretary	W. R. Carter	St. Louis, Mo.
Treasurer	W. R. Carter	St. Louis, Mo.
General Counsel	J. L. Minnis	St. Louis, Mo.
Auditor	J. A. Brewster	St. Louis, Mo.
General Superintendent	F. C. Geutsch	St. Louis, Mo.
Asst. General Supt.	Jno. T. Daniel	St. Louis, Mo.
Supt. of Tariffs	M. C. Thaxton	St. Louis, Mo.

UNITED STATES EXPRESS COMPANY

MILEAGE COVERED.

Name of every steam road over which the respondent operates:

Name of Road	Miles	Total Miles
Atchison & Eastern Bridge	.36	
Ahanapee & Western	34.00	
Atlantic City	161.70	
Atlantic, Northern & Southern	16.99	
Baltimore & Ohio	3,217.89	
Baltimore & Ohio Southwestern	971.31	
Bloomsburg & Sullivan	30.00	
Central Indiana	126.83	
Central R. R. Co. of New Jersey	528.60	
Chicago & Illinois Midland	25.60	
Chicago, Rock Island & Gulf	273.79	
Chicago, Rock Island & Pacific	5,868.72	
Cincinnati, Bluffton & Chicago	48.24	
Cincinnati, Hamilton & Dayton	991.72	
Cornwall Railroad	11.20	
Cumberland & Penna	31.90	
Dayton & Union	47.00	
Dayton, Lebanon, Cincinnati R. R. & Terminal Co	23.00	
Delaware, Lackawanna & Western	939.63	
Duluth & Iron Range	151.50	
Elgin, Joliet & Eastern	107.85	
Genessee & Wyoming	13.40	
Green Bay & Western	254.30	
Kanawha & Michigan	171.74	
Kewaunee, Green Bay & Western	39.70	
Lake Shore & Michigan Southern	806.75	
Lake Side & Marble Head	7.00	
Lehigh & New England	72.70	
Lehigh Valley	1,108.60	
Marietta, Columbus & Cleveland	48.00	
Morgantown & Kingwood	47.90	
New Jersey & Pennsylvania	26.00	
Peoria & Pekin Union	10.00	
Pere Marquette	2,044.01	
Philadelphia & Reading	1,180.60	
Pittsburg, Shawmuth & Northern	221.51	
Rahway Valley	8.40	
Raritan River	12.40	
Staten Island R. T. Railway	17.60	
Toledo & Ohio Central	405.97	
Unadilla Valley	19.13	
Washington Run	4.00	
Waupoca & Green Bay	9.60	
West Virginia Northern	10.40	
White Deer & Loganton	24.40	
Williamsport & North Branch	44.40	
Williams Valley	12.00	20,286.34

UNITED STATES EXPRESS COMPANY—CONTINUED.

Names of all lines other than steam roads over which the respondent operates. Observe the Following Order:

1. Electric Lines.
2. Seamboat Lines.

	Name of Road	Miles	Total Miles
1.	Aurora, Elgin & Chicago	54.94	
	Chambersburg, Green Castle & Waynesboro	24.00	
	Chicago & Milwaukee	88.06	
	Chicago, South Bend & Northern Indiana	68.07	
	Cleveland, Southwestern & Columbus	177.40	
	Detroit United Railway	365.01	
	Elgin & Belvidere	36.40	
	Fort Wayne & Wabash Valley	138.89	
	Galesburg & Kewanee	9.00	
	Grand Rapids, Holland & Chicago	15.90	
	Hagerstown Railway Co.	38.29	
	Illinois Traction System	416.20	
	Indiana Union Traction Co.	314.44	
	Joliet & Southern	22.67	
	Kokomo, Marion & Western	28.28	
	Lake Shore Electric	175.86	
	Marion, Bluffton & Eastern	31.55	
	Maryland Electric	25.30	
	Michigan United	108.91	
	Milwaukee Northern	51.50	
	Northern Ohio Traction & Light Co.	74.00	
	Ohio Electric Co.	571.09	
	Oneonta & Mohawk Valley	57.99	
	Rockford & Interurban	77.40	
	Sheboygan Light, Power and Railway	15.12	
	Southern Michigan	35.00	
	Terre Haute, Indianapolis & Eastern	358.85	
	Toledo, Chicago & Interurban	41.00	
	Toledo & Indiana	55.80	
	Toledo & Western	80.30	
	Winona Interurban	47.14	3,604.96
2.	Baltimore & Philadelphia Steamboat Co.	112.00	
	Goodrich Transit Co.	276.25	
	Norfolk & Washington Steamboat Co.	195.70	
	New Jersey & Wilmington Ferry Co.	7.00	
	Rock Creek Steamboat Co.	20.00	610.95
	Total		4,215.91

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Thomas C. Platt	New York, N. Y.	When suc. elected
Frances Lynde Stetson	New York, N. Y.	When suc. elected
Frank H. Platt	New York, N. Y.	When suc. elected
Chauncey H. Crosby	New York, N. Y.	When suc. elected
Edward T. Platt	New York, N. Y.	When suc. elected
Albert B. Boardman	New York, N. Y.	When suc. elected
Levi C. Weir	New York, N. Y.	When suc. elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Thomas C. Platt	New York, N. Y.
V.-P., Gen. Mgr. and Secretary	Chauncey H. Crosby	New York, N. Y.
Treasurer	Edward T. Platt	New York, N. Y.
General Counsel	Frank H. Platt	New York, N. Y.
Accountant	John M. Tallman	New York, N. Y.
General Auditor	L. L. Tate	Jersey City, N. J.
General Manager	Chauncey H. Crosby	New York, N. Y.
Traffic Superintendent	M. T. Jones	New York, N. Y.

WELLS FARGO & COMPANY, EXPRESS

MILEAGE OPERATED.

Name of every steam road over which the respondent operates:

Name	Terminals		Miles	Total miles
	From—	To—		
STEAM ROADS—				
Anderson & Bella Vista Ry	Anderson, Cal.	Bella Vista, Cal		17.00
Arcata & Mad River R. R	Arcata, Cal.	Korbel, Cal.		10.75
Arizona & Colorado R. R	Cochise, Ariz.	Blacks, Ariz.		32.50
Arizona & New Mexico Ry	Hachita, N. M	Clifton, Ariz.		109.00
Arizona Southern R. R	Red Rock, Ariz	Silver Bell, Ariz		20.00
Arkansas Western Ry	Heavener, Okla.	Waldron, Ark.		33.00
Amador Central R. R	Ione, Cal.	Martel Station, Cal		12.00
Arkansas, Louisiana & Gulf Ry	Hamburg, Ark.	Monroe, La.	56.20	
	Rolfe Junction	Crossett, Ark.	4.80	61.00
Atchison, Topeka & Santa Fe Ry. System	Chicago, Ill.	San Francisco, Cal	2,573.20	
	Florence, Kan.	Galveston, Texas	758.30	
	Albuquerque, N. M	El Paso, Texas	241.10	
	La Junta, Colo	Denver, Colo.	182.30	
	Barstow, Cal.	Los Angeles, Cal	141.10	
	Ancona, Ill.	Pekin, Ill.	58.00	
	North Lexington, Mo	St. Joseph, Mo	76.30	
	Hutchinson Junction	Kinsley, Kan.	83.70	
	Mulvane, Kan.	Wellington, Kan.	18.00	
	Mulvane, Kan.	Augusta Junction, Kan	20.70	
	Sand Creek, Kan	Winfield Junction, Kan	62.70	
	Wellington, Kan.	Woodward, Okla.	142.10	
	Medicine Lodge Junction	Medicine Lodge, Kan	20.60	
	Wichita, Kan.	Pratt, Kan.	79.80	
	Englewood Junction, Kan	Englewood, Kan.	165.90	
	Wellington, Kan.	Caldwell, Kan.	20.80	
	Wellington, Kan.	Tonkawa, Okla.	42.80	
	Hutchinson, Kan.	Blackwell, Okla.	128.20	
	Kiowa, Kan.	Belvidere, Kan.	51.00	
	Terminal Junction, Mo	Topeka, Kan.	70.70	
	Little River, Kan	Holyrood, Kan.	26.10	
	Abilene, Kan.	Salina, Kan.	22.20	
	Florence, Kan.	Ellinwood, Kan.	98.70	
	North Ottawa, Kan	Eastern Junction, Kan	70.40	
	Eastern Junction, Kan	Longton, Kan.	43.40	
	Benedict, Kan.	Madison, Kan.	40.60	
	Eastern Junction, Kan	Pittsburg, Kan.	53.20	
	Emporia, Kan.	Moline, Kan.	84.40	
	Havana, Kan.	Cedarvale, Kan.	38.40	
	Larned, Kan.	Jetmore, Kan.	46.20	
	Great Bend, Kan	Scott City, Kan	120.00	
	Wilder, Kan.	Hawthorne, Kan.	45.60	
	North Ottawa, Kan	Lawrence, Kan.	26.10	
	Burlingame, Kan.	Alma, Kan.	33.80	
	Holiday, Kan.	Emporia, Kan.	98.40	
	Quenemo, Kan.	Osage City, Kan	20.00	
	Strong City, Kan	Bazar, Kan.	11.70	
	Manchester, Kan.	Barnard, Kan.	43.10	
	Strong City, Kan	Superior, Nebr.	157.80	
	Colony Junction, Kan	Yates Center, Kan	24.30	
	Burlington Junction, Kan	Gridley, Kan.	52.00	
	Cherryvale, Kan.	Coffeyville, Kan.	16.50	
	Eastern Junction, Kan	Wellington, Kan.	142.10	
	Independence, Kan.	Tulsa, Okla.	90.70	
	Guthrie, Okla.	Kiowa, Kan.	117.00	
	Cashion, Okla.	Seward, Okla.	10.70	
	Newkirk, Okla.	Gulf Junction, Okla	183.20	
	Eastern Oklahoma Junction	Esau Junction, Okla	79.90	
	Ripley, Okla.	Cushing, Okla.	10.60	
	Junction, Okla.	Ponca, Okla.	15.10	
	Woodward, Okla.	Amarillo, Texas	169.20	
	Pauls Valley, Okla	Lindsay, Okla.	23.80	
	Davis, Okla.	Sulphur, Okla.	9.80	
	Cleburne, Texas	Paris, Texas	150.60	
	Ladonia, Texas	Honey Grove, Texas	11.60	
	Cleburne, Texas	Weatherford, Texas	40.10	
	Temple, Texas	San Angelo, Texas	227.40	
	Coleman Junction, Texas	Coleman, Texas	4.80	
	Alvin, Texas	Houston, Texas	25.50	
	Bonus, Texas	Garwood, Texas	10.00	
	Sealy, Texas	Matagordo, Texas	90.00	
	Somerville, Texas	Silsbee, Texas	152.20	
	Silsbee, Texas	Beaumont, Texas	21.00	
	Bragg, Texas	Saratoga, Texas	9.10	
	Silsbee, Texas	Center, Texas	119.20	
	Kirbyville, Texas	Oakdale, La.	81.50	
	Amarilo, Texas	Pecos, Texas	375.20	
	Canyon City, Texas	Plainview, Texas	57.30	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Canon Junction, Colo.	Canon City, Colo.	39.00	
	Cleland, Colo.	Rockvale, Colo.	3.50	
	Texico, N. M.	Belen Junction, N. M.	248.40	
	Socorro, N. M.	Magdalena, N. M.	26.80	
	Holly, Colo.	Rocky Ford, Colo.	95.10	
	Lamar, Colo.	Kornman, Colo.	4.50	
	Las Animas	Wayeland, Colo.	2.80	
	Swink, Colo.	Shelton, Colo.	5.30	
	Lamy, N. M.	Santa Fe, N. M.	18.10	
	Rincon, N. M.	Deming, N. M.	53.50	
	Deming, N. M.	Silver City, N. M.	47.50	
	Nutt, N. M.	Lake Valley, N. M.	12.70	
	Whitewater, N. M.	Fierro, N. M.	20.80	
	Hanover Junction, N. M.	Santa Rita, N. M.	3.50	
	Williams, Ariz.	Grand Canon, Ariz.	63.80	
	McConnico, Ariz.	Chloride, Ariz.	22.00	
	Ash Fork, Ariz.	Phoenix, Ariz.	193.70	
	P. & E. Junction, Ariz.	Crown King, Ariz.	54.00	
	Poland Junction, Ariz.	Poland, Ariz.	7.90	
	A. & C. Junction, Ariz.	Parker, Ariz.	105.90	
	Goffs, Cal.	Ivanpah, Cal.	45.20	
	Barnwell, Cal.	Searchlight, Nev.	22.60	
	Kramer, Cal.	Johannisburg, Cal.	28.50	
	Riverbank, Cal.	Oakdale, Cal.	6.50	
	Richmond, Cal.	Oakland, Cal.	10.90	
	Corcoran, Cal.	Calwa, Cal.	68.60	
	San Bernardino, Cal.	Orange, Cal.	47.50	
	Los Angeles, Cal.	National City, Cal.	132.00	
	Highgrove, Cal.	Temecula, Cal.	44.80	
	Perris, Cal.	San Jacinto, Cal.	19.40	
	Elsinore Junction	Elsinore, Cal.	7.60	
	Los Angeles Junction, Cal.	Fallbrook, Cal.	17.80	
	Escondido Junction, Cal.	Escondido, Cal.	21.00	
	Radondo Junction	Redondo, Cal.	20.40	

	San Bernardino, Cal.	San Bernardino, Cal.	27.10	
	Long View, Texas	Watterman, Texas	70.70	9,957.20
Bath & Hammondsport R. R.	Bath, N. Y.	Hammondsport, N. Y.		9.30
Beaumont, Sour Lake & Western Ry.	Beaumont, Texas	Houston, Texas		89.20
Bessemer & Lake Erie R. R.	Erie, Pa.	East Pittsburg, Pa.	161.10	
	Meadville Junction, Pa.	Meadville, Pa.	15.60	
	Shermansville, Pa.	Linesville, Pa.	3.40	
	Meadville Junction, Pa.	Exposition Park, Pa.	.80	
	Branchton, Pa.	Hilliard, Pa.	10.30	
	Mercer Junction, Pa.	Mercer, Pa.	.80	
	Conneaut Junction, Pa.	Conneaut, Ohio	12.30	204.30
Big Level & Kinzua R. R. (Buffalo, Bradford & Kane R. R.)	Mount Jewett, Pa.	Kane, Pa.		12.90
Boca & Loyalton R. R.	Boca, Cal.	Beckwith, Cal.		40.00
Butte County R. R.	Chico, Cal.	Stirling, Cal.		31.50
Burr's Ferry, Browndel & Chester Ry.	Rockland, Texas	Aldridge, Texas		7.10
Bullfrog-Goldfield R. R.	Goldfield, Nev.	Beatty, Nev.		74.20
Caro Northern Ry.	Caro, Texas	Mt. Enterprise, Texas		16.50
Colorado Midland Ry.	Colorado Springs, Colo.	Grand Junction, Colo.	298.50	
	Basalt, Colo.	Aspen, Colo.	18.40	
	Arkansas Junction	Leadville, Colo.	3.80	320.70
California Western R. R. & Navigation Co.	Alpine, Cal.	Fort Bragg, Cal.		18.00
Cananea Yaqui River & Pacific R. R. (Cananea Div. in U. S.)				1.00
(Yaqui River Div.—see Mexico.)				
Caseville & Western Ry.	Exeter, Mo.	Cassville,, Mo.		5.00
Chicago & Erie R. R.	Marion, Ohio	Chicago, Ill.		269.00
Chicago Great Western Ry.	Chicago, Ill.	Oelwein, Iowa	245.50	
	Oelwein, Iowa	Minneapolis, Minn.	189.70	
	Oelwein, Iowa	Kansas City, Mo.	359.70	
	Oelwein, Iowa	Omaha, Nebr.	263.00	
	Sycamore, Ill.	Dekalb, Ill.	5.80	
	Wilson Junction, Iowa	Cedar Falls, Iowa	7.70	
	Osage, Iowa	Randolph, Minn.	140.00	
	Randolph, Minn.	Mankato, Minn.	67.00	
	Simpson, Minn.	Winona, Minn.	55.20	
	Eden, Minn.	Mantorville, Minn.	7.00	
	Round House, Iowa	Fort Dodge, Iowa	.80	
	Round House, Iowa	Lehigh, Iowa	13.80	
	Clarion, Iowa	Hayfield, Minn.	100.40	
	Faribault Junction, Minn.	Faribault, Minn.	1.60	
	West Red Wing, Minn.	Red Wing, Minn.	1.40	1,458.60
Chicago, Milwaukee & St. Paul Ry.	Chamberlain, S. D.	Rapid City, S. D.	219.10	
	Chicago, Ill.	Milwaukee, Wis.	85.00	
	Rondout, Ill.	Janesville, Wis.	66.70	
	Pacific Junction, Ill.	Savanna, Ill.	132.80	
	Galewood, Ill.	Dunning, Ill.	2.45	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Ashdale, Ill.	Davenport, Iowa	60.50	
	Savanna, Ill.	Ebner, Ill.	11.60	
	Savanna, Ill.	South Omaha, Nebr.	359.00	
	Sabula, Iowa	Browns, Iowa	25.60	
	Elk River Junction, Iowa	Davenport, Iowa	45.30	
	Davenport, Iowa	Jackson, Junction, Iowa	153.10	
	Eldridge Junction, Iowa	Maquoketa, Iowa	32.30	
	Paralta, Iowa	Farley, Iowa	40.80	
	Wabasha, Minn.	Chippewa Falls, Wis.	62.70	
	Des Moines, Iowa	Spencer, Iowa	157.70	
	Clive, Iowa	Boone, Iowa	34.80	
	Green Island, Iowa	River Junction, Minn.	150.00	
	Bellevue, Iowa	Cascade, Iowa	35.60	
	Rockwell City, Iowa	Storm Lake, Iowa	38.30	
	Red Cedar Junction, Wis.	Menomonie, Wis.	15.90	
	Turkey River Junction, Iowa	West Union, Iowa	57.60	
	Waukon Junction, Iowa	Waukon, Iowa	22.80	
	Reno, Minn.	Isinours, Minn.	63.50	
	South Minneapolis, Minn.	Ortonville, Minn.	177.30	
	Hastings, Minn.	Benton Junction, Minn.	53.70	
	Glencoe, Minn.	Hutchinson, Minn.	13.80	
	Junction Switch, Minn.	Fargo, N. D.	117.00	
	Junction Switch, Minn.	Aberdeen, S. D.	109.70	
	Millbank, S. D.	Sisseton, S. D.	37.10	
	Andover, S. D.	Cogswell, N. D.	50.70	
	North McGregor, Iowa	Chamberlain, S. D.	440.70	
	Beulah, Iowa	Elkader, Iowa	19.20	
	Spencer, Iowa	Spirit Lake, Iowa	21.40	
	Rock Valley, Iowa	Hudson, S. D.	9.60	
	Marion Junction, S. D.	Running Water, S. D.	62.40	
	Calmar, Iowa	South Minneapolis, Minn.	170.70	
	Mendota, Minn.	St. Paul, Minn.	4.77	
	Conover, Iowa	Decorah, Iowa	9.00	
	Austin, Minn.	Mason City, Iowa	39.80	

	Faribault, Minn.	Zumbrota, Minn.	34.90	
	Northfield, Minn.	Cannon Junction, Minn.	32.00	
	Farmington, Minn.	Mankato, Minn.	59.80	
	Mitchell, S. D.	Aberdeen, S. D.	128.60	
	Aberdeen, S. D.	Edgeley, N. D.	63.90	
	Aberdeen, S. D.	Mobridge, S. D.	98.10	
	Roscoe, S. D.	Orient, S. D.	41.30	
	Roscoe, S. D.	Linton, N. D.	75.30	
	Marion, Iowa	Rutledge, Iowa	92.40	
	Davenport, Iowa	Ottumwa, Iowa	108.90	
	Ottumwa Junction, Iowa	Kansas City, Mo.	210.00	
	Milwaukee, Wis.	La Crosse, Wis.	195.50	
	Portage Junction, Wis.	East Madison, Wis.	34.30	
	Watertown Junction, Wis.	Madison, Wis.	36.60	
	Viroqua Junction, Wis.	Viroqua, Wis.	32.40	
	Milton Junction, Wis.	Mineral Point, Wis.	89.10	
	Broadhead, Wis.	New Glarus, Wis.	22.60	
	Warren, Ill.	Gratiot, Wis.	7.00	
	Gratiot, Wis.	Shellsberg, Wis.	11.50	
	Calamine, Wis.	Platteville, Wis.	16.90	
	Milwaukee, Wis.	Portage, Wis.	98.00	
	Beaver Dam Junction, Wis.	Beaver Dam, Wis.	2.10	
	Granville, Wis.	North Lake, Wis.	19.60	
	Iron Ridge Junction, Wis.	Fond du Lac, Wis.	28.20	
	Horicon Junction, Wis.	Berlin, Wis.	42.70	
	Brandon Junction, Wis.	Markesan, Wis.	11.60	
	Ripon Junction, Wis.	Winneconne, Wis.	14.70	
	Brookfield, Wis.	North McGregor, Iowa	181.80	
	Mazomanie, Wis.	Prairie du Sac, Wis.	10.10	
	Fox Lake Junction, Wis.	Fox Lake, Wis.	2.10	
	Ripon Junction, Wis.	Oshkosh, Wis.	19.00	
	Lone Rock, Wis.	Richland Center, Wis.	15.50	
	Wauzeka, Wis.	La Farge, Wis.	51.40	
	Racine, Wis.	Kittredge, Ill.	119.60	
	Elkhorn, Wis.	Eagle Junction, Wis.	16.40	
	Janesville, Wis.	Beloit Junction, Wis.	14.10	
	Rockton, Ill.	Davis Junction, Ill.	26.90	
	North La Crosse, Wis.	St. Paul, Minn.	127.70	
	St. Paul, Minn.	Minneapolis, Minn.	10.00	
	St. Croix Junction, Minn.	Stillwater, Minn.	24.90	
	Davis Junction, Ill.	Granville, Ill.	68.50	
	Granville, Ill.	Ogolsby, Ill.	10.40	
	Ladd, Ill.	Cherry, Ill.	3.00	
	La Crescent, Minn.	Wessington Springs, S. D.	410.30	
	Albert Lea, Minn.	St. Clair, Minn.	40.00	
	Wells, Minn.	Mankato, Minn.	38.10	
	Madison, S. D.	Bristol, S. D.	103.20	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Manilla, Iowa	Sioux City, Iowa	90.30	
	Sioux City, Iowa	Scotland Junction, S. D.	87.80	
	Scotland, S. D.	Mitchell, S. D.	47.80	
	Tripp, S. D.	Stickney, S. D.	41.00	
	Napa, S. D.	Tyndall, S. D.	21.40	
	Tyndall, S. D.	Platte, S. D.	61.00	
	Elk Point, S. D.	Sioux Falls, S. D.	70.60	
	Sioux Falls, S. D.	Sioux Falls Junction, S. D.	32.30	
	Renner, S. D.	Madison, S. D.	33.70	
	North Milwaukee, Wis.	Channing, Mich.	323.40	
	Hilbert Junction, Wis.	Appleton, Wis.	20.10	
	Oconto Junction, Wis.	Oconto, Wis.	11.20	
	Ellis Junction, Wis.	Menominee, Mich.	22.20	
	Channing, Mich.	Champion, Mich.	31.00	
	Channing, Mich.	Ontonagon, Mich.	92.50	
	Kelso, Mich.	Crystal Falls, Mich.	6.90	
	Wabasha, Minn.	Zumbrota, Minn.	53.90	
	New Lisbon, Wis.	Babcock, Wis.	32.50	
	Tomah, Wis.	Babcock, Wis.	29.70	
	Babcock, Wis.	Pittsville, Wis.	9.90	
	Babcock, Wis.	Star Lake, Wis.	150.80	
	Pittsville Junction, Wis.	Vesper, Wis.	8.20	
	Dexterville Junction, Wis.	Romadka, Wis.	27.40	
	Nekoosa Junction, Wis.	Nekoosa, Wis.	2.92	
	Otis, Wis.	Gleason, Wis.	31.64	
	La Crescent, Minn.	Bridge Switch, Minn.	1.00	
Chicago, Milwaukee & Puget Sound Ry.	Mason City, Iowa	Mason City Junction, Iowa	.30	7,352.48
	Mobridge, S. D.	Butte, Mont.	715.60	
	Tacoma, Wash.	Malden, Wash.	314.70	
Chicago, Peoria & St. Louis Ry.	Seattle, Wash.	Black River Junction, Wash.	9.60	1,039.90
	Peoria, Ill.	St. Louis, Mo.	200.50	
	Havana, Ill.	Jacksonville, Ill.	41.70	
	Lockhaven, Ill.	Crafton, Ill.	8.40	250.60

Choctaw, Oklahoma & Gulf R. R.	Memphis, Tenn.	Amarillo, Texas	760.60	
	Alva, Okla.	Geary, Okla.	103.30	
	Ingersoll, Okla.	Anthony, Kan.	33.10	
	Ardmore Junction, Okla.	Ardmore, Okla.	116.40	
	Tecumseh Junction, Okla.	Asher, Okla.	24.60	
	Mesa, Ark.	Searcy, Ark.	37.60	
	Wiville, Ark.	Gregory, Ark.	5.90	
	Brinkley, Ark.	Newport, Ark.	52.40	
	Hot Springs Junction, Ark.	Hot Springs, Ark.	56.90	
	Malvern, Ark.	Butterfield, Ark.	5.00	
	Haskell	El Dorado, Ark.	100.40	
	El Dorado Junction, Ark.	Crossett, Ark.	42.80	
	El Dorado, Ark.	Eunice, La.	199.00	
	Chandler, Okla.	Cashion, Okla.	55.90	1,593.90
Cincinnati, Hamilton & Dayton Ry.	Dayton, Ohio	Cincinnati, Ohio	----------	60.00
Colorado Springs & Cripple Ck. Dist. Ry.	Colorado Springs, Colo.	Cripple Creek, Colo.	----------	50.90
Copper Range R. R.	Mass, Mich.	Calumet, Mich.	58.60	
	Mill Mine Junction, Mich.	Painesdale, Mich.	4.00	
	Greenland Junction, Mich.	Greenland, Mich.	2.30	
	Calumet Junction, Mich.	Laurium, Mich.	1.60	66.50
Colorado & Southern Ry.	Greeley, Colo.	Texline, Texas	456.70	
	Gulf Junction	Pueblo, Colo.	.90	
	Manitou Junction	Colorado Springs, Colo.	9.00	
	Argo	Silver Plum, Colo.	51.90	
	Forks Creek	Central City, Colo.	11.10	
	Louisville, Colo.	Lafayette, Colo.	2.80	
	Louisville Junction, Colo.	Boulder Junction, Colo.	11.40	
	Fort Collins, Colo.	Wellington, Colo.	10.80	
	Denver, Colo.	Gunnison, Colo.	201.80	
	Sheridan Junction, Colo.	Morrison, Colo.	9.60	
	Garos, Colo	Alma, Colo.	15.40	
	Schwanders, Colo.	Buena Vista, Colo.	3.80	
	Como, Colo.	Leadville, Colo.	62.90	
	Dickey, Colo.	Dillon, Colo.	2.70	
	Orin Junction, Wyo.	Cheyenne, Wyo.	153.80	1,004.60
Colorado & Wyoming Ry.	Trinidad, Colo.	Tercio, Colo.	34.10	
	Hartville Junction, Wyo.	Sunrise, Wyo.	14.20	48.30
Colusa & Lake R. R.	Colusa, Cal.	Sites, Cal.	----------	22.00
Corvalis & Eastern R. R.	Yaquina	Gates, Ore.	----------	121.70
Central Ry. of Arkansas	Ola, Ark.	Plainview, Ark.	----------	6.71
Dansville & Mt. Morris R. R.	Mount Morris, N. Y.	Dansville, N. Y.	----------	15.00
Denver, Boulder & Western R. R.	Boulder, Colo.	Ward, Colo.	26.10	
	Sunset, Colo.	Eldora, Colo.	20.10	46.20
Dardenelle, Ola & Southern Ry.	Ola, Ark.	Dardanelle, Ark.	----------	16.00
El Paso & South Western R. R.	El Paso, Texas	Benson, Ariz.	295.50	
	Osborn, Ariz.	Bisbee, Ariz.	8.50	
	Fairbank, Ariz.	Tombstone, Ariz.	9.00	313.00

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
El Paso & Northeastern R. R.—				
El Paso & Northeastern Ry	El Paso, Texas	Carrizozo, N. M.	143.90	
El Paso & Rock Island Ry	Carrizozo	Santa Rosa, N. M.	128.20	
El Paso & Northeastern	Carrizozo	Capitan, N. M.	21.00	
Alamogordo & Sac. Mt. Ry	Alamogordo	Cloudcroft, N. M.	26.10	
Dawson Ry.	Tucumcari	Dawson, N. M.	131.90	451.10
Erie R. R.	New York	Salamanca, N. Y.	414.30	
	Newark Junction, N. J.	West End, N. J.	16.50	
	Ridgewood Junction, N. J.	Rutherford, N. J.	9.80	
	Suffern, N. Y.	Sparkhill, N. Y.	15.90	
	Greycourt, N. Y.	Vail's Gate Junction, N. Y.	13.80	
	Newburgh Junction	Newburgh, N. Y.	17.60	
	Goshen, N. Y.	Montgomery, N. Y.	10.20	
	Goshen, N. Y.	Pine Island, N. Y.	11.90	
	Middletown, N. Y.	Pine Bush, N. Y.	13.50	
	Lackawaxon, Pa.	Scranton, Pa.	51.90	
	West Hawley, Pa.	Honesdale, Pa.	9.00	
	West Lake Junction	Lake Ariel, Pa.	1.40	
	Lanesboro, Pa.	Carbondale, Pa.	37.40	
	Elmira, N. Y. (Henry St.)	Hoytville, Pa.	60.10	
	Tioga Junction, Pa.	Lawrenceville, Pa.	3.40	
	Blossburg, Pa.	Morris Run, Pa.	3.60	
	Carrolton, N. Y.	Johnsonburg, Pa.	53.70	
	Crawford Junction, Pa.	Alton, Pa.	1.70	
	Painted Post, N. Y.	Rochester, N. Y.	92.90	
	Avon, N. Y.	Attica, N. Y.	34.90	
	Avon, N. Y.	Mount Morris, N. Y.	15.30	
	Conesus Lake Junction, N. Y.	Lakeville, N. Y.	2.00	
	Hornell, N. Y.	Buffalo, N. Y.	92.50	
	East Buffalo, N. Y.	Suspension Bridge, N. Y.	23.50	
	Buffalo, N. Y.	Jamestown, N. Y.	69.10	
	Salamanca, N. Y.	Dunkirk, N. Y.	46.80	
New York & Greenwood Lake Ry.	New York, N. Y.	Coopers, N. J.	42.20	
	Ringwood Junction, N. J.	Ringwood, N. J.	2.60	
	Great Notch, N. J.	Essex Falls, N. J.	5.10	

	Forest Hill, N. J.	Orange, N. J.	3.20	
New York, Pennsylvania & Ohio R. R.	Salamanca, N. Y.	Marion, Ohio (via Youngstown)	316.10	
	Buchanan, Pa.	Oil City, Pa.	33.20	
	Sharon, Pa.	New Castle, Pa.	22.70	
	Pymatuning, Pa.	Warren, Ohio	25.10	
	Niles, Ohio	Lisbon, Ohio	33.20	
	Leavittsburg, Ohio	Cleveland, Ohio	49.30	
	Marion, Ohio	Dayton, Ohio	83.70	1,739.10
Escanaba & Lake Superior R. R.	Channing, Mich.	Escanaba, Mich.	66.50	
	Northland, Mich.	Kates, Mich.	17.00	83.50
Eureka & Palisade Ry.	Palisade, Nev.	Eureka, Nev.	----------	84.00
Fort Worth & Denver City Ry.	Fort Worth, Texas	Texline, Texas	----------	4.53
Franklin & Abbeville R. R.	Franklin, La.	New Iberia, La.	----------	31.90
Galveston, Harrisburg & San Antonio R. R.	Houston, Texas	Del Rio, Texas	379.09	
	Del Rio, Texas	El Paso, Texas	450.78	
	Spofford unction, Texas	Eagle Pass, Texas	35.30	
	Harwood, Texas	Gonzales, Texas	12.30	
	Smyth Junction, Texas	La Grange, Texas	28.50	
	Houston, Texas	Galveston, Texas	57.60	
	Stella, Texas	Harrisburg, Texas	7.80	
	Rosenberg, Texas	Beeville, Texas	146.20	
	Wharton Junction, Texas	Palacios, Texas	68.00	
	Bay City Junction, Texas	Hawkinsvile, Texas	17.10	
	San Antonio, Texas	Port Lavaca, Texas	140.90	1,343.57
Gila Valley, Globe & Northern Ry.	Globe, Ariz.	Bowie, Ariz.	----------	124.30
Gulf & Interstate Ry. of Texas	Beaumont, Texas	Galveston, Texas	----------	75.30
Great Western Ry.	Loveland, Colo.	Johnstown, Colo.	----------	11.30
Gulf & Sabine River Ry.	Nitram, La.	Fullerton, La.	----------	4.00
Groveton, Lufkin & Northern Ry.	Groveton, Texas	Lufkin, Texas	----------	36.00
Houston, East & West Texas Ry.	Houston, Texas	Logansport, La.	191.50	
	Logansport, La.	Shreveport, La.	39.40	230.90
Houston & Texas Central R. R.	Houston, Texas	Denison, Texas	337.80	
	Garrett, Texas	Fort Worth, Texas	52.70	
	Hutchins, Texas	Lancaster, Texas	4.30	
	Bremond, Texas	Waco, Texas	43.40	
	Nelleva Junction, Texas	Mexico Junction, Texas	94.06	
	Hempstead, Texas	Marble Falls, Texas	188.78	
	Austin Junction, Texas	Austin, Texas	1.34	
	Wilkie, Texas	Lampasas, Texas	23.64	
	Fairland, Texas	Lland, Texas	28.92	774.94
Holton Inter Urban Ry.	El Centro, Cal.	Holtville, Cal.	----------	18.00
Independence & Monmouth Ry.	Independence, Ore.	Dallas, Ore.	2.50	
	Dallas, Ore.	Airlie, Ore.	16.30	18.80
Kanona & Prattsburg Ry.	Kanona, N. Y.	Prattsburg, N. Y.	----------	11.40
Kansas City So. Ry. and Texarkana & Ft. Smith Ry.	Kansas City, Mo.	Port Arthur, Texas	786.00	
	Spiro, Okla.	Fort Smith, Ark.	16.10	
	De Quincy, La.	Lake Charles, La.	22.40	824.50

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
Kansas City Suburban Ry	Kansas City, Mo.	Independence, Mo.		11.00
Kansas City, Clinton & Springfield Ry	Kansas City, Mo.	Springfield, Mo.		155.00
Kansas South Western Ry	Arkansas City, Kan.	Anthony, Kan.		59.50
Klamath Lake R. R.	Thrall, Cal.	Pokegama, Ore.		24.30
Keweenaw Central R. R.	Calumet, Mich.	Manden, Mich.		27.30
Lake Tahoe Ry. & Transportation Co.	Truckee, Cal.	Tahoe, Cal.		15.00
La Crosse & South Eastern Ry	La Crosse, Wis.	Viroqua, Wis.		42.20
Lehigh & Hudson River Ry	Maybrook, N. Y.	Easton, Pa.		86.70
Lehigh & New England R. R.	Pine Island Junction, N. Y.	Augusta, N. J.	20.30	
	Glenwood Junction, N. Y.	Glenwood, N. J.	3.50	23.80
Leavenworth & Topeka Ry	Leavenworth, Kan.	Meriden, Kan.		45.60
Las Vegas & Tonopah R. R.	Las Vegas, Nev.	Goldfield, Nev.		197.00
Louisanna Ry. & Navigation Co.	New Orleans, La.	Shreveport, La.	306.50	
	Aloha, La.	Winnfield, La.	27.60	
	Angola Ferry		8.00	342.10
Lake Charles & Northern Ry	De Ridder, La.	Lake Charles, La.		50.60
Manchester & Oneida Ry	Oneida, Iowa	Manchester, Iowa		8.00
Maricopa & Phoenix & Salt River Valley	Phoenix, Ariz.	Maricopa, Ariz.		34.92
McCloud River R. R.	Sisson, Cal.	Bartle, Cal.		37.00
Midland Terminal Ry	Divide, Colo.	Cripple Creek, Colo.		30.00
Midland Valley Ry	Arkansas City, Kan.	Hartford, Ark.	280.00	
	Excelsior, Ark.	Greenwood, Ark.	4.30	
	Jenks, Okla.	Glenpool, Okla.	6.00	
	Maney Junction, Okla.	Fort Smith, Ark.	13.30	303.60
Missouri & North Arkansas R. R.	Joplin, Mo.	Helena, Ark.	365.31	
	Junction, Ark.	Eureka Springs, Ark.	2.00	367.31
Morenci Southern Ry	Guthrie, Ariz.	Morencia, Ariz.		18.00
Morgan's Louisianna & Texas Ry	New Orleans, La.	Echo, La.	252.30	
	Raceland Junction, La.	Lockport, La.	9.60	
	Schriever, La.	Houma, La.	14.50	
	Thibodeaux Junction, La.	Napoleonville, La.	21.70	
	Napoleonville Junction, La.	Thibodeaux, La.	.90	
	Baldwin, La.	Weeks, La.	18.94	
	New Iberia, La.	Eunice, La.	79.10	

	I. & V. Junction, La.	Avery Island, La.	4.40	
	Mallard Junction, La.	Lake Arthur, La.	33.40	
	La Fayette, La.	Alexandria, La.	85.30	
	Cade, La.	Port Barre, La.	41.10	
	St. Martinsville Junction, La.	St. Martinsville, La.	.50	561.74
Morristown & Erie R. R.	Essex Falls, N. J.	Morristown, N. J.		10.50
Memphis, Paris & Gulf R. R.	Ashdown, Ark.	Nashville, Ark.	26.30	
	Nashville, Ark.	Murfeeboro, Ark.	14.21	40.51
Mineral Point & Northern Ry	Highland, Wis.	Mineral Point, Wis.		30.60
Montana R. R.	Harlowton, Mont.	Lewistown, Mont.		62.40
New Jersey & New York R. R.	New York, N. Y.	New City, N. Y.	32.50	
	Spring Valley, N. Y.	Haverstraw, N. Y.	10.90	
	Nanuet Junction, N. Y.	Spring Valley, N. Y.	2.30	45.70
New Mexico Central Ry	Santa Fe, N. M.	Torrance, N. M.		116.60
New York & Pennsylvania R. R.	Ceres, N. Y.	Canesteo, N. Y.		57.00
New York, Susquehanna & Western R. R.	Jersey City, N. J.	Plains, Pa.	162.40	
	Two Bridges, N. J.	Middletown, N. Y.	34.10	
	Columbia Junction, N. J.	Delaware, N. J.	3.00	
	Hackensack, N. J.	Lodi, N. J.	2.90	202.40
Nevada, California & Oregon Ry	Reno, Nev.	Alturas, Cal.		184.07
Nevada County Narrow Gauge R. R.	Colfax, Cal.	Nevada, Cal.		23.00
Nevada Central R. R.	Battle Mountain, Nev.	Austin, Nev.		93.00
Nevada Northern Ry	Cobre, Nev.	Ely, Nev.	140.40	
	McGills, Nev.	Smelter, Nev.	3.00	143.40
Northern R. R. of New Jersey	Jersey City, N. J.	Nyack, N. Y.		28.30
North Western Pacific R. R., West Div.	San Francisco, Cal.	Sherwood, Cal.	152.00	
	Ignacio, Cal.	Glen Ellen, Cal.	26.00	
	Santa Rosa, Cal.	Sebastopol, Cal.	6.00	
	Fulton, Cal.	Guerneville, Cal.	15.00	
Shore Division	San Francisco, Cal.	Cazadero, Cal.	86.00	
	Mill Valley Junction, Cal.	Mill Valley, Cal.	1.80	
	San Anselmo, Cal.	San Quentin, Cal.	5.00	
San Francisco & North Western Ry	Arcata, Cal.	Pepperwood, Cal.	42.00	
	Alton Junction, Cal.	Carlotta, Cal.	5.50	
	Junction Point, Cal.	Fortuna, Cal.	.30	
	Junction Point, Cal.	Rohnerville, Cal.	1.50	341.10
Oregon & Eureka R. R.	Eureka, Cal.	Trinidad		28.00
Oahu Railway & Land Co.	Honolulu, T. H.	Kahuku, T. H.		71.00
Ocean Shore Ry. Co.	San Francisco, Cal.	Half Moon Bay, Cal.		21.50
Pacific Coast Ry	San Luis Obispo, Cal.	Los Olives, Cal.		66.00
Pajaro Valley Consolidated Ry	Salinas, Cal.	Spreckels, Cal.		6.30
Peoria & Pekin Union Ry	Pekin, Ill.	Peoria, Ill.		10.00
Phoenix & Eastern R. R.	Phoenix, Ariz.	Winkelman, Ariz.		90.20
Rogue River Valley Ry	Medford, Ore.	Jacksonville, Ore.		6.00
Rio Grande Western Ry	Grand Junction, Colo.	Ogden, Utah	328.00	
	Thistle Junction, Utah.	Marysvale, Utah	132.00	
	Roper, Utah	Park City, Utah	32.00	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Springville, Utah	Mammoth, Utah	42.00	
	Provo, Utah	Heber, Utah	26.00	
	Mounds, Utah	Sunnyside, Utah	17.00	
	Bingham Junction, Utah	Bingham, Utah	14.00	
	Colton, Utah	Clear Creek, Utah	21.00	
San Pete Valley Ry	Nephi, Utah	Manti, Utah	42.20	554.20
Sacramento Valley & Eastern Ry	Pitt, Cal.	Bully Hill, Cal.		15.00
St. Joseph & Grand Island Ry	Kansas City, Mo.	Grand Island, Nebr.	312.00	
	Stout, Kan.	Highland, Kan.	7.10	319.70
St. Louis, Brownsville & Mexico Ry	Houston, Texas	Brownsville, Texas	370.54	
	Harlingon, Texas	Sam Fordyce, Texas	53.20	
	Robstown, Texas	Corpus Christie, Texas	17.10	440.84
St. Louis, Rocky Mountain & Pacific Ry	Des Moines, N. M.	Ute Park, N. M.	96.00	
	Koehler Junction, N. M.	Koehler, N. M.	2.00	
	Clifton House, N. M.	Raton, N. M.	7.00	105.00
St. Louis & San Francisco System	St. Louis, Mo.	Quanah, Texas	726.90	
	Cuba, Mo.	Salem, Mo.	40.00	
	Kansas City, Mo.	Springfield, Mo.	190.90	
	Clinton Junction	Clinton, Mo.	.80	
	Springfield, Mo.	Chadwick, Mo.	33.10	
	Monett, Mo.	Paris, Texas	301.90	
	Pierce City	Ellsworth, Texas	321.70	
	A. T. & S. F. Ry Junction	Lyons, Kan.	.40	
	Burton District Junction	Wichita, Kan.	.90	
	Afton District Junction	Columbus,	.70	
	Oronogo Junction	J. & G. Junction	10.00	
	Girard, Kan.	Galena, Kan.	45.10	
	K. C. S. Ry. Crossing	Joplin, Mo.	.30	
	Beaumont Junction, Kan.	Vernon, Texas	330.80	
	Afton, Okla.	Miami, Okla.	14.20	
	Sapulpa, Okla.	Brady, Texas	482.80	
	Hope, Ark.	Ardmore, Okla.	222.30	
	A. V. & W. Junction	Avard, Okla.		
	A. V. & W. Junction	Steen, Okla.	117.80	

	Enid Okla.	Avard, Okla.	57.00	
	Jensen, Ark.	Mansfield, Ark.	17.90	
	McNair, Okla.	Seaman, Okla.	141.00	
	Scullin, Okla.	Sulphur, Okla.	8.80	
	Fayetteville Junction, Okla.	Pettigrew, Ark.	40.90	
	Main Line Junction, Ark.	Grove, Okla.	47.00	3,153.20
Chicago & Eastern Ill.	Chicago, Ill.	Danville Junction, Ill.	123.20	
	Danville Junction, Ill.	Brazil Shops, Ind.	62.20	
	Momence Junction, Ill.	Brazil Shops, Ind., via Percy Junc.	129.30	
	Danville Junction, Ill.	Thebes, Ill.	274.50	
	Joppa Junction	Joppa, Ill.	15.70	
	Woodland Junction, Ill.	Villa Grove Junction	62.20	
	Findley Junction, Ill.	Pana, Ill.	19.60	
	Otter Creek Junction, Ind.	Terre Haute, Ind.	5.80	
	Evansville, Ind.	Terre Haute, Ind.	108.50	
Chicago & Eastern Ill.	Mount Vernon Junction	Mount Vernon, Ind.	36.80	
	Spring Hill Junction, Ind.	Saline City, Ind.	14.80	
	Brazil Shops, Ind.	Straight Line Junction, Ind.	126.00	
	Pana, Ill.	St. Louis, Mo.	84.30	
	Milford Junction, Ill.	Freeland Park, Ind.	10.60	
	Cissna Junction, Ill.	Cisna Park, Ill.	11.10	
	Rossville Junction, Ill.	Sidell Junction, Ill.	34.40	
	Rossville Junction, Ill.	Judyville, Ind.	13.50	
	Percy Junction, Ind.	Wilders, Ind.	42.70	
	Thebes, Ill.	Illmo, Mo.	4.65	
	Illmo, Mo.	Rockview, Mo.	7.54	
	Elliston, Ind.	Bloomfield, Ind.	1.50	1,188.89
St. Louis, Memphis & S. E.	S. E. Junction, Mo.	Luxora, Ark.	241.70	
	Gulf Junction, Mo.	Leachville, Ark.	118.30	
	Nash, Mo.	Hoxie, Ark.	121.00	
	Kennett, Mo.	Grassey Bayou, Mo., via Caruthersville	34.70	
	Van Duser, Mo.	Bloomfield, Mo.	17.20	
	Bloomfield, Mo.	Gibson, Mo.	38.70	
	Zalma, Mo.	Aquilla, Mo.	18.60	
	Tallipoosa, Mo.	Pascola, Mo.	17.20	
	Clarkton, Mo.	Malden, Mo.	8.00	
	Mingo, Mo.	Hunter, Mo.	45.80	661.30
Kansas City, Fort Scott & Memphis	Kansas City, Mo.	Miami, Okla.	172.60	
	Edward, Kan.	Springfield, Mo.	99.30	
	Springfield, Mo.	Memphis, Tenn.	281.90	
	Big Creek, Ark.	Luxora, Ark.	34.10	
	Aurora, Mo.	Greenfield, Mo.	35.30	
	Willow Springs, Mo.	Grandin, Mo.	81.10	
	Arcadia, Kan.	Cherryvale, Kan.	73.30	
	Depot Spur, Kan.	Parsons, Kan.	.40	
	Kramer, Kan.	Weir, Kan.	4.80	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Weir, Kan.	Mackie, Kan.	3.50	
	Weir Junction, Kan.	Weir, Kan.	2.90	
	Baxter, Kan.	Galena, Kan.	8.10	
	Linton, Kan.	Rich Hill, Mo.	19.10	816.40
Kansas City, Memphis & Birmingham	Memphis, Tenn.	Birmingham, Ala.	250.90	
	Aberdeen Junction, Miss.	Aberdeen, Miss.	12.00	
	Ensley, Ala.	Pratt City, Ala.	1.20	264.10
Colo. Southern, New Orleans & Pac.	Beaumont, Texas	Orpheuscas, La.	82.30	
	Crowley, La.	Eunice, La.	21.00	103.30
Salem, Falls City & Western Ry.	Dallas, Ore.	Black Rock, Ore.		13.00
Salt Lake & Mercur R. R.	Fairfield, Utah	Mercur, Utah		12.00
San Antonio & Arkansas Pass Ry.	Houston, Texas	San Antonio, Texas	237.70	
	Waco, Texas	Yoakum, Texas	170.40	
	Kennedy, Texas	Corpus Christie, Texas	87.90	
	Gregory, Texas	Rockport, Texas	21.00	
	Skidmore, Texas	Alice, Texas	43.20	
	Alice, Texas	Falfurrias, Texas	36.30	
	Shiner, Texas	Lockhart, Texas	54.60	
	San Antonio, Texas	Kerrville, Texas	70.50	721.60
San Diego, Guyamaca & Eastern Ry.	San Diego, Cal.	Foster, Cal.		25.20
San Diego Southern Ry.	San Diego, Cal.	Tia Juana, Cal.	18.70	
	Sweetwater Junction, Cal.	Bonita, Cal.	3.00	21.70
San Juan Pacific Ry.	Chiltenden, Cal.	San Juan, Cal.		10.00
San Pedro, Los Angeles & Salt Lake R. R.	East San Pedro, Cal.	Salt Lake City, Utah	807.90	
	Los Angeles, Cal.	Pasadena, Cal.	9.90	
	Glendale Junction, Cal.	Glendale, Cal.	5.40	
	Salt Lake City, Utah	Lynn, Utah	128.00	
	Lehi Junction, Utah	Boulter, Utah	43.50	
	Tintic Junction, Utah	Eureka, Utah	3.50	
	Tintic Junction, Utah	Silver City, Utah	2.30	
	Milford, Utah	Newhouse, Utah	24.70	
	Mammoth Junction, Utah	Mammoth, Utah	1.60	
	Colton, Cal.	San Bernardino, Cal.	3.60	1,029.40
Sierra Ry. of California	Oakdale, Cal.	Tuolumne, Cal.	57.00	

	Jamestown, Cal.	Angeles, Cal.	19.00	76.00
Sierra Valleys Ry.	Plumes Junction, Cal.	Clio, Cal.		37.00
Silver Peak R. R.	Blair Junction, Nev.	Blair, Nev.		17.50
Stephenville, North & South Texas Ry.	Stephenville, Texas	Hamilton, Texas		43.00
Sunset R. R.	Kern, Cal.	Monarch, Cal.	41.20	
	Pentland, Cal.	Midland, Cal.	12.80	54.00
Southern Pacific Co. (Pacific System)	San Francisco, Cal.	Ogden, Utah	786.64	
	Roseville, Cal.	Portland, Ore.	663.92	
	San Francisco, Cal.	Burbank, Cal.	463.67	
	Sacramento, Cal.	El Paso, Texas, via Lathrop, Fresno, Goshen, Los Angeles	1,261.77	
	Weed, Cal.	Klamath Falls, Ore.	85.90	
	Wye, Cal.	Hamilton, Cal.	10.50	
	Davis, Cal.	Tehama, Cal.	110.80	
	Woodland, Cal.	Oroville, Cal.	63.55	
	Willows, Cal.	Fruto, Cal.	17.10	
	Brighton, Cal.	Placerville, Cal.	53.86	
	Fair Oaks Junction, Cal.	Fair Oaks Bridge, Cal.	1.90	
	Port Costa, Cal.	Tracy Cal.	51.10	
	Niles, Cal.	Tracy, Cal.	41.60	
	Oakland, Cal.	Niles, Cal.	22.50	
	Lathrops, Cal.	Tracy, Cal.	11.00	
	Tracy, Cal.	Mendota, Cal.	92.30	
	Avon, Cal.	San Ramon, Cal.	19.70	
	Peters, Cal.	Milton, Cal.	11.50	
	Milton, Cal.	San Jose, Cal.	17.50	
	Sharp Sound, Cal.	Berkeley, Cal.	3.00	
	Stockton, Cal.	Merced, Cal.	72.00	
	Woodville, Cal.	Valley Springs, Cal.	29.40	
	Galt, Cal.	Ione, Cal.	37.10	
	Berenda, Cal.	Raymond, Cal.	20.90	
	Napa Junction, Cal.	Suisun, Cal.	12.80	
	Elmira, Cal.	Rumsey, Cal.	51.10	
	Vallejo Junction, Cal.	Calistoga	43.70	
	Napa Junction, Cal.	Santa Rosa, Cal.	36.70	
	Wingo, Cal.	Ramal, Cal.	2.09	
	Buchli, Cal.	Union, Cal.	8.55	
	Tiburon, Cal.	Wingo, Cal.	29.70	
	Castroville, Cal.	Pacific Grove, Cal.	18.00	
	Pajaro, Cal.	Santa Cruz, Cal.	20.40	
	Carnadero, Cal.	Tres Pinos, Cal.	18.00	
	Baden, Cal.	South San Francisco, Cal.	2.80	
	Surf, Cal.	Lompoc, Cal.	9.60	
	Hillsdale, Cal.	New Almaden, Cal.	7.80	
	San Francisco, Cal.	South San Francisco, Cal.	9.30	
	San Francisco, Cal.	San Jose (N. G.)	46.20	
	San Jose, Cal.	Santa Cruz, Cal.	33.90	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Boulder Creek, Cal.	Felton, Cal.	7.60	
	Cambell, Cal.	New Almaden, Cal.	10.30	
	Shorb, Cal.	Pasadena, Cal.	4.80	
	Shorb, Cal.	Duarte, Cal.	13.40	
	Los Alamitos, Cal.	West Anaheim, Cal.	9.30	
	Tustin Junction, Cal.	Tustin, Cal.	10.44	
	Los Angeles, Cal.	Florence, Cal.	5.40	
	Studebaker, Cal.	Whittier, Cal.	5.90	
	West Anaheim, Cal.	Loara Junction, Cal.	3.07	
	Florence, Cal.	Newport Beach, Cal.	39.09	
	Florence, Cal.	San Pedro, Cal.	16.40	
	Riverside, Cal.	San Bernardino, Cal.	10.73	
	San Bernardino, Cal.	Crafton, Cal.	13.97	
	Imperial Junction, Cal.	Calexico, Cal.	40.40	
	Thenard, Cal.	Long Beach, Cal.	3.80	
	Basset, Cal.	Pomona, Cal. (Covina-B)	17.68	
	Pomona, Cal.	Ontario, Cal.	10.89	
	Montalvo, Cal.	Saugus, Cal.	45.49	
	Nordhoff, Cal.	Ventura Junction, Cal.	15.00	
	Fresno, Cal.	Famoso, Cal.	104.26	
	Mendota Cal.	Exeter, Cal.	88.59	
	Kerman, Cal.	Fresno, Cal.	15.39	
	Armona, Cal.	Coalinga, Cal.	39.40	
	Fresno, Cal.	Pollaskey, Cal.	24.40	
	Bakersfield, Cal.	McKittrick, Cal.	47.75	
	Corrine, Utah	Kelton, Utah	67.70	
	Derby, Nev.	New Junction, Nev.	5.70	
	Mohawk Junction, Ore.	Wendling, Ore.	16.00	
	Springfield Junction, Ore.	Springfield, Ore.	1.30	
	Albany Junction, Ore.	Lebanon, Ore.	11.30	
	Woodburn, Ore.	Mohawk Junction, Ore.	89.00	
	Portland, Ore.	Corvallis, Ore., via Forest, Ore.	96.50	
	Sheridan Junction, Ore.	Sheridan, Ore.	7.00	
	Portland, Ore.	St. Joseph, Ore., via Tualitin	36.70	

Coos Bay, Rosenburg & Eastern R. R. & Nav. Co.	Whitson, Ore.	Airlie, Ore.	36.10	
Nevada & California Ry.	Marshfield, Ore.	Myrtle Point, Ore.	28.00	
	Hazen, Nev.	Keeler, Cal.	314.90	
	Hazen, Nev.	Fallon, Nev.	15.80	
	Churchill, Nev.	Mound House, Nev.	26.00	
	Mojave, Cal.	Searles, Cal.	49.80	
New Mexico & Arizona Ry.	Benson, Ariz.	Nogales, Ariz.	88.40	5,782.50
Texas, Arkansas & Louisiana Ry.	Bloomburg, Texas	Atlanta, Texas		8.00
Texas Central R. R.	Waco, Texas	Rotan, Texas		267.00
Texas Midland R. R.	Ennis, Texas	Paris, Texas		124.00
Texas & New Orleans R. R. Co.	Dallas, Texas	Sabine, Texas	319.60	
	Houston, Texas	Echo, Texas	109.80	
	Nome	Sour Lake, Texas	7.20	
	Gallatin	Rusk, Texas	8.00	
	West Port Arthur	Port Arthur, Texas	3.30	447.90
Timpson & North Western Railway	Timpson, Texas	Ragley, Texas		10.00
Toluca, Marquette & Northern R. R.	Rutland, Ill.	Granville, Ill.		27.00
Tonopah & Goldfield R. R.	Mina, Nev.	Tonopah, Nev.	68.70	
	Goldfield Junction, Nev.	Goldfield, Nev.	28.30	97.00
Tonopah & Tidewater R. R.	Ludlow, Cal.	Beatty, Nev.	168.40	
	Goldcenter, Nev.	Rhyolite, Nev.	5.50	173.90
Tremont & Gulf R. R.	Winnfield, La.	Tremont, La.		50.00
Uintah R. R.	Mack, Colo.	Dragon, Utah		55.00
Virginia & Truckee R. R.	Reno, Nev.	Virginia, Nev.	52.00	
	Carson, Nev.	Minden, Nev.	15.77	67.77
Warren & Quachita Valley Ry.	Banks, Ark.	Warren, Ark.		16.00
Western Allegheny R. R.	Dewey, Pa.	East New Castle, Pa.	45.20	
	East New Castle, Pa.	New Castle, Pa.	2.00	47.20
Wichita Valley Ry. (Inc. Wich. Falls & Okla.)	Byers, Texas	Abilene, Texas		175.70
Yosemite Valley R. R.	Merced, Cal.	El Portal, Cal.		78.20
Yreka R. R.	Montague, Cal.	Yreka, Cal.		8.00
Zanesville & Western Ry.	Thurston, Ohio	Zanesville, Ohio	37.70	
	Fultonham, Ohio	Shawnee, Ohio	32.20	69.90
Total				52,555.28

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Names of all lines other than steam roads over which the respondent operates. Observe the Following order:
2. Steamboat Lines.

Name	Terminals From—	Terminals To—	Miles	Total miles
INLAND STEAMER LINES—				
2. Bath & Hammondsport Railway	Hammondsport, N. Y.	Penn. Yan, N. Y.	22.00	
Coquille River Transportation Co.	Coquille, Ore.	Bandon, Ore.	25.00	
Lake Tahoe Ry. & Transportation Co.	Tahoe, Cal.	Tahoe, Cal., via Tallac and Glenbrook	69.87	
	San Francisco, Cal.	Vallejo, Cal.	28.00	
Monticello Steamship Co.	Virginia, Ore.	Newport, Ore.	4.00	
Newport Navigation Co.	Marshfield, Ore.	North Bend, Ore.	4.00	
O'Kelly & Lawhorn	San Francisco, Cal.	Sacramento, Cal.	135.00	
Southern Pacific Co.				277.87

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Dudley Evans	New York, N. Y.	August 13, 1909.
F. D. Underwood	New York, N. Y.	August 13, 1909.
E. H. Harriman	New York, N. Y.	August 13, 1909.
H. E. Huntington	San Francisco, Cal.	August 13, 1909.
J. J. McCook	New York, N. Y.	August 13, 1909.
Geo. E. Gray	San Francisco, Cal.	August 13, 1909.
J. Krutschnitt	Chicago, Ill.	August 13, 1909.
W. V. S. Thorne	New York, N. Y.	August 13, 1909.
W. F. Herrin	San Francisco, Cal.	August 13, 1909.
A. K. Van Deventer	New York, N. Y.	August 13, 1909.
Wm. Moll	New York, N. Y.	August 13, 1909.
F. V. S. Crosby	New York, N. Y.	August 13, 1909.
H. W. de Forest	New York, N. Y.	August 13, 1909.

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	E. H. Harriman	New York, N. Y.
President	Dudley Evans	New York, N. Y.
V.-P. and Gen. Mgr. in charge of Atlantic Dept.	E. A. Stedman	New York, N. Y.
V.-P. and Gen. Mgr. in charge of Central Dept.	R. A. Wells	Kansas City, Mo.
V.-P. and Gen. Mgr. in charge of Pacific Dept.	A. Christeson	San Francisco, Cal.
Secretary and Treasurer	A. W. Zimmermann	New York, N. Y.
Attorney or General Counsel	C. W. Stockton	New York, N. Y.
General Auditor	Richard Burr	New York, N. Y.
Traffic Manager	J. D. Ludlow	New York, N. Y.
Assistant Traffic Manager	Geo. S. Lee	New York, N. Y.

Decisions and Rulings of Commission in General Cases

DECISIONS

No. 3957—1909.

SMITH, LICHTY AND HILLMAN COMPANY, ET AL,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY AND HORACE G. BURT AND CHAS. F. SMITH, Receivers.

Application for Increase of Train Service.

Application filed May 28, 1907.

DECISION OF THE BOARD.

The complainant, together with a large number of manufacturing and other industries, by their proper officers, and citizens of Waterloo, Iowa, corporations and citizens of Cedar Falls, Iowa, corporations and citizens of Marshalltown, Iowa, the Commercial Club of Des Moines, Iowa, by Geis Botsford, its Secretary, citizens of Dewar, Iowa, citizens of Dunkerton, Iowa, citizens of Reinbeck, Iowa, and citizens of Green Mountain, Iowa, join in a petition to the Railroad Commission, praying that an order be entered by this Board requiring the Chicago Great Western Railway Company and the receivers thereof to increase its train service by continuing the train of the said Chicago Great Western Railway Company, which now runs from Marshalltown to Des Moines and return and known as Trains Numbers Seven and Eight, from Marshalltown to Oelwein and return, and the citizens of Cedar Falls in addition to said prayer, ask that said railway company be ordered to meet each of said trains at Wilson Junction with the trains now operating between Wilson Junction and Cedar Falls.

A hearing was fixed on said application at the office of the Commissioners at Des Moines, Iowa, on the 18th day of January, 1909, at 2 o'clock P. M.

At said hearing a large number of complainants were present, including B. F. Swisher, representing the citizens of Waterloo, F. E. Cutler, representing the Commercial Club of Waterloo, Geo. E. Rowell, representing the citizens of Waterloo, Senator Van Law, C. H. Smith, O. L. Ingledue, F. R. Benedict and E. R. Lay, representing the citizens of Marshalltown, President H. H. Seerly and Senator Wise, representing the citizens of Cedar Falls, Hon. Sherman DeWolfe, representing the citizens of Reinbeck, Senator Clausen, W. J. Lynch and B. J. Nichol, for the citizens of Green Mountain, Geis Botsford, Secretary of the Commercial Club of Des Moines, and other parties interested on the part of the complainants.

The defendant appeared by L. S. Cass, Third Vice-President of said railway company, George H. Carr, attorney for said railway company and L. M. Shipley, Division Superintendent of said railway company.

After hearing the representations of the parties and being fully advised as to the present conditions and train service given by said railway company on the line of railway and between the points involved in said application, the Board finds that said railway company and the Receivers thereof are not properly performing their duties as common carriers and are not rendering suitable, proper and adequate passenger train service to the territory involved in said complaint;

That adequate and proper passenger service to the public and the patrons of said railway requires that said railway company restore the operation of its train from Marshalltown to Oelwein and return by continuing the present train between said points, said train being the one now operated between Des Moines and Marshalltown and known as Numbers Seven and Eight.

The Board further finds that in the proper performance of its duty to the public, said railway company ought to run a train from Cedar Falls to Wilson Junction in connection with said trains Numbers Seven and Eight, so extended and continued as above set forth.

It is therefore ordered by the Board that the Chicago Great Western Railway Company and the receivers thereof, within ninety (90) days from this date, put into operation and maintain its passenger trains Numbers Seven and Eight from Marshalltown to Oelwein and return, by continuing and extending said trains now in operation between Des Moines and Marshalltown.

It is further ordered that within the time above fixed, said Chicago Great Western Railway Company and its receivers, shall run a train between Cedar Falls and Wilson Junction, in connection with each of said trains Numbers Seven and Eight, so continued and maintained.

It is further ordered that said railway company and the receivers thereof, install as a part of the train which it now runs between Cedar Falls and Wilson Junction, and which is to be run under this order, a suitable, convenient and properly equipped passenger coach, and that the same be kept reasonably clean and properly warmed and lighted for the convenience of the passenger traffic.

Dated Des Moines, Iowa, January 19, 1909.

No. 3958—1909.

CITY OF SIOUX CITY,
vs.
C., ST. P., M. & O. RY. CO.,
C. & N.-W. RY. CO.,
ILLINOIS CENTRAL RAILROAD CO.,
C., M. & ST. P. RY. CO.,
UNION TERMINAL RY. CO.,
IOWA & GREAT NORTHERN RY. CO.,
Viaduct on Wall Street.

Petition filed November 10, 1908.

OPINION OF THE BOARD.

On November 10, 1908, the City Council of Sioux City sent the Board a certified copy of Ordinance No. 4525 of said city, which had been adopted April 28, 1908. This ordinance was accompanied by Resolution No. G 4526, Resolution No. G 4708, and Ordinance No. G 5381, adopted April 27, 1908, and Resolution No. G 5528 of the same date. These ordinances and resolutions are herewith made a part of the record in this case.

(Extract from Minute Book "O," page 493.)

COUNCIL CHAMBER,
SIOUX CITY, IOWA.
April 7, 1908.

On this day was held a regular session of the City Council, Mayor Sears presiding and all the members present.

The following proceedings were had, to-wit:

4525. An ordinance entitled "An ordinance declaring the necessity and advisability of constructing a viaduct on Wall Street, from the south line of Fourth Street to the north curb line of Grand Street, at the expense of the railway companies hereinafter named," was presented and on motion of Mr. Bayne, consideration of said ordinance was deferred to April 28, 1908, all voting aye on roll call.

4526. A resolution directing the City Clerk to serve notices upon the railway companies named therein, that there is now pending a proposed ordinance for the construction of a viaduct on Wall Street, was adopted, all voting aye on roll call.

The above and foregoing are all the proceedings, etc.

(Extract from Minute Book "P," pages 14-15.)

COUNCIL CHAMBER,
SIOUX CITY, IOWA.
April 28, 1908.

On this day was held an adjourned regular meeting of the City Council, Mayor Sears presiding and all the members present.

The following proceedings were had, to-wit:

4706. A report of the City Engineer submitting plans and cross section of proposed viaduct on Wall Street, was received and ordered filed.

4525. An ordinance entitled "An ordinance declaring the necessity and advisability of constructing a viaduct on Wall Street, from the south line of Fourth Street to the north curb line of Grand Street, at the expense of the railway companies hereinafter named," deferred from April 7, 1908, to April 28, 1908, was presented. The following named representatives of railways were present and addressed the Council: Great Northern, J. L. Kennedy; Chicago, Milwaukee & St. Paul, W. H. Farnsworth; Chicago, St. Paul, Minneapolis & Omaha, A. W. Trenholm and C. L. Wright; Chicago & Northwestern, J. C. Davis and C. L. Wright; Illinois Central, C. B. Fletcher. On motion of Mr. Hanlon, said ordinance was placed on its first reading, all voting aye on roll call. On motion of Mr. Hanlon, the rule of the statute requiring ordinances to be read on three different days was dispensed with by a more than three-fourths vote of the Council, and the ordinance placed on its second reading, all voting aye on roll call. On motion of Mr. Bayne, the rule of the statute was dispensed with and the ordinance placed on its third reading, all voting aye on roll call. On motion of Mr. Bayne, said ordinance was passed as read, all voting aye on roll call.

4708. A resolution directing the City Clerk to serve notice upon the railway companies named therein, that there is now pending before the City Council, a proposed ordinance adopting plans and specifications for a proposed viaduct on Wall Street, was adopted, all voting aye on roll call.

4709. An ordinance entitled "An ordinance adopting plans and specifications for a proposed viaduct on Wall Street, and providing for giving the railways interested, notice that said ordinance will be taken up for passage on the 9th day of June, 1908," was presented and on motion of Mr. Bayne, consideration was deferred to June 9, 1908, all voting aye on roll call.

The above and foregoing are all the proceedings, etc.

(Extract from Minute Book "P," page 46.)

COUNCIL CHAMBER,
SIOUX CITY, IOWA.
June 9, 1908.

On this day was held a regular meeting of the City Council, Mayor Sears presiding and all the members present, but Mr. Hanlon.

The following proceedings were had, to-wit:

4709. An ordinance entitled "An ordinance adopting plans and specifications for a proposed viaduct on Wall Street, and providing for giving the railway companies interested notice that said ordinance will be taken up for passage on the 9th day of June, 1908," was presented and on motion of Mr. Kerby referred to the committee on Streets.

The above and foregoing are all the proceedings, etc.

(Extract from Minute Book "P," page 116.)

COUNCIL CHAMBER,
SIOUX CITY, IOWA.
Sept. 28, 1908.

On this day was held an adjourned regular meeting of the City Council, with all the members present except Mr. Bayne. In the absence of the Mayor, Mr. Hanlon presided.

The following proceedings were had, to-wit:

5381. An ordinance entitled "An ordinance adopting plans and specifications for a proposed viaduct on Wall Street, and providing for giving the railway companies interested notice that said ordinance will be taken up for passage on the 27th day of October, 1908," on motion of Mr. Kerby was placed on its first reading, all voting aye on roll call. On motion of Mr. Kerby further consideration of said ordinance was deferred to October 27, 1908, all voting aye on roll call.

The above and foregoing are all the proceedings, etc.

(Extract from Minute Book "P," page 133.)

COUNCIL CHAMBER,
SIOUX CITY, IOWA.
Oct. 27, 1908.

On this day was held an adjourned regular meeting of the City Council, with all the members present except Mr. Hanlon. In the absence of the Mayor, Mr. Bayne presided.

The following proceedings were had, to-wit:

5381. An ordinance entitled "An ordinance adopting plans and specifications for a proposed viaduct on Wall Street, and providing for giving the railway companies interested notice that said ordinance will be taken up for passage on the 27th day of October, 1908," read the first time September 26, 1908, and deferred to October 27, 1908, was presented. Messrs. C. L. Wright and A. W. Trenholm, representing the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and C. B. Fletcher, representing the Illinois Central Railroad Company, addressed the City Council on the ordinance. On motion of Mr. Kerby, said ordinance was placed on its second reading, all voting aye on roll call except Mr. Hanlon, who was absent. On motion of Mr. Kerby, the rule of the statute requiring ordinances to be read on three different days was dispensed with by a more than three-fourths vote of the Council and the ordinance placed on its third reading, all voting aye on roll call except Mr. Hanlon, who was absent. On motion of Mr. Harding, said ordinance was passed as read, all voting aye on rol lcall except Mr. Hanlon, who was absent.

5528. A resolution calling upon the Railroad Commissioners of the State of Iowa to pass upon the question of the necessity of a viaduct over the railroad tracks on Wall Street, and the approval of the plans and specifications therefor, was adopted, all voting aye on roll call, except Mr. Hanlon, who was absent.

The above and foregoing are all the proceedings, etc.

STATE OF IOWA, } ss.:
WOODBURY COUNTY.

I, A. A. Smith, City Clerk of the City of Sioux City, Iowa, and Clerk of the City Council thereof, do hereby certify that the above and foregoing is a true and correct transcript of the minutes of proceedings of the City Council of said city, at meetings thereof held on the days named, so far as said proceedings relate to the proposed construction of a viaduct on Wall Street, in said city. I further certify that notice was duly served, as required by law, upon the railway companies named in the several resolutions and ordinances, as interested in the construction of said viaduct, and that returns of such notices are on file in my office.

Dated at Sioux City, Iowa, this 9th day of November, 1908.

(Signed) A. A. SMITH,
City Clerk.

ORDINANCE NO. G 4525.

An Ordinance declaring the necessity and advisability of constructing a viaduct on Wall Street, from the south line of Fourth Street to the north curb line of Grand Street, at the expense of the railway companies hereinafter named.

Be it Ordained by the City Council of the City of Sioux City, Iowa:

Section 1. That it be and is hereby declared necessary, for the safety and protection of the public, to construct a viaduct on Wall Street from the south line of Fourth Street to the north curb line of Grand Street, over and above the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Chicago, Milwaukee & St. Paul Railroad Company, the Chicago & Northwestern Railway Company, the Illinois Central Railroad Company, the Union Terminal Railway Company and the Iowa & Great Northern Railway Company, and intervening grounds on said Wall Street, according to plans and specifications prepared by the City Engineer; and that it is proposed to construct the same at the expense of the said railway companies.

Sec. 2. That the City Engineer be and and he is hereby instructed to forthwith prepare plans and specifications for said viaduct, and submit the same to the City Council for consideration, so that the same may be submitted to the Board of Railroad Commissioners of the State of Iowa, as provided by law.

Sec. 3. That the City Clerk be and he is hereby ordered to cause to be served upon each of said railway companies a true copy of this ordinance, together with a notice of the time and place when and where said railway companies, and each of them, may make objection to the passage of this ordinance, and may be heard thereon; which time and place shall be fixed by this Council by resolution.

Sec. 4. Ordinances No. G 2267 and No. G 885, and all other ordinances heretofore enacted by the City Council of Sioux City, Iowa, relative to the construction of a viaduct on Wall Street, are hereby repealed.

Sec. 5. This ordinance shall take effect from and after its passage and publication as provided by law.

Adopted April 28, 1908.

Approved April 29, 1908.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

RESOLUTION NO. G 4526.

Resolution directing the City Clerk to serve notice upon the Railway Companies hereinafter named, that there is now pending before the City Council a proposed ordinance for the construction of a viaduct on Wall Street.

Be it Resolved by the City Council of the City of Sioux City, Iowa:

That the City Clerk be and he is hereby instructed to forthwith serve a notice in writing upon the following railway companies, to-wit: The Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Chicago & Northwestern Railway Company, the Illinois Central Railroad Company, the Union Terminal Railway Company and the Iowa & Great Northern Railway Company, that there is now pending before the City Council a proposed ordinance declaring the advisability and necessity of the construction of a viaduct on Wall Street from the south line of Fourth Street to the north curb line of Grand Street, over and above the tracks of the above named railway companies.

It is Further Resolved, That in addition to serving written notice upon said railway companies of said proposed ordinance, that a copy of said proposed ordinance be served upon each and all of said railway companies.

That said notice to said railway companies shall advise them that they may appear before this council at its regular session in the council chamber in Sioux City, Iowa, on the 28th day of April, 1908, and there present any objections they may have to the passage of said proposed ordinance, and to the construction of said viaduct.

Adopted April 7, 1908.

Approved April 8, 1908.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

RESOLUTION NO. G 4708.

Resolution directing the City Clerk to serve notice upon the railroad companies hereinafter named, that there is now pending before the City Council a proposed ordinance adopting plans and specifications for a proposed viaduct on Wall Street.

Be it Resolved by the City Council of the City of Sioux City, Iowa:

That the City Clerk be and he is hereby directed forthwith to serve written notice upon the railroad companies interested, notifying each of said companies that the plans and specifications for a proposed viaduct on

Wall Street, from the south line of Fourth Street to the north curb line of Grand Street, including approaches, are now on file in the office of the City Clerk; and notifying said railway companies further, that there is an ordinance pending before the City Council, providing for the adoption of said plans and specifications and that said ordinance will be taken up and considered for final passage in the council chamber at Sioux City, Iowa, on Tuesday evening, June 9, 1908; and notifying said railway companies further that if any of the said railway companies have any objections to said plans and specifications, that they will be given a hearing relative thereto before the City Council at said time and place.

Adopted April 28, 1908.

Approved April 29, 1908.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

ORDINANCE NO. G 5381.

An Ordinance adopting plans and specifications for a proposed viaduct on Wall Street, and providing for giving the railway companies interested notice that said ordinance will be taken up for passage on the 27th day of October, 1908.

Whereas, The City Council of Sioux City, Iowa, has, on the 28th day of April, 1908, in regular session, passed and adopted an ordinance declaring the necessity and advisability of a viaduct on Wall Street, and ordering plans and specifications; and

Whereas, Said plans and specifications have been prepared and are now on file with the City Clerk; therefore

Be it Ordained by the City Council of the City of Sioux City, Iowa:

Section 1. That the plans and specifications prepared by the City Engineer, and now on file with the City Clerk, for a proposed viaduct on Wall Street from the south line of Fourth Street to the north curb line of Grand Street, including approaches, be and the same are hereby approved and adopted by the City Council of the City of Sioux City, Iowa; provided, however, that said plans shall be submitted to the Board of Railroad Commissioners of the State of Iowa, and shall be subject to the approval of said Board.

Sec. 2. That the City Clerk be and he is hereby instructed to forthwith serve a written notice upon each of the railroads interested in the construction of said proposed viaduct, which notice shall advise said railway companies that said plans and specifications are now on file in the office of the City Clerk, and that this ordinance adopting and approving the same will be taken up and considered for passage at the regular meeting of the City Council to be held in the council chamber at Sioux City, Iowa, on Tuesday evening, October 27, 1908, and which notice shall also contain a copy of this ordinance.

Sec. 3. This ordinance shall take effect from and after its passage and publication as required by law.

Adopted October 27, 1908.

Approved October 28, 1908.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

RESOLUTION NO. G 5528.

Resolution calling upon the Railroad Commissioners of the State of Iowa to pass upon the question of the necessity of a viaduct over the rail road tracks on Wall Street and the approval of the plans and specifications therefor now on file in the office of the City Clerk of the City of Sioux City, Iowa.

Whereas, The City Council of the City of Sioux City, Iowa, has, heretofore duly enacted an ordinance declaring the necessity and advisability of constructing a viaduct on Wall Street from the south line of Fourth Street to the north curb line of Grand Street; and

Whereas, The City Council has also duly enacted an ordinance approving plans and specifications for such viaduct; and

Whereas, All of the railroad companies interested were given due and timely notice of the proposal on the part of the City Council to enact said ordinances;

Be it Resolved by the City Council of the City of Sioux City, Iowa:

That the Board of Railroad Commissioners of the State of Iowa be and the said Board is hereby requested to duly consider and pass upon the question of the necessity of a viaduct on Wall Street from the south line of Fourth Street to the north curb line of Grand Street over and above the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Chicago & Northwestern Railway Company, the Illinois Central Railroad Company, the Union Terminal Railway Company and the Iowa & Great Northern Railway Company, and intervening ground on said Wall Street.

And be it Further Resolved, That the Board of Railroad Commissioners of the State of Iowa be and the said Board is also requested to examine into and approve the plans and specifications now on file, for such viaduct, and which plans and specifications have been, by ordinance, approved and adopted by this Council.

Be it Further Resolved, That the City Clerk of the City of Sioux City, Iowa, be and is hereby directed to make a complete transcript of all of the proceedings heretofore had by this Council relative to the construction of said viaduct and to certify the same to the Board of Railroad Commissioners of the State of Iowa, together with a copy of this resolution.

Adopted October 27, 1908.

Approved October 28, 1908.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

Immediately upon the receipt of the foregoing ordinances and resolutions the Board of Railroad Commissioners presented the entire matter to the railroad companies interested and hearing was fixed for December 8, 1908, at Sioux City, Iowa. Later the date for hearing was postponed to December 15, 1908.

On December 9, 1908, however, Mr. A. A. Smith, City Clerk of Sioux City, advised the Board that the City Council had instructed him to notify the Railroad Commission to defer the hearing until further notice

from the City Council. Later the Commissioners were advised that satisfactory arrangements had been made by the City Council and representatives of the railroad companies for the construction of a viaduct in Sioux City.

On February 18, 1909, City Solicitor Sargent of Sioux City filed with the Board certified copies of resolutions which are set forth herewith in full, together with the plans of the proposed viaduct in Sioux City.

RESOLUTION NO. G.

Resolution directing the City Clerk to submit to the Board of Railroad Commissioners of the State of Iowa a copy of Ordinance No. G 5728, providing for the construction of the viaduct on Wall Street, and containing in substance the agreement between the City of Sioux City and the various railroads interested in said viaduct for the construction thereof.

Whereas, the City of Sioux City and the various railroads interested in the construction of the viaduct on Wall Street have reached an agreement for the construction of said viaduct, which agreement is set forth in Ordinance No. G 5728, and wherefor it is deemed advisable to submit the ordinance to the Board of Railroad Commissioners of the State of Iowa for their approval;

Therefore be it Hereby Resolved, That the City Clerk be and he is hereby directed to certify a copy of said ordinance No. G 5728 to the Board of Railroad Commissioners of Iowa, forthwith; and

Be it Further Resolved, That said Board of Railroad Commissioners of the State of Iowa be hereby requested to approve of said ordinance looking toward the construction of said viaduct on Wall Street in the City of Sioux City, Iowa.

Adopted February 16, 1909.

Approved February 16, 1909.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

RESOLUTION NO. G.

Resolution approving the plans and specifications now on file for the proposed viaduct on Wall Street.

Whereas, The plans and specifications for the proposed viaduct on Wall Street, which heretofore by this Council have been duly submitted to the City Engineer, and he has filed his report thereon suggesting certain changes in said plans and specifications; and

Whereas, Said report has been adopted by this Council and the Council is fully advised in the premises; and,

Whereas, The Council deems the plans and specifications, as corrected by the City Engineer, now on file with such corrections, to be sufficient;

Therefore be it Resolved, That the said plans and specifications be and the same are hereby approved and adopted by this Council as the plans and specifications for the proposed viaduct on Wall Street.

Adopted February 16, 1909.

Approved February 16, 1909.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

RESOLUTION NO. G.

Resolution submitting to the Board of Railroad Commissioners of the State of Iowa plans for the proposed viaduct on Wall Street and asking the approval thereof.

Whereas, The City Council of the City of Sioux City, Iowa, has adopted plans and specifications for the construction of a viaduct on Wall Street, which plans and specifications are now on file in the office of the City Clerk; and,

Whereas, It is desirable and necessary to secure the approval of the plans of said viaduct by the Board of Railroad Commissioners of the State of Iowa;

Therefore be it Resolved, That a certified copy of said plans be submitted to said Board of Railroad Commissioners forthwith for the purpose of securing the approval of the same, as required by Section 770 of the Code of 1897.

Be it Further Resolved, That the City Clerk be and he is hereby directed to certify a copy of said plans, together with a copy of this resolution forthwith to the said Board of Railroad Commissioners of the State of Iowa.

Adopted February 16, 1909.

Approved February 16, 1909.

(Signed) W. G. SEARS, *Mayor.*
(Signed) A. A. SMITH, *City Clerk.*

The Commissioners find that the plans for the viaduct presented by the City of Sioux City meet the objections that were made by the Board to the plans for a viaduct on Wall Street in Sioux City, on September 29, 1905. (See report of the Railroad Commission for 1905, pages 232-238.)

The Commissioners therefore approve of the necessity for a viaduct on Wall Street in the City of Sioux City, as provided for in the ordinances quoted herein and hereby approve of the plans and specifications therefor as submitted by the City of Sioux City, this 18th day of February, 1909.

Des Moines, Iowa, February 18, 1909.

No. 3959—1909.

O. T. DENISON, Chairman Transportation Committee, Iowa State Manufacturers' Association, et al,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY, AND CHICAGO GREAT WESTERN RAILWAY COMPANY, AND CHAS. H. F. SMITH, H. G. BURT, its Receivers.

Application for Order Requiring the Connection of Tracks at Carroll, Iowa.

Application filed February 7, 1908.

ORDER OF THE BOARD.

Be it remembered that heretofore there was filed with the Board of Railroad Commissioners the application of O. T. Denison as chairman of the Transportation Committee of the Iowa State Manufacturers' Association, J. S. Light, Secretary of the Citizens' Club of Carroll, the Iowa Muzzle Company of Carroll, and many other manufacturers and shippers, asking that this Board issue an order to the above named railway companies, requiring said railway companies to so unite and connect their tracks at Carroll, Iowa, as to permit the transfer of cars from the track of one to the other.

Thereafter a hearing was had on said applications on February 25, 1909, at Carroll, Iowa, after giving due notice to all parties in interest.

There were present at said hearing:

D. J. Palmer, Chairman, and N. S. Ketchum, members of the Commission.

The Chicago Great Western Railway Company made no appearance.

The Chicago and North-Western Railway Company appeared by Superintendent Hammill and M. J. Golden, Assistant General Freight Agent.

The petitioners appeared by E. N. Merchant and others.

After examining the premises and the tracks of said railway companies, and hearing the evidence in support of petitioners and being duly advised in the premises, said case was taken under advisement.

Thereafter it appears that the Chicago Great Western Railway Company has filed with the Board its offer in writing to join with the Chicago & North-Western Railway Company in the building of proper connecting tracks and to pay one-half the expenses thereof.

It further appears that each of the defendant railway companies has filed with said Board, blue prints showing proposed connecting tracks between said railway companies, which do not substantially differ.

Now on this 23rd day of March, 1909, the aforesaid application is taken up for consideration by the Board. The Board finds as matters of fact:

That the tracks of said railway companies parallel each other, as set forth in the application;

That there are no engineering difficulties in the way of track connections at said point;

That Carroll is a city of about 3,500 population;

That there are industries located on both of said lines of railway at Carroll;

That it would be a great convenience to shippers to have said tracks so connected that cars could be transferred from one track to the other.

It is therefore ordered, in accordance with Sections 2103 and 2113 of the Code, that said defendant railway companies which so parallel each other at Carroll as above stated, so unite and connect the tracks of said railway companies as to permit the transfer of cars from the tracks of one to the other.

That said track connections be made within ninety (90) days from this date and that service of notice of this order be made upon said defendant railway companies as provided by law.

Dated, Des Moines, Iowa, March 23, 1909.

No. 3960—1909.

DES MOINES HARD MORTAR COMPANY
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Application for Order to Compel Railroad to Perform a Contract.

Application filed December 24, 1908.

OPINION OF THE BOARD.

On the 24th day of December, 1908, there was filed in the office of the Board of Railroad Commissioners of the State of Iowa, an application by Chas. E. Lyon, manager of the Des Moines Hard Mortar Company, for an order requiring the Chicago, Rock Island & Pacific Railway Company to perform its part of a contract by refunding money expended by the Des Moines Hard Mortar Company for straightening the track of said railway company along the property of said Hard Mortar Company.

Hearing of said complaint was set for Wednesday, March 23, 1909, at 10 A. M., in the office of the Board of Railroad Commissioners.

Pursuant to notice, the Board met at its office in Des Moines, Iowa. All the members of the Board were present.

Chas. E. Lyon, manager, appeared for the complainant.

Carroll Wright, attorney, and A. W. Eberhart, Division Freight Agent, appeared for the defendant railway company.

The Board, after inspecting the premises in controversy and hearing the evidence, finds that there is no substantial ground for the complaint, that if there is any issue at all between the parties, which the Commissioners do not determine, the same is indefinite and upon a question of fact, and not within the jurisdiction of the Board, and by unanimous vote of the Commissioners the application is denied.

Dated, Des Moines, Iowa, March 24, 1909.

No. 3961—1909.

CITY OF DES MOINES, vs. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, THE DES MOINES & FORT DODGE RAILROAD COMPANY, THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, THE DES MOINES UNION RAILWAY COMPANY.	*Viaduct on Seventh Street.*

Filed April 6, 1909.

ORDER OF THE BOARD.

Now on this sixth day of April, A. D. 1909, the application of the City of Des Moines being this day presented to the Board of Railroad Commissioners of the State of Iowa, requesting said Board to view officially the site of a proposed viaduct and approaches thereto along and upon Seventh Street, West Des Moines, Iowa, and to determine said viaduct to be necessary for the public safety and convenience, and also asking of said board that it endorse its approval on the plans and specifications accompanying said application; and said board having examined said application and the exhibits attached thereto finds:

That on the 22d day of March, 1909, the City Council of the City of Des Moines, Iowa, passed an Ordinance No. 1578, declaring the necessity for the construction and maintenance of a viaduct and approaches thereto along and upon West Seventh Street, Des Moines, Iowa, over and across all of the tracks of all railways and railroads crossing said Seventh Street between the south line of Mulberry Street and a point about four hundred (400) feet south of the south line of Elm Street, and signed by A. J. Mathis, Mayor of said city on the said 22nd day of March, 1909, and that said ordinance was duly and regularly passed and that the same was duly and legally published in the Register and Leader, a newspaper published at the City of Des Moines, Polk County, Iowa, on the 24th day of March, 1909.

That thereafter and on the 27th day of March, 1909, there was filed in the office of the City Clerk of the City of Des Moines, Iowa, the written acceptance of the Chicago, Rock Island & Pacific Railway Company, the Des Moines & Fort Dodge Railroad Company, the Chicago, Burlington & Quincy Railroad Company and the Des Moines Union Railway Company, of the terms and provisions of Ordinance No. 1578 and said railroad and railway companies therein and thereby agree to build the viaduct referred to in said ordinance upon the terms and conditions named therein and in accordance with the plans and specifications for such viaduct.

And the said Board of Railroad Commissioners further finds:

That the City Council of the City of Des Moines, Iowa, on the 22nd day of March, 1909, passed its Resolution No. 3372, approving the plan for such viaduct and its approaches, filed in the office of the Superintendent of the Department of Streets and Public Improvements of the City of Des Moines, Iowa, on the 11th day of March, 1909, and which plan is

numbered 24,558 and the specifications accompanying and amplifying the same, and that the width, height, strength and material and manner of the construction of the viaduct referred to in said Ordinance No. 1578, is, by the terms of said resolution, required to be constructed in accordance with the plan No. 24,558 and the specifications and details accompanying and amplifying the same.

And said Board of Railroad Commissioners futher finds:

That all legal formalities attending the ordering of the construction of said viaduct and its approaches on the part of the City of Des Moines, Iowa, have been fully performed and observed. That the Board of Railroad Commissioners of Iowa in accordance with said application have viewed officially the site of said proposed viaduct and finds that the public safety and convenience require the construction of said viaduct.

It is Therefore Hereby Determined by the Railroad Commissioners of Iowa, That the public safety and convenience require the construction and maintenance of a viaduct and approaches thereto along and upon West Seventh Street, Des Moines, Iowa, over and across the tracks of The Chicago, Rock Island & Pacific Railway Company, the Des Moines and Fort Dodge Railroad Company, the Chicago, Burlington & Quincy Railroad Company, and the Des Moines Union Railway Company. And the said viaduct and its approaches shall be constructed pursuant to the terms and provisions of Ordinance No. 1578, passed by the City Council of the City of Des Moines, on the 22d day of March, 1909, and the width, height, strength and manner of the construction thereof in accordance with the plans and specifications approved by the City Council of the City of Des Moines, Iowa, by Resolution No. 3372, passed on the 22d day of March, 1909, and which plans and specifications are hereby approved and the approval of said Board of Railroad Commissioners endorsed upon said plans and specifications.

Dated at Des Moines, Iowa, April 6, 1909.

No. 3962—1909.

In the Matter of the petition of the Saint Paul & Des Moines Railroad Company for permission to condemn certain lands in Hardin County, Iowa.

In the matter of the petition of the Saint Paul & Des Moines Railroad Company for permission to condemn certain lands as provided by Section 1998 of the Code of Iowa, in Hardin County, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Saint Paul & Des Moines Railroad Company stating the desire of said company to condemn the property herein 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 company, to-wit:

Beginning at a point of intersection of the northerly line of right of way of said Saint Paul & Des Moines Railroad Company with the easterly

line of the round house and warehouses grounds owned by said railroad company, thence in a northerly direction along said easterly line to the point of intersection with the easterly line of the right of way of the Dubuque & Sioux City Railroad Company, thence in a northeasterly direction along the southerly line of right of way last mentioned to the south line of Rocksylvania Avenue, thence east along the south line of said avenue to the point of intersection with the northerly line of the right of way of the said Saint Paul & Des Moines Railroad Company, thence in a southwesterly direction along the northerly line of said right of way to the point of beginning, containing one and thirty-nine hundredths acres, more or less; also

Beginning at the point of intersection of the south line of the right of way of the said Saint Paul & Des Moines Railroad with the west line of West Third Street in said city of Iowa Falls, thence south along the west line of said Third Street to the north line of South First Street, thence west along said north line to the point of intersection with the southerly line of the right of way of said Saint Paul & Des Moines Railroad, thence northeasterly and easterly to the place of beginning, containing ninety-seven one hundredths of an acre, all in the county of Hardin and State of Iowa.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its Secretary, with the instruction that the same be filed with the Clerk of the District Court of Hardin County, Iowa.

Des Moines, Iowa, April 15, 1909.

No. 3963—1909.

NORTH IOWA BRICK & TILE CO.
vs.
CHICAGO, MILWAUKEE & ST. PAUL RY. CO., AND CHICAGO & NORTH WESTERN RAILWAY COMPANY.

Transfer track connections at Mason City, Iowa.

Application filed March 19, 1909.

DECISION.

On March 19, 1909, the North Iowa Brick & Tile Company of Mason City, Iowa, filed in the office of the Board of Railroad Commissioners its application, asking an order of the Board requiring direct transfer track connection between the Chicago, Milwaukee & Saint Paul Railway Company and the Chicago & North Western Railway Company at Mason City, Iowa, in order to better facilitate the transfer of carload freight from one of said roads to the other and for the more especial purpose of accommodating a traffic which will be noticed hereinafter in more detail.

After due and timely service of notice on all parties, on May 14, 1909, Chairman D. J. Palmer and Commissioner N. S. Ketchum viewed the premises and held a hearing at Mason City, Iowa.

R. Valentine, Secretary of the North Iowa Brick & Tile Company appeared for applicant. Geo. W. Winter, L. W. Denison and F. S. Keeler also appeared in the interests of shippers of Mason City.

J. H. Foster, General Superintendent, W. W. Collins, Division Superintendent, A. D. Emery, Engineer and W. F. Cody, Division Freight and Passenger Agent, appeared for the respondent, the Chicago, Milwaukee & St. Paul Railway Company. The respondent, Chicago & Northwestern Railway Company was not represented at the view or hearing and said respondent has filed no objections to the granting of applicant's petition.

The objection made by the Chicago, Milwaukee & Saint Paul Railway Company that public interest does not require a direct track connection between the tracks of the respondent companies herein, is not supported by the facts and merely to set out the facts in the instant case will obviate the necessity of nicely defining what is to be understood by public interest or public necessity.

The brick and tile plants of the North Iowa Brick & Tile Company, the American Brick & Tile Company and the Farmers Brick & Tile Works are located upon and along the line of the Chicago, Milwaukee & Saint Paul Railway Company and are not reached by the tracks of the Chicago & Northwestern Railway Company, except by a switching arrangement through the yards and tracks of and by the Chicago Great Western Railway Company. For this switching service a charge of two dollars per car is made.

The evidence shows that a large number of cars are daily required to be transferred to and from the tracks of the respondent companies and that incident to this indirect switching movement through the yards and by the Chicago Great Western Railway Company much delay is occasioned. It is true that the charge of two dollars per car for switching cars from the tracks of the Chicago, Milwaukee & Saint Paul Railway Company to the tracks of the Chicago & Northwestern Railway Company, through the yards of the Chicago Great Western Railway Company is absorbed by the carrier in cases where the revenue on such cars so transferred amounts to fifteen dollars or more; but the Board finds a considerable shipment of brick and tile from applicant's and other plants located upon the Chicago, Milwaukee & Saint Paul Railway where the revenue per car is less than fifteen dollars, in which case the switching charge of two dollars per car must be borne by the shipper, and this charge is, in its business effect, a discriminating burden upon the applicant herein inasmuch as there are other brick and tile plants having location upon the tracks of both the Chicago, Milwaukee & Saint Paul Railway Company and the Chicago & Northwestern Railway Company, thus being able to make shipments of brick and tile to points on either line of railroad without having to pay for a switching service.

The further objection to granting an order on the application herein,—in substance that the intersection or junction of the tracks of the respondent companies at Mason City, Iowa, is a right angle crossing and protected by interlocking,—does not seem to the Board of sufficient weight to warrant a denial of the applicant's petition. While it may be true

that the construction of a transfer track at this right angle crossing will cost considerably more than a like track at a point where the lines of roads are parallel and that additional expense of construction and of operation will be necessary on account of interlocking, it is yet true that the use and necessity for the proposed transfer track must be given due consideration in determining what is just and reasonable and in this case the Board finds the approximate cost of constructing a transfer track at the point in question to be not unreasonable or forbidding and that such track will afford a facility fully commensurate with its cost.

On examination of the map, made and filed herein by the Chicago, Milwaukee & Saint Paul Railway Company, showing survey of possible connection between the tracks of the Chicago, Milwaukee & Saint Paul Railway Company and the Chicago & Northwestern Railway Company at Mason City, Iowa, it is clear that a transfer track may be constructed and maintained at a reasosable cost at about the junction of the tracks of the respondent companies.

It is therefore ordered by the Board of Railroad Commissioners that the respondents, the Chicago, Milwaukee & Saint Paul Railway Company, and the Chicago & Northwestern Railway Company, within ninety days from date, construct, maintain and operate a transfer track at Mason City, Iowa, as prayed by the petition herein.

Opinion and order concurred in by Commissioner Eaton.

Des Moines, Iowa, May 26, 1909.

No. 3964—1909.

FORT DODGE, DES MOINES AND SOUTHERN RAILROAD COMPANY,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

Application for an Order to Cross Tracks of Illinois Central Railroad Company, near Gypsum, Iowa.

Application filed April 6, 1909.

DECISION OF THE BOARD.

Be it Remembered, That on the 6th day of April, 1909, the above named Fort Dodge, Des Moines and Southern Railroad Company filed with this Board its application praying for an order of the Board granting it permission and authority to cross at grade the Illinois Central line of road, as more particularly set forth in the application, in which said railroad company alleges, among other things, that the Illinois Central Railroad Company has refused to permit it to cross its said line of railroad at the point desired, or at any other practical point at or near said contemplated point of crossing, or otherwise, and that there is a great and growing demand on the part of the public for the extension of its line as set forth in said application from Fort Dodge Iowa, to Gypsum, Iowa.

The Illinois Central Railroad Company resists said application in writing, and sets forth the following among other grounds for the said resistance:

1. The Board of Commissioners is wholly without jurisdiction to grant the order prayed for in the application, or to entertain said application for reasons therein stated.

2. It is not necessary that the applicant in order to accomplish its purpose, cross the line occupied by the said Illinois Central Railroad Company, but said applicant may extend its line from a point on its present line south of the objector's track without crossing the line of this objector, and this route is more direct than that proposed by the applicant.

3. The crossing proposed by the applicant would greatly impede the traffic and travel upon the line of the objector, and the establishment thereof would be to the great detriment, damage and inconvenience of the objector.

Thereupon a time was fixed, to-wit: Thursday, May 13, 1909, for the Board to view the premises in the above entitled controversy and hear testimony offered by interested parties.

Thereupon at the time fixed, to-wit: Thursday, May 13, 1909, after having given due notice to the parties interested, the Board met on the premises to view the same and hear testimony from the interested parties The following members of the Board were present: D. J. Palmer, Chairman, and N. S. Ketchum.

The applicant appeared by J. L. Blake, General Manager, Homer Loring, President, and S. R. Dyer, General Counsel. S. J. Bennett, Mayor of the City of Fort Dodge, T. F. Breen, Charles L. Larrabee, J. J. Ryan, John B. Butler, Frank Collins, A. D. McQuilking and S. F. Ford also appeared in behalf of the manufacturers and citizens of Fort Dodge.

The respondent railroad company was represented by D. M. Kelleher, attorney, E. J. Steinbeck, assistant engineer, H. B. Hamals, division engineer, and H. Gillias, road master.

After viewing the premises and hearing the statements of the parties interested, the Board announced it would later fix a date at Des Moines for hearing arguments in the case, and thereafter fixed Thursday, May 20, 1909, and gave due notice thereof to all the parties interested.

Now, on this 20th day of May, 1909, the parties interested appear, the applicant by J. L. Blake, General Manager, and S. R. Dyer, General Counsel, and the objector appears by D. M. Kelleher, its attorney, E. J. Steinbeck, assistant engineer, et al., and the parties thereupon present their arguments on behalf of both applicant and objector and introduce their testimony, and said controversy is taken under advisement by the Board.

After being duly advised in the premises and considering both arguments and testimony, the Board finds the following:

1. The Fort Dodge, Des Moines & Southern Railroad Company is an interurban railroad and has already in operation an interurban line from the City of Fort Dodge, Iowa, to a point north of the proposed crossing to within about a quarter of a mile of the Illinois Central track.

2. The Illinois Central Railroad is a trunk line crossing the State from Chicago to Omaha, and operating about twenty-five trains per day over its line at or about the point sought to be crossed by the applicant.

3. The point sought to be crossed by applicant is about one mile west from the village of Gypsum, and the track of the Illinois Central from said village of Gypsum to a point not less than 2,800 feet west of the point sought to be crossed is substantially on a level and the contour of the land between said points is substantially level.

4. At the point where the applicant now operates its interurban line as above described, there is a gypsum plant in operation, also other plants of the same character immediately south of the track of the objector, and other plants of like character along the line which the applicant seeks to build to the town of Gypsum, and the country thereabout is underlaid with the same gypsum deposits.

5. The operatives of said plants number many hundreds, and all of them generally live in Fort Dodge, which is four miles and more from the location thereof, and walk from Fort Dodge to their work and back except as they can now use the line of the applicant already in operation, and the proposed line if constructed would be a great convenience to said operatives, as well as to the owners of said gypsum plants in the handling of freight.

6. The applicant offers, if allowed to cross at grade, to install at its own expense, of proper efficacy and modern design, an interlocking plant which applicant estimates would cost $3,500, and the objector estimates at $8,850, and the expense of crossing, exclusive of the interlocking plant, is estimated as not to exceed $8,000.

7. The Board finds that at a point about 2,800 feet west of the desired crossing there is a gulch or ravine under which it would be possible to carry the road of the applicant at an expense of from $40,000 to $45,000, but the Board expressly finds that the same would not be at all practical or feasible.

8. At a point about one mile west of the desired crossing the applicant's line crosses under the tracks of the Illinois Central Railroad Company in going from Des Moines to Fort Dodge, and the Board finds that it would be possible for the applicant to connect with its road on the south side of the Illinois Central railroad track at said point by a very heavy fill and a deep cut and the building of a line from said point to the point it desires to reach immediately south of the line it now has in operation within about a quarter of a mile of the Illinois Central track, and requiring the building of a track about 7,900 feet in length.

The Board further finds in this connection that if such track be built the line already in operation from Fort Dodge to a point near the desired crossing could not be utilized as a link in the proposed line of the applicant and would be no part of said proposed line.

9. That an overhead crossing at the point desired by the objector would require a 3.5 per cent grade and an expense for its construction of about $22,600.

That a subway at a point about half a mile west of the required crossing would require 8,400 feet of track and an expense of about $43,700.

That utilizing the under-crossing already in use and constructing a line south of the Illinois Central tracks would require the construction of a track about 7,900 feet and at a 2 per cent grade would require an expense of $23,300, and at 1½ per cent an expense of $31,000.

That a requirement that the complainant should build a line known as a subway line or utilize its present under-crossing and build a line south of the Illinois Central tracks without utilizing its present four miles or more of road from Fort Dodge to near the point of its desired crossing, would be prohibitive. This finding, however, is based expressly upon the statements of the officers of the applicant which were made at the hearing and treated as evidence.

We reach the following conclusions of law as applicable to the facts as above found by the Commission:

JURISDICTION.

1. The right of one railway to cross another, either at grade, over or under the same, is specifically defined by Section 2020 of the Code, and its construction is made upon two conditions, to-wit:

1st. The desired crossing must be *necessary*.

2d. The junior railroad company shall so construct its crossing as not to unnecessarily impede the traffic, travel, transportation or navigation on the railroad so crossed.

Section 2033-B, Code Supplement, in substance removes all distinctions between railways and provides that interurban railways shall be treated in all respects the same as other railways, and there is no distinction between "industrial railways," so called, and ordinary railways so far as this case is concerned.

No specific procedure is provided for in our Code for the enforcement of the rights and privileges granted by the section above quoted, but the uniform holding of courts lead to the fact that Courts of Equity have jurisdiction in the premises.

Generally speaking, the railroad commission has no power to enforce its own orders. This can only be done by using such machinery of the courts as is provided by statute.

In our opinion, the general powers given to the Board by Section 2113 to supervise the enforcement of statutes generally relating to railroads, give to it the same jurisdiction in the matter in controversy that it has as to all general statutes where specific powers are not clearly defined.

It is our conclusion of law that this Board has jurisdiction to make findings of fact upon all questions involved in Section 2020 above cited, together with such recommendations as it may deem proper based upon such findings, providing, however, that the recommendation or order of the Board will not enforce itself but can only be the basis of a proper proceeding before the court for its enforcement like other orders of a similar character.

2. It is unfortunate that this Board is not clearly vested with power upon the subject of railroad crossings, including not only cases where one railroad crosses another, but highway and farm crossings as well, to

the end that it may use its power in proper cases in the elimination of grade crossings, which are always a danger and a menace, but our Supreme Court has in numerous cases shown great favor to the grade crossing for reasons which were much more weighty twenty years ago than now, and there is at least an analogy between farm and highway crossings and railroads crossing each other.

Sections 2061-2-3 of the Code provide a method of compelling the installment of interlocking devices, and provide that the procedure shall be in court of equity, and Section 2063, by implication at least, grants the right of one railroad to cross another at grade providing such interlocking devices be used "as may be required to secure public safety and the preservation of the properties of the road," and the court shall prescribe the terms upon which said crossing shall be maintained after made.

We do not hold that the decisions of our courts providing that "the grade crossing is the rule in Iowa," as to farm crossings, should control the action of the Board in this controversy, yet they are worthy of mention in this connection.

3. We concede to be true the contention of the objector that this Board must find as a jurisdictional fact that the desired crossing is "necessary." The precise question at issue is what is the proper definition of the word "necessary" as found in the statute above cited.

The word without qualification is, to say the least, an unfortunate one. It could not have been the legislative intent to give to this word the meaning which is given by the dictionary.

Where the word stands alone and without qualification, it has uniformly been held, so far as we have been able to find, to mean "reasonably necessary."

We are not disposed to give to it the narrow, technical meaning claimed by counsel for the objector. To say that the word "necessary" in this statute is a synonym for "possible," could not have been the legislative intent.

Giving this word "necessary" the meaning of "reasonably necessary" we pursue the inquiry as to whether or not the facts in this case bring the applicant within the meaning of Section 2020.

4. It will be admitted that ordinarily when one railroad desires to cross another it is for the purpose of reaching territory for freight and traffic and thus benefit the public and itself.

In the instant case it clearly appears that several hundred laborers and coal operatives would be greatly benefitted by the service of the contemplated road; that the owners of several gypsum plants now in operation would have added freight privileges from its construction and that there is a possibility of other plants being established in the vicinity which would be tributary to this road and served by it, and for these reasons we conclude that the construction of the road would be a public benefit and its construction ought to be encouraged if it can be done without serious detriment to the objector.

5. The condition of the objector's track is an important element to be considered. (See Railway vs. Railway Co., 91 Iowa, 16.) In the instant case the Illinois Central track for a distance of one mile east to the town of Gypsum and more than half a mile west, according to the evidence, is level and there are no ascending or descending grades, and the land on each side of its track sought to be used by complainant is level, requiring no grades.

6. The question of expense is also of importance, although not a controlling factor. The evidence shows that the expense of a grade crossing would be $11,275 according to the complainant, and $16,605 according to the objector, and as against that an over-head crossing would require $22,600, a subway crossing $43,700, and the south line under-crossing from $23,300 to $31,000.

7. The question of additional expense is also interwoven with the question of grades.

It is the opinion of the Board that to require the complainant to build an over-head crossing and use a 3.5 per cent grade would be unreasonable, and a 2 per cent grade as required on the south line at the minimum expense is an unnecessarily heavy grade under the circumstances.

8. It is undobtedly the policy of the law that a railroad must have the privilege of selecting its own line, at least in a large degree. If the topography of the ground was such that at a reasonable distance on either side of the desired crossing, even at a very much greater expense, an under or an over crossing could be constructed upon reasonable grade, we believe that the complainant ought to be required to use said over or under crossing.

It is our opinion that the points designated by the objector are not within a reasonable distance to be used by the complainant and properly serve the public, which it desires to serve.

We have carefully examined the cases cited by both counsel, and are satisfied that these views are in harmony with them.

9. It is our opinion, further, that the construction of a modern interlocking device of proper efficacy if installed at a grade crossing in view of the conditions as they exist will not "unnecessarily impede the travel or transportation on the railway."

We, therefore, find and recommend that the complainant railroad be permitted to cross the railroad of the objector at grade at the point desired, on condition that the complainant construct, at its own expense, an interlocker which shall be approved by this Board, and that the complainant furnish to this Board complete plans, specifications, showing the kind, character and quality of the interlocking device which it purposes to establish at said crossing at its earliest convenience and before the same is installed.

Des Moines, Iowa, June 1, 1909.

No. 3965—1909.

LUGAR SAMPICA, Anamosa, Iowa,
vs.
CHICAGO, ANAMOSA & NORTHERN RAILWAY COMPANY.
Undercrossing.

Complaint filed December 17, 1907.

Decision rendered June 23, 1909.

This complaint was filed with the Board by Geo. C. Lawrence, attorney at law, Anamosa, Iowa, by the following letter:

"Mr. Lugar Sampica, residing about four miles northwest of Anamosa, and owning land on both sides of the Chicago, Anamosa and Northern Railroad, wished me to call your attention to a matter that is causing him some trouble, with the view of having you investigate same, and do whatever is necessary to remove the cause of the trouble.

"This road was built two or three years ago, and until the spring of the present year, Mr. Sampica had a satisfactory way under a trestle along said railroad to pass back and forth from his land lying on both sides of said railroad. Some time in the spring of the present year the officers of said railroad authorized a third party who does not own any land within 20 rods of said trestle, to build a driveway for stock, inside their right of way, leading from the land of said third party to and under said trestle, thereby intrefering with the way Mr. Sampica had formerly, and said fence is built in such a way as to prevent Mr. Sampica from going back and forth from and to his land, except by going in the bed of the creek. The creek bed is soft, and is filled with quick sand, and it is only occasionally that his cattle will go into same at all. The obstruction is quite serious, and is annoying to Mr. Sampica, and he wishes same removed. He will be pleased to have you do whatever is necessary to make right, what he considers a great wrong."

Mr. J. Wunderlich, of the respondent railway, in answering this complaint, said:

"Yours of the 17th containing a copy of a letter from Atttorney Geo. Lawrence relative to complaint made by one Lugar Sampica received. This particular matter was tried in the last term of the Jones County District Court in a case entitled *Sampica vs. Hart* and decided at that term. So far as we are concerned the matter is closed, and no doubt Mr. Lawrence or the Clerk of Courts of this county can inform you fully as to details of that verdict, which as I understand it, was against Sampica."

Much correspondence passed between the Board, the complainant and the railway company, with reference to this complaint, but without result, and on May 5, 1909, after due notice, the Commissioners met the complainant in person, his attorney, Mr. Lawrence, and Mr. Paul Kiene, assistant treasurer, and J. L. Kelsey, general manager for the railway company, on the premises. The Board took considerable testimony, viewed the premises carefully and took the case under advisement.

OPINION OF THE BOARD.

In regard to this case it appears that Mr. Sampica owns land on both sides of the railway; that the railroad was built some four or five years ago; that there is an adequate crossing under the railway tracks by bridge from one part of Mr. Sampica's land to the other; that this crossing was had by him from the time the railway was built until the spring of 1907, when it was obstructed by a fence, permitting one Hart, who is

the owner of land only on one side of the railway at that point, to use the right of way of the railway company and this undercrossing to enable him to get his stock to water.

It appears incidentally that there has been some litigation between Mr. Hart and Mr. Sampica in relation to this fence. No evidence has been introduced before the Commission, however, upon this subject. The Board has no means of determining the issues that were presented, if there were any, or the nature or character of judgment or decree, if any was rendered. The Commissioners cannot indulge in presumptions which are not based upon facts properly presented to the Board. There would be no mutuality if such litigation had been had and even if the Board had been furnished with legal proof of the issues, decree and facts upon which it was based. The railroad company was evidently not a party to the action, nor was this Commission.

The statute gives Mr. Sampica, under the above circumstances, the right to an adequate crossing at a place to be designated by himself. He has no other crossing. It does not appear that there is any reasonable point, other than the undercrossing above named, where an adequate crossing could be established. The railroad company makes no objection to the place of the crossing, or its character, or its adequacy. So far as this Board is concerned there are only two parties to the procedure, Mr. Sampica and the railway company. No issue is tendered by the railway company to the application of Mr. Sampica. The Board must determine it as though the railway company itself had erected the obstructing fence and had refused to grant a crossing to the owner of the land on both sides of its track, at the point where an adequate crossing was not only in actual use, and by the conduct of the parties recognized as such, but the only place where an adequate crossing could be constructed. The railway company owns the right of way where the fence has been erected. It is the duty of the railway company to furnish this adequate crossing and clear away all obstructions, if such exist.

It is therefore the order of the Board that the respondent Chicago, Anamosa and Northern Railway Company, within ninety (90) days from this date, provide the complainant in this case a suitable crossing from one part of his farm to the other, across said right of way under the bridge referred to herein, and that he have free and unobstructed use of the same.

Des Moines, Iowa, June 23, 1909.

No. 3966.—1909.

FARMERS' TELEPHONE COMPANY, Dallas Center, Iowa,
vs.
FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY.
Wires over Railroad Tracks.

Complaint field March 27, 1909.

Order made June 23, 1909.

The telephone company in this case requested a ruling of the Board on a proposition submitted in their letter, a copy of which follows:

"We enclose herewith photographs of a crossing at Ankeny on the Boone I.-U. Ry., where we would like to cross under their high voltage wires, and we also enclose photo of crossings at the same town where our company, the Iowa, the Boone County and the W. U. Tel. Co. have all crossed the way we are asking to.

"The Boone I.-U. people have asked us to go over all their wires and we object to this as we believe it is too dangerous to life and property.

"For your information we are enclosing a letter from Mr. Walker of the Mutual Tel. Co., and one from Mr. Cunningham of the D. M. I.-U. Ry., which covers the question from both a Telephone and Inter-Urban point of view.

"We would be glad to have you kindly investigate this question and if there is any further information we can furnish kindly advise."

The Commissioners carefully considered the question submitted and held as follows:

The only jurisdiction which this Board has on the subject of stringing wires is that relating to the manner of stringing them over railway tracks. In the opinion of the Commissioners they have nothing to do with the question as to whether low tension wires should go over or under high tension wires. All that the Board can do is to see that a line of wire when it crosses the railway track, is built in accordance with its rules as to height and construction. Feed or trolley wires for electric railways must be twenty-two (22) feet above top of the rails. The Board is only permitted to protect the railroad and not protect wires from each other, it has no jurisdiction over the subject presented in the letter of the telephone company.

Des Moines, Iowa, June 23, 1909.

No. 3967.—1909.

TOWN COUNCIL, Garber,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Petition to Change Name of Station from Elkport to Garber.

Complaint filed October 19, 1908.

DECISION OF THE BOARD.

The town clerk of the town of Garber, under date of October 17, 1908, wrote the Board that the name of the incorporated town was Garber, that the name of the postoffice was changed from East Elkport to Garber on January 1, 1908, that the town of Elkport is one mile west of the railway station building, which is inside the corporate limits of the town of Garber, that the name of the railway station was Elkport and that the town council request the Board of Railroad Commissioners to compel the railway company to change the name of said station to Garber.

The railway company, in answering this complaint, stated that while it was true that the railroad station was located at Garber, the larger town of the two, Elkport, was located directly across the river and the people of Elkport opposed any change in the name of the station by which it had been known for a great many years; that the largest proportion of the freight and passenger traffic is to and from Elkport, that to change the name from Elkport to Garber would cause a good deal of confusion

and that the company did not desire to make the change in name as requested.

On December 2, 1908, the town council of Elkport presented to the Commission a petition protesting against any change in the name of the station of Elkport to Garber, stating among other things that this station had been known as Elkport since its establishment, that to change the name would create a vast amount of confusion, that it would be an injustice to the people of Elkport, as their town limits were only slightly over a quarter of a mile from the depot known as Elkport, that the business men of Elkport furnished fully seven-eighths of all business done in Elkport and Garber and received fully seven-eighths of all freight that arrives at the station of Elkport, and that the Board carefully consider their protest in determining this case.

It was shown by the books of the company that the town of Elkport furnished considerably more business for the company than the town of Garber for the six months ending in December, 1908.

The Commissioners have carefully considered this question and have reached the conclusion that Section 2106 of the Code is mandatory upon the Board and it is therefore ordered that the Chicago, Milwaukee & St. Paul Railway Company shall, within thirty (30) days from the service of notice of this order, change the name of its station known as Elkport, in Clayton County, to Garber, to conform to the name of the incorporated town, within the limits of which said station is located.

Des Moines, Iowa, June 29, 1909.

No. 3968.—1909.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
vs.
HAWKEYE TELEPHONE COMPANY.

Wires over Railroad Tracks.

Complaint filed November 6, 1908.

DECISION OF THE BOARD.

Complaint was made by the railway company that the Hawkeye Telephone Company was maintaining and operating a telephone line over and across the right of way of said railway company on West Grand Avenue or the extension thereof in the City of Des Moines; that the line of said telephone company at said crossing was being maintained in violation of law and contrary to the regulations adopted by this Board, in that a telephone pole was located nearer than ten feet to the closest rail of the main line track of said railway company. The respondent, in replying to this complaint, admitted the allegation of the railway company and sought to excuse the location of the pole for the reason that a stream is located near the crossing of the public highway over the railroad and should the regulation of the Board be complied with, the pole would be in danger of being washed out, etc.

The Board directed T. H. Boylan to visit the crossing complained of and make report of the conditions thereof to the Commissioners, and on June 18th Mr. Boylan visited the crossing and found that the Hawkeye

Telephone Company is now maintaining a corner pole, carrying many telephone wires, within seven and one-half feet of the nearest main line rail of the complainant company; that said pole may be relocated at a reasonable expense to comply with the rules of the Board; that said pole may be so relocated as not to be in danger by the wash of the creek, and that it may be sufficiently guyed without enchroachment upon the public highway.

The Commissioners therefore order and direct that the Hawkeye Telephone Company, within ten (10) days from the date hereof, so relocate its pole at the crossing named, that it shall in all particulars comply with the rules and regulations of this Board respecting the crossing of railway tracks and rights of way by telephone wires.

Des Moines, Iowa, June 30, 1909.

No. 3969—1909.

E. B. HIGLEY Co., Mason City,
vs.
UNITED STATES EXPRESS Co.,
WELLS FARGO & Co. EXPRESS.

Joint Express Rates on Shipments of Cream.

Application filed May 14, 1909.

DECISION OF THE BOARD.

The complaint or application in this case was as follows:

"Comes now the E. B. Higley Company and makes complaint to the Board of Railroad Commissioners of the State of Iowa, and states:

"That complainant is a duly organized and existing Iowa corporation with its principal place of business at Mason City, Iowa; that a part of its business is dealing in cream; that it now is, and for many months last past has been, engaged in shipping cream by express from the towns of Klemme and Woden to Mason City, Iowa; that said towns of Klemme and Woden are respectively located on the Chicago, Rock Island & Pacific Railway, and that neither of said towns has any other railroad facilities; that the methods and routes of such shipments are now, and at all times herein mentioned have been as follows, to-wit:

"Said shipments are delivered to the express company operating on the said Chicago, Rock Island & Pacific Railway at the said towns of Klemme and Woden, as the case may be, and by said express company taken over said railroad to the town of Garner; at the said town of Garner the same are transferred by wagon to the express company operating on the Chicago, Milwaukee & St. Paul Railway, and by the last named express company taken to the city of Mason City over the last named railroad.

"That the distance from said town of Klemme to Garner is 6 miles; from Woden to Garner is 21 miles; and from Garner to Mason City is 21 miles.

"That at all times herein mentioned prior to May 1, 1909, the United States Express Company was operating on the Chicago, Rock Island & Pacific Railway and the Chicago, Milwaukee & St. Paul Railway, and handled all of such shipments of cream from the said towns of Klemme and Woden respectively to the point of destination as aforesaid; that during all of said time the said express company charged complainant and received for such shipments the following express rates, to-wit:

"From Klemme to Mason City, 21 cents per hundred weight or per ten gallon can.

"From Woden to Mason City, 21 cents per hundred weight or per ten gallon can.

"That from and since May 1, 1909, the said United States Express Company has been operating on the said Chicago, Rock Island & Pacific Railway, and the Wells Fargo Express Company has been operating on the said Chicago, Milwaukee & St. Paul Railway; that from and since the first day of May, 1909, the said express companies have charged and are charging complainant their respective full local rate on each of such shipments; that said rates so charged complainant for such shipments are as follows, to-wit:

"From Klemme to Garner—United States Express Company, per cwt. or per ten gallon can.....20c

From Garner to Mason City—Wells Fargo Express Company, per cwt. or per ten gallon can.....20c

From Klemme to Mason City—total rate.....40c

"That such rates now charged as aforesaid are substantially prohibitive, unreasonable and excessive; that complainant has made application to each of the said express companies for redress and the establishment of reasonable joint rates; that said companies have respectively refused to establish any joint rates on such shipments or to give complainant any redress whatsoever.

"Wherefore complainant prays this Honorable Board of Railroad Commissioners to take such action relative to the matters herein complained of as may be necessary and proper to equitably determine and adjust the same according to law.

"E. B. HIGLEY COMPANY,
By ROBT. M. WITWER,
"Its Attorney."

Copies of this complaint or application were sent to the express companies interested.

For answer to this complaint the Wells Fargo & Co. Express on June 1st filed the following:

"The defendant, Wells Fargo & Company, answering the petition of the above named complainant, respectfully shows to the Commission:

"Defendant has no knowledge of whether or not the complainant is a corporation, or of its place of business or of its practice, or of the situation of the towns of Klemme and Woden, or the local conditions in respect thereto; hence, defendant neither admits or denies the allegations in the petition in respect to such matters.

"Defendant admits that the distance from Garner to Mason City is twenty-one (21) miles, and that from and since May 1st, 1909, the defendant has been operating its express business over the line of the Chicago, Milwaukee & St. Paul Railway Company, and that the defendant has charged its regular rates on shipments of cream delivered to it at Garner by the United States Express Company, which said rates are twenty (20) cents per 10 gallon can.

"Defendant denies that such rates are substantially prohibitive, unreasonable, or excessive; but defendant alleges, on the contrary, that said rates are no more than fair compensation for the services rendered.

"WHEREFOR, Defendant prays the Commission to dismiss the complaint in this proceeding.

"WELLS FARGO & COMPANY,
"By Jno. D. Ludlow, its Traffic Manager.

"CHAS. W. STOCKTON,
"Attorney for Wells Fargo & Company,
"51 Broadway, New York City."

No answer was filed by the United States Express Company.

On June 30, 1909, the Board fixed date for hearing this complaint at its office in Des Moines, July 21, 1909.

All parties to this case were duly notified and on date named the following named persons appeared before the Board in this case:

R. M. Witwer, attorney for complainant; W. S. Wilcox, representing complainant; H. R. Wright, State Dairy Commissioner; M. D. Smiley, Secretary Commercial Club, Clinton, Iowa; W. B. Martin, freight commissioner, Dubuque Shippers' Association, and others.

Jno. D. Ludlow, traffic manager, Wells Fargo & Co. Express.

On the same date a letter was received from M. T. Jones, Superintendent of Traffic for the United States Express Co., which follows:

"Replying to your favor of July 2d, stating that the Board will hold a hearing in the case of E. B. Higley Company, Mason City, Iowa, against the United States Express Company, and Wells Fargo & Company, for alleged excessive joint rates on milk and cream:

"It will be impossible for me to attend this hearing, because I have a very much more important meeting to attend in New York City. I understand, however, that Mr. J. D. Ludlow will appear at the hearing for Wells, Fargo & Company, and I presume the evidence and arguments which apply in the case of Wells, Fargo & Company will apply equally well as a defense for the United States Express Company. The service is performed by two different companies and I understand that there is wagon service also in the transfer from one company to another.

"I hope the Commission will not consider my absence from the hearing as an act of discourtesy, as I believe the Commission will do what is reasonable in the matter whether an appearance is made for this company or not.

"Yours truly,

"M. T. JONES,

"Supt. of Traffic."

The Commission heard such testimony as was offered both on behalf of the applicant and the respondent companies and the facts ascertained were substantially as stated in the petition, except that in addition to the statement of charges now assessed by the express companies upon the shipments in question, there is added to such charge a five cent transfer. The express companies represented made no denial of the showing made by the complainants in substantiation of their petition, with the exception that Mr. Ludlow, representing the Wells Fargo & Co. Express, stated that the defendants believed that the rates charged were no more than fair compensation for the service rendered.

After the conclusion of the hearing the Board rendered its decision as follows:

Section 2165 of the Code as amended by Chapter 111 of the laws of the 32d General Assembly provides that:

"All express companies operating and doing business in this state are declared to be common carriers, and it shall be the duty of every such express company or common carrier to transport all property, parcels, money, merchandise, packages, and other things of value which may be offered to them for transportation, at a reasonable charge or rate therefor; and all laws so far as applicable, now in force or hereafter enacted, regulating the transportation of property by railroad companies, shall apply with equal force and effect to express companies."

Chapter 111 of the Laws of the 32nd General Assembly required the

Board of Railroad Commissioners to establish a joint rate for shipments over two or more railroads for the transportation of freight.

Express companies have been repeatedly declared by the highest tribunals to be common carriers, and as such, their duties and responsibility, so far as they themselves or the shippers are concerned, are practically identical. It is the duty of an express company as a common carrier to receive and transport packages, and the express company acts as the agent of the shipper in the same way as does the railroad company in transporting property.

The joint rate law and rules enacted by this Commission will apply to the case of the complainant, and he is entitled to a joint rate of eighty (80) per cent of the sum of the two local rates, which this Board finds to be reasonable rates under the evidence, and that a reasonable charge may be added thereto for the transfer from one depot to another.

The Board further finds that it is the duty of express companies to act as the agent of the shipper in transferring from one company to another. The complainant's petition is granted, in accordance with the findings of the Commission as above stated.

Des Moines, Iowa, July 21, 1909.

No. 3970—1909.

In the matter of the petition of the Des Moines Terminal Company for permission to condemn certain lands in Polk County, Iowa.

In the matter of the petition of the Des Moines Terminal Company for permission to condemn certain lands as provided by Section 1998 of the Code of Iowa, in Polk County, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Des Moines Terminal Company stating the desire of said company to condemn the property herein 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 reasonably necessary for additional yards, present and prospective, for the use of such company, to-wit:

A part of lot twenty-six (26), Factory Addition to the City of Des Moines, Iowa, more particularly described as follows:

Commencing at the northeast corner of Lot Twenty-six, Factory Addition; thence south along the east line of said lot two hundred (200) feet; thence west at right angles to the east line of said lot five-tenths (0.5) feet; thence north parallel with the east line of said lot twenty-six (26), thirty (30) feet; thence northwesterly on a 12° curve to the left one hundred and twenty (120) feet, to point of reverse curve; thence northwesterly on a 12° curve to the right fifty-one and nine-tenths (51.9) feet to a point in the north line of said lot twenty-six (26), twenty-five and seven-tenths (25.7) feet west of the place of commencement; thence east along the north line of said lot, twenty-five and seven-tenths (25.7) feet to the place of commencement.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its Secretary, with the instruction that the same be filed with the Clerk of the District Court of Polk County, Iowa.

Des Moines, Iowa, July 21, 1909.

No. 3971—1909.

IN RE PETITION OF CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, ET AL., FOR THE RAISING OF CERTAIN RATES IN IOWA. } *Opinion of the Board on the Right of the Railroad Commission to Advance Freight Rates.*

In this case the Chicago, Burlington & Quincy Railroad Company filed its application in substance as follows:

That the rates fixed by the Commission in Supplement No. 2 to Iowa Classification No. 14, effective March 15, 1909, upon the following articles be advanced:

Doubletrees, eveners, and analogous articles; baskets; confectionery; maple sugar substitute; scrap paper; leather and articles of; hides; tallow.

The application requested that the rates on these particular items be made to correspond to the rates on said items as shown in Iowa Classification No. 14 and the current Western Classification.

Full reference to this application of the railroad companies and the action of the Board taken therein will be found in the opinion of the Board promulgating Supplement No. 4 to Iowa Classification No. 14.

Substantially all railroads operating in Iowa joined in this application.

A public hearing was had on said application as prescribed by law on the 20th day of July, 1909. At said hearing the following named persons appeared on behalf of the applicants:

Geo. H. Crosby, General Freight Agent, C., B. & Q R. R. Co., T. H. Simmons, G. F. A., C., R. I. & P. Ry. Co., Carroll Wright, attorney for Iowa and South Dakota, C., R. I. & P. Ry. Co., A. W. Eberhart, D. F. A., C., R. I. & P. Ry. Co., Jas. C. Davis, attorney for Iowa, C. & N.-W. Ry. Co., M. J. Golden, A. G. F. A., C. & N.-W. Ry. Co., F. P. Eyman, A. G. F. A., C. & N.-W. Ry. Co., Wm. Ellis, Commerce Counsel, C., M. & St. P. Ry. Co., J. H. Morrison, Chief Clerk Freight Department, C. G. W. Ry. Co., V. D. Fort, A. G. F. A., Illinois Central R. R. Co.

The following named persons were present and objected to the granting of the application and orally contested the case:

W. B. Martin, Commissioner, Dubuque Shippers' Association, M. D. Smiley, Secretary, Clinton Manufacturers' and Shippers' Association, John Wunderlich, Secretary Commercial Club, Cedar Rapids, E. G. Wylie, Freight Commissioner, Greater Des Moines Committee, G. A. Wrightman, Secretary Iowa State Manufacturers' Association, Merritt Greene, Marshalltown, W. T. Bailey, Marshalltown, C. L. Percival, Des Moines, L. C. Kurtz, Des Moines, and others.

The contestants tendered as an issue to complainants' application that the statutes of Iowa expressly prohibit the Board from raising freight rates above the maximum rate legally established by the schedules in force at the time the application is made and the Board is without authority in the premises.

At a former hearing by this board the question as to the authority of the Board to advance rates was incidentally raised and there were expressions from members of the Board indicating doubts upon the question and a desire to have the same clearly presented and argued by the Board.

Presumably this case was brought in compliance with the above suggestion for the purpose of obtaining the opinion of the Board as to its authority in the above respects.

The question is an important one rather as an abstract proposition than otherwise, for the reason that modern conditions all tend to a lowering of rates rather than raising them, and it is quite likely in view of the rates voluntarily made by railroads that the Board would rarely exercise this power even if it should determine that it had full authority in the premises.

It is quite obvious, however, that conditions might arise or circumstances present themselves in which justice and fairness to railroads might require an advance of some specific rate, and we can well imagine a state of circumstances which would justify the exercise of this power with considerable freedom.

For these reasons it is important to clearly define the authority of the Board in the above respects.

The power of the Board to establish maximum rates is specifically defined by Sections 2138 and 2141. The first of the above sections refers to the general maximum schedule of rates and the classification of freights and expressly provides that "The Board shall from time to time and as often as circumstances may require, change and revise such schedules, *but the rates fixed shall not be higher than established by law.*" While no specific authority is given by this section to "change or revise" classifications, such authority is necessarily included on account of the complexity of rate making on the principle that "the greater always includes the less."

It was clearly the legislative intent in the enactment of the above section to grant authority to the Board to "change or revise" schedules or classifications on its own motion and without application therefor.

Section 2141 relates to procedure upon complaint or application and provides that "after such hearing and investigation (upon application) the Board shall fix and determine the maximum charges to be thereafter made by the railroad company or common carrier complained of, which charge *shall in no event exceed the one now or hereafter fixed by law.*"

Thus the language or the inhibition contained in Section 2138 is "establish by law," and in Section 2141 "fix by law." The difference in etymology between the words "establish" and "fix" is too slight to be considered of importance, especially as applied to rate making, and they must be considered as synonymous.

In determining the authority of the Board it is also important to bear in mind Section 2123, by which the Board as well as courts must be governed. "All charges made for any service rendered . . . in the

transportation of . . . property . . . shall be reasonable and just, etc."

Clearly stated, the issue is as follows:

1. Freight rates shall be reasonable and just to both railroads and patrons.

2. The railroad commission may on its own motion "change or revise schedules, but the rates fixed shall not be higher than established (or fixed) by law."

3. On complaint the Commission must fix and determine freight charges which "shall in no case exceed the one now or hereafter fixed by law."

4. It is contended by the contestants that the present schedules in effect were established by law, or rather established by the methods which the law prescribes, which it is claimed is equivalent to being established by law.

It is evident that the entire question turns upon the significance of the words "*established or fixed by law.*" In other words, are rates established by the Commission in the manner prescribed by law, in fact "established by law" as meant by the law maker? Or what is the legal meaning of the language "established by law?"

In seeking for the legislative intent in the use of these words it is proper to suggest that rates are raised or lowered in two ways, directly and indirectly. They are changed directly by changing the schedules and indirectly by changing the classifications. One method is just as complete and effectual as the other.

While it may be granted that the legislature has power to authorize a commission to revise rates only downward, yet such an interpretation has in it an inherent suggestion of injustice; is inconsistent with a law which requires and permits rates to be made which are "reasonable and just," and ought not to be adopted unless clearly required by the statute.

A rate that is unreasonably low is just as illegal under the statute as though it was unreasonably high, and it goes without saying that an unjust rate is always an illegal rate.

If it were a settled principle that the railroad commission had authority to revise schedules and classifications *only downward*, it would of necessity affect the mental attitude of the members of the commission. It would naturally cause a hesitation in the change of freight rates when there ought to be the utmost freedom in this respect when warranted by proper conditions, for the reason that it is a well known fact that conditions do frequently change and a rate that would be proper under certain conditions would be confiscatory under other conditions, and in the latter case the commission would be without power in the premises.

A good illustration of these changing conditions is in the movement of ice in the proper season in large quantities. At such times railroads can well afford to make a very low rate.

It is no answer to say that the established freight rate is only a maximum freight rate and railroads have authority to make a rate as low as they care to, if the statute absolutely requires this commission to consider a rate voluntarily made by railroads as *prima facie* a reasonable rate.

Another fact is worthy of consideration in this discussion. Commissioners are no more infallible than courts. A rate may be established upon an erroneous conception of facts, or upon facts not fully or properly presented and which upon more complete presentation might be found to be unreasonable, unjust and confiscatory. Such a rate would be absolutely illegal.

Parties in interest ought not to be relegated to the courts for relief unless the statute clearly limits the powers of the commission. If the law absolutely forbids the commission from raising a rate already in use, mistakes or erroneous conclusions of the commission could not be corrected, unless possibly they were patent on their face and indicated clerical or printing mistakes.

Nothing but necessity should require the assumption that the statute limits the power of the commission in revising and changing schedules to "*downward revision.*"

It will be presumed in the absence of a clear declaration to the contrary that when the legislature authorized and empowered the Commission to fix rates so that they should be "reasonable and just" that the commission was authorized to consider every factor which was material in determining the *reasonableness and justice* and is not limited to a downward revision which might be *unreasonable* and *unjust* and therefore absolutely illegal.

Considering all the circumstances, such an interpretation ought not to be adopted unless the language of the statute clearly excludes every other reasonable interpretation.

It is a well settled principle in the interpretation of statutes that the legislative intent, if it can be ascertained, shall govern.

It will be presumed, unless it clearly appears to the contrary, that the legislature intended to use the words "fix or establish by law" in the sense in which they are defined by courts.

Courts have given a well settled meaning to this term. The most elementary definition of "*law*" is that it must be "prescribed by the supreme power of the state," which is our legislature.

"Such expressions as 'required by law,' 'regulated by law,' 'allowed by law,' 'made by law,' 'limited by law,' 'as prescribed by law,' 'a law of the state,' are of frequent occurrence in Codes and legislative enactments and are always used as referring to statutory provisions only."

(*Brickerhoff vs. Bostwick*, 1st N. E. Rep., 665.)

It is unnecessary to multiply citations to show that in statutes of the character of those at issue the word "law" means statutory law, and in our opinion the word "statute" is equivalent to "statutory law" and therefore the words quoted in the section first above cited refer to schedules "fixed or established by statute."

The fact that our legislature has never attempted to create a schedule of freight rates, since the enactment of the above sections, lends something to the obscurities of this case, for the reason that all language in a legislative enactment ought to be so construed as not only to give it force but a meaning to accomplish a definite purpose.

From the fact that the legislature has never exercised its power to make a schedule of rates and there are no statutory rates in existence, the words "establish by law" in the section cited might be claimed to be meaningless if the construction given to these words by the complainant be correct.

A sufficient answer to this criticism is that the legislature has an undoubted right to establish a schedule of freight rates. In its wisdom it has thus far held this power in reserve. It may be exercised by any legislature in the future, and until it does exercise this power to make rates it properly delegates it to the Railroad Commission.

It is perfectly consistent to hold that the words "fix or establish by law" were intended merely to relate to the future and to such a time as the legislature might exercise its power to make rates, which it has kept in reserve up to the present time. The words above quoted are properly used for the purpose of showing that the legislature does not part with its power to make rates, but always holds it in reserve.

Our position is more clearly shown to be the correct one when we consider something of the history of the legislation which resulted in the enactment of the sections first above quoted, and the history of this legislation is clearly, under the holdings of all courts, a proper subject for consideration in determining the legislative intent in the use of these words.

At the time of the enactment of this legislation, two bills were pending before the legislature at the same time, one known as House File No. 373, which was finally enacted into law and which contains the sections involved in this controversy. This bill was prepared by the committee on railroads, to whom had been referred a large number of bills on the subject of railroad legislation.

At the same time the railroad committee prepared and presented House File No. 374, which was a committee bill and provided a maximum schedule of rates in Iowa.

These bills were companion bills, prepared by the same committee, and introduced substantially at the same time. The latter bill in substance expressly prohibited the railroad commission from advancing freight rates "above the maximum standard fixed therein."

For some reason which it is not worth our while to investigate, the latter bill providing a maximum schedule of rates failed of passage.

As they were companion bills, prepared and introduced by the same committee at the same time, it is fair to presume that it was the expectation of the committee that both would be enacted into law if either of them were.

It is plainly evident that the language "fix or establish by law" contemplated the fact that a maximum schedule of rates would be established by the legislature itself at the same time the law now in force should pass, and clearly shows that the legislative intent contemplated a schedule of rates established by the legislature itself and not a schedule established by a commission in the manner prescribed by law.

The failure of the legislature to establish a schedule at that time merely emphasises our contention that it decided for evidently cogent reasons to postpone the establishing of such schedule until some future time and holds its power so to do in reserve.

From all of the above considerations, we are clearly of the opinion that the legislature had in mind the ordinary and well settled legal acceptation in the use of the words "fix or establish by law" and that until the legislature itself establishes a maximum schedule the only limitation upon this commission in revising or changing the schedules is to so revise and change them that they shall be reasonable and just, and therefore legal.

Des Moines, Iowa, August 17, 1909.

No. 3972—1909.

CHARLES H. BRADLEY, ET AL., Dubuque,
vs.
AMERICAN EXPRESS COMPANY,
ADAMS EXPRESS COMPANY, and
WELLS FARGO & COMPANY, EXPRESS,

Application for Order for Extension of Wagon Service.

Application filed March 4, 1909.

The complaint in the above entitled case is as follows:

"The petition of the above named complainants respectfully shows:

"1st. That the complainants are residents of the city of Dubuque in the county of Dubuque, in the state of Iowa.

"2d. That the defendants are express companies with offices in the city of Dubuque, Iowa, and are engaged in the transportation of property between the various points in the state of Iowa; and also between points in the state of Iowa and points in several other states of the United States, and as such are by law common carriers subject to the provisions of the Code of Iowa as to intrastate traffic; and as to the interstate traffic, subject to the provisions of the act to regulate commerce as amended, and acts supplementary thereto.

"3d. That Section Two (2) of the act to regulate commerce declares it unlawful for a common carrier to discriminate in the transportation of a like kind of property under substantially similar ercumstances.

"4th. That Section Three (3) of said act forbids a common carrier to make or give any undue or unreasonable preference or advantage to any particular locality or any particular description of traffic, or to subject any particular locality or any particular description of traffic to any undue or unreasonable prejudices or disadvantage in any respect whatsoever.

"5th. That contrary to the provisions of said act to regulate commerce and in contravention with the laws of Iowa, the above named defendants are guilty of unlawful discrimination, and give undue and unreasonable preference, by delivering goods, property, money, parcels, wares, merchandise, packages, and other things to persons, companies, firms, and corporations, in certain places and localities in said city by refusing and neglecting to deliver to all persons, companies, firms, and localities alike within reasonable limits, thereby forcing complainants and others, in certain localities, arbitrarily fixed by the defendants, in order to have delivery made, to pay a greater amount for substantially the same service, to their great damage and prejudice.

"6th. Your complainants further show that said defendant companies are accustomed to deliver consignments without extra charge to portions of Dubuque being located a further distance from their main offices in said city, and not being as thickly settled as the localities to which your petitioners would have deliveries made.

"7th. That the complainants have no knowledge or information sufficient to make a positive statement, but believe and so state to the Commission, that the conditions alike set forth exist because of a combination and agreement between said defendants to confine the localities in which deliveries are made, to certain fixed parts and places in said city, contrary to the Sherman Act of July 2, 1890; contrary to the act to regulate commerce; and contrary to the laws of the state of Iowa.

"8th. Your petitioners here refer to a letter signed by twenty users of express service who are affected by the discrimination complained of, and ask that same be made a part hereof.

"WHEREFOR, Your petitioners pray that in conformity with this complaint, the Board of Railroad Commissioners of Iowa request the above named defendants to cease and desist from the illegal and unjust discrimination complained of, and if said practice is not changed or adjusted so as to remove and remedy said discrimination within a reasonable time, to institute proceedings before the Interstate Commerce Commission in compliance with Title IX, Chapter Six (6), of the Code, (and to remedy the discrimination as to Intrastate traffic in compliance with Title IX, Chapter Nine (9), of the Code), and present the charges made herein, and ask that an order be made commanding the defendants to cease and desist from said violation of the act to regulate commerce, and such other orders as the Commission may deem necessary in the premises.

"Dated at Dubuque, Iowa, this 20th day of February, 1909.

"JOHN R. WALLER,
"For the Complainants."

To this complaint respondent American Express Company filed the following answer, in substance:

"It is our understanding that the petitioners or most of them, reside in what is locally known in Dubuque as The Hill District. The Commissioners are undoubtedly aware that the City of Dubuque was originally laid out up and down along the river, which still constitutes the business section of the town. Back of this there is a high hill or bluff, some 300 feet in height. As the city grew in importance and population, many of the better class of people took up their residence on the Hill, on account of the elevation and other advantages that that locality afforded for residential purposes.

"We assume that the Commissioners are familiar with the topography of the City of Dubuque and that it is unnecessary for us to go into any further details beyond stating that in order to reach the Hill District with our wagons, we would have to make a long, circuitous and steep drive.

"In establishing delivery limits in any city we necessarily, and we think properly, take into consideration, first, the business section, and second, the more important residential district, the aim and intention being to afford the people the advantages of free delivery and pick-up service within a reasonable area from our office location or railroad terminals, but there is a limit that must be established, and that limit has usually been drawn at impassable streets, sparsely settled sections, or inaccessible districts. There are few places in the country where the obstacles against free delivery and pick-up service are as difficult as they are in connection with the Hill District at Dubuque.

"By a careful investigation, it has been determined that in order to afford the residents of that section of Dubuque the advantages of free delivery and pick-up, it would be necessary for this Company to employ two additional drivers and to furnish two additional wagons, two and perhaps three horses, etc. To maintain this equipment, it would cost the express company between $140.00 and $150.00 a month, to say nothing of the outlay.

"From the records of the Dubuque office, we find that during the month of December, 1908, (the month during which the heaviest package business is transacted throughout the year,) there were received at that point 444 shipments for people residing on the Hill. The gross charges on this business amounted to $200.00. Deducting from that sum the amount paid to the railroad companies for transportation service, approximately 50 per cent, we have left $100.00, without deducting anything for terminal expenses at both ends, messenger service, or general expense for supervision.

"To have delivered these packages free, therefore, would have entailed upon the express company an expense much greater than the gross revenue left to us on this business after paying the railroad companies for the transportation, without taking into consideration all of the other expenses referred to above.

"For the month of January, 1909, we find that the total revenue on all business received at Dubuque for people residing on the Hill, was a trifle over $100.00. After deducting the cost of railroad transportation, we are left with $51.34, to say nothing of any other item of cost, which would, of course, represent a loss to the Company of twice as much as it would have been in December, or if the equipment had been reduced one-half, the loss would have been about the same.

"All of these facts and figures have already been presented by the express companies to the complainants and we trust they have been convinced that the present limits are fair and reasonable; that they are not discriminatory, considering the conditions that prevail; and that the expense of furnishing this service is not justifiable by the amount of business transacted, but that on the other hand the establishing of such service would be worse than confiscation."

"Our records also show that during the month of December, the gross charges on business received by this company at Dubuque, for the petitioners, amounted to $10.77, and in January to $6.63 only, which goes to show that the business for people residing within that district is a scattering one, which would call for the maximum amount of service, with the minimum amount of revenue."

"In the express business, we encounter sharp competition by the United States Postoffice Department in one class of business, and by fast freight lines in another. This, coupled with the competition between the express companies themselves in the securing of traffic, may be depended upon to insure reasonable pick-up and delivery service, owing to the fact that any one of the express companies, from the standpoint of natural business enterprise, are ready to extend their service whenever and wherever it can be shown that there is business to be secured upon a fair margin of profit.

"We feel, however, that the situation at Dubuque is such that a compliance with the request of your petitioners would impose a burden upon the express company that is unreasonable and unjust, and we believe that after considering the facts herein presented, the Commissioners will conclude that the position of the express company is tenable and cannot be successfully assailed on the grounds of unreasonable preference, unlawful discrimination or custom and usage.

"It is our policy and practice at all times, and in all places, to render the best possible service, justifiable by the business to be secured, for upon the character and quality of our service alone, we depend for our patronage, but we cannot see our way clear to agree to the performance of a service at Dubuque, or elsewhere, that would entail nothing but loss, nor can we believe that the Commission will seek to enforce any such condition upon us, and for these reasons we submit that the petition be denied and the complaint dismissed."

Respondent Wells Fargo & Company also answered the complaint as follows:

"The defendant, Wells Fargo & Company, answering the petition of the above named complainants, respectfully shows:

"1st. Defendant admits that the complainants are residents of the City and County of Dubuque, State of Iowa.

"2d. Defendant admits that it is a common carrier by express; that it maintains an office in the City of Dubuque, Iowa, and is engaged in the transportation of property between various points within the state of Iowa and also between points in Iowa and several other states of the United States, and that as a common carrier by express it is engaged in intrastate and interstate traffic within the state of Iowa and other states.

"3d. Defendant denies that section 3 of said complaint quotes correctly either the language or the substance of the Interstate Commerce Act, insofar as the same is applicable to the subject matter of this complaint.

"4th. Defendant admits that section 5 of the Interstate Commerce Act is in part substantially quoted in section 4 of said complaint.

"5th. The defendant denies that it is or has been guilty of unlawful discrimination in contravention of the laws of Iowa or contrary to the provisions of the Act to regulate Commerce, in respect to delivering goods, property, money, parcels, wares, merchandise, packages and other things to persons, companies, firms and corporations in certain places and localities in said city, or in refusing or neglecting to deliver to all persons, companies, firms and localities alike within reasonable limits, or that complainants or others in certain localities are forced to pay a greater amount for substantially the same service.

"6th. Defendant denies each and every allegation contained in sections 6, 7, and 8 of said complaint.

"7th. The defendant further says that the said complaint is not cognizable by the Board of Railroad Commissioners of Iowa, and that the facts stated do not constitute a valid cause of complaint to be heard or tried before the said Commission.

"Wherefore, defendant prays the Commission to dismiss the said complaint."

Respondent Adams Express Company filed its answer as follows; by letter from G. D. Curtis, its general manager:

"General Manager Zimmerman has referred to me your letters dated March 5th and March 24th, in regard to the complaint of Charles H. Bradley, et al, vs. Adams Expess Company, alleging discrimination in the delivery of packages in the city of Dubuque, Iowa. I have been looking into the matter with a view of ascertaining just what the circumstances are, in order that I might write you intelligently on the subject.

"From reports received, I quote as follows:

"A meeting was held in Dubuque, March 25th, by representatives of the Express Companies, and Attorney Mr. J. R. Waller, representing the complainants.

"It was shown at this meeting, as I am informed, to the apparent satisfaction of complainants, that for the Express Companies to comply with the request made would result in a loss of from fifty to eighty dollars per month; that the extra delivery work could not be accomplished without at least two extra wagons to cover the territory, which expense the business clearly does not warrant.

"According to statements sent me it is shown that during the period October 1, 1908, to March 20, 1909, the Express charges on shipments handled by this Company for the complainants signing the petition amount to only fifteen dollars.

"It is believed that the showing made by the Express Companies to Attorney Waller was sufficient to satisfy him at least that the request to extend the delivery limits over the territory referred to is an unreasonable one, and certainly we are satisfied it could not be done without it costing the Express Companies more to do it than they could possibly hope the charges on the business would amount to.

"I trust with this explanation you will appreciate the injustice of the demand and close the case accordingly."

It appears the United States Express Company has withdrawn from the express business in the city of Dubuque, and so far as this proceeding

is concerned, the action is dismissed as to all of the express companies save those who have answered as above stated.

A hearing of said complaint was set for October 8, 1909, at 10 o'clock A. M. at Dubuque, Iowa, and due notice thereof was given to all the parties interested. Pursuant to said notice a hearing was held at the time and place above stated.

The complainants appeared by John R. Waller, their attorney.

All express company respondents appeared by C. W. Stockton, General Counsel of the Wells Fargo & Co. Express. Also, J. B. Swift appeared as agent for the Adams Express Company and C. D. Sumney, Division Traffic Manager, appeared on behalf of the American Express Company.

After preliminary statements made by counsel for the interested parties the Board, on its own motion, made a personal inspection of the premises involved in the application for extension of the delivery district of Dubuque; after which the Board reconvened and listened to the testimony offered by parties and arguments of counsel, and thereupon took said cause under advisement.

Now, on this second day of December, 1909, the Board of Railroad Commissioners being duly advised in the premises, after due consideration finds the following facts:

The city of Dubuque is a city of from forty to fifty thousand inhabitants, lying along the Mississippi River.

The business portion of said city is built upon a comparatively level bench of land which is skirted on the west side by lofty and precipitous bluffs about two hundred to three hundred feet high.

What is termed the Hill District of the city is covered by residences and is sometimes termed the residential portion of Dubuque. The hill or residential district of the city is reached from the main, or business portion thereof by streets running up ravines, all of which are steep and some of which are difficult to ascend.

The express business done in the city of Dubuque is performed by the American Express Company, Wells-Fargo & Company Express, and Adams Express Company.

Delivery limits have at some time in the past been established by one or more express companies as the limits of free delivery and pick-up by the express companies. It is not made clear when these limits were first established, except that the same limits have been used by the express companies for more than a period of twenty years. During this entire period all express companies doing business in the city of Dubuque have made free deliveries and pick-ups within these established limits, and an agreement has existed between all express companies, whether express or tacit, that deliveries and pick-ups should be free within said limits.

Outside of said limits, deliveries have been made by parties engaged in said business and employed by express companies therefor, for which they received a compensation which was agreed upon between said parties and said express companies.

The bluffs on the west side of said city have been the boundaries of

instances where express companies made free deliveries and pick-ups for short distances up the streets leading to the hill or residential district. In these specific cases the limits ended at the points where the grade of the streets began to be great.

These complainants and each of them and all parties doing business in the city of Dubuque have for the past twenty years had full knowledge of the well established limits above described and their business has been undertaken and maintained with such knowledge and with reference to such limits.

At the aforesaid hearing all applications for a change of delivery limits were withdrawn, except as follows:

1st. Applicants desire an extension of delivery limits up Madison street to the residence of complainant Bradley, which is a very steep hill the entire distance.

2d. An extension upon Grove Terrace and Highland Place, Highland Place being the street above Grove Terrace and both streets leading to the Hill district.

3d. An extension to the territory adjacent to and bounded by a line beginning at Julian avenue and Hill street, running up Hill street to Lyon street, out Lyon street to James street, along James street west to Alpine street, south on Alpine street to Solon street, north on Alpine street to Julian avenue, east on Julian avenue to beginning.

The electric street car line runs up Hill street, which is steep and precipitous as it enters Julian avenue. No business houses exist, except store, meat market, conservatory, etc., at the junction of Hill, West Fifth and Burch streets, and two or three places of business, including a drug store at the junction of Alpine street and Julian avenue. Julian avenue is exceedingly steep upon the entire line above described.

Evidence was submitted by all the express companies interested, showing the amount of business done by each company with persons living upon the territory sought to be added to the delivery and pick-up limits and the business houses situated therein.

The figures presented to us show that the business done with residents of this territory in the past has been slight and no good purpose will be served by setting it out in this opinion in detail. We have no means of determining to what extent this business would be increased if the application of the complainants should be granted.

Evidence was produced before us as to the additional equipment which would be necessary and expenses which would be necessarily incurred by each express company in case the delivery limits should be extended as prayed by the complainants, which, in the view we take of the case, is unnecessary to be set out in detail.

We find, however, that the respondent express companies are common carriers in the city of Dubuque and their business in said city is fairly and reasonably remunerative.

We further find that said express companies can make deliveries and

pick-ups without procuring additional equipment and without any very great additional expense, considering the grade of the street and all other material facts, from Julian avenue up Hill street to West Fifth and Burch streets, and to the patrons of express companies along said line, including the business houses and conservatory at or near said junction.

We further find that there are no business houses in the territory where service is desired on Madison street or Grove Terrace or Highland Place, and but few residences; that if the delivery limits should be enlarged to include said streets, proper and reasonable service by said express companies as common carriers on said streets would require additional equipment on the part of each express company and that the revenue from said service which could reasonably be expected would be comparatively slight and not fairly or reasonably remunerative for the use of such additional equipment.

We further find that if said limits should be extended to the Hill district as requested, there would be no good reason why they should not be extended to cover the entire Hill district, which would require a very large expenditure on the part of the express companies for additional equipment, labor, service, etc., and that the revenue to be derived from the business could not possibly be expected to be commensurate with said expenditures.

Findings of Law:

Respondent Wells-Fargo & Company contends that "The facts stated do not constitute a valid cause of complaint to be heard or tried before the said Commission" and this Commission is without jurisdiction to require it to change or vary its delivery and pick-up limits.

Express companies are expressly included in the definition of common carriers by the statutes of Iowa. It is well established by an unbroken line of authorities that the obligation rests upon such a common carrier as an express company to make personal delivery of property carried by them to the consignee or other proper person. Certain exceptions have been engrafted upon this doctrine, the wisdom of which it is unnecessary for us to discuss, which will be noticed later in this opinion.

As a general propostion it is the duty of the Board of Railroad Commissioners of Iowa, under its laws, to require common carriers to perform their legal duties. There are limitations upon the duty and authority of this Commission in the above respects, however, which are not material to mention in connection with the case at bar.

The delivery by express companies of packages placed in their care is as much a part of the transportation of such packages as is that of transporting them by rail or otherwise. Transportation does not end until delivery is made.

It is our opinion and we so hold that this Commission has authority to change, modify or enlarge the limits of free delivery and pick-ups established by an express company, providing the conditions warrant the exercise of such authority.

It is our opinion, however, that only unjust discrimination warrants the exercise of such authority. Discriminations must of necessity exist

constantly and everywhere in connection with the business of common carriers. To illustrate: It is perfetly obvious that express companies must establish some limit beyond which they will not grant free delivery or pick-ups. It is equally obvious that the person who lives just beyond such established limits is discriminated against as compared to one who lives just within such established limits. It does not follow, however, that there is unjust discrimination. Limits must be reasonable and the question as to whether or not they are reasonable is always one of fact and depends upon the peculiar conditions that exist in a particular case.

The underlying reason for the establishment of delivery limits is "cost of service." In determining the reasonableness of certain delivery limits "the cost of service, distance, volume of business and all other factors that may properly enter into the question of the location of the same," together with natural barriers or impediments should be taken into consideration in determining the matter. Ordinarily, natural limits such as the boundary lines of municipalities are adopted as delivery service limits. In cities, however, it would evidently be unjust to fix such natural limits. A natural barrier or impediment such as the lofty, precipitous bluffs and hills of the city of Dubuque, is surely as reasonable a boundary for delivery limits as one based upon mere distance. It is very evident that the cost of service in reaching a territory which is two or three hundred feet high, even if the distance to be traversed is very slight, might be vastly greater than a delivery two or three miles away upon a level street which was not obstructed by impediments.

The leading cases upon this subject have been ably and exhaustively considered in the opinion given by the Railroad Commission of Wisconsin, decided January 14, 1909, August H. Strauss vs. American Express Company, et al., but we do not consider it necessary to review them at this time. We express our gratitude for the careful consideration given by the Wisconson Commission to the questions involved in that case and avail ourselves of their conclusions, which appear to us to be sound.

In accordance with the above finding of facts and conclusions of law, now

It is therefore ordered that the Amerian Express Company, the Adams Express Company and the Wells-Fargo & Company Express, and each of them, within 60 days from date hereof, extend their delivery and pick-up limits from Julian avenue up and along Hill street to West Fifth street and Burch street, and that said companies and each of them deliver all express matter and perform the pick-up service to patrons at the junction of the above named streets and along the line of said Hill street and Julian avenue to said junction, received for intrastate transportation to the petitioners or any of them or other person to whom the same is directed, and that said express companies and each of them refrain and desist from exacting for such transportation service, including delivery of goods to consignees or any pick-up service, any charge or charges in excess of those charged to persons engaged in business or living in the main business portion of the city of Dubuque as hereinbefore described.

Des Moines, Iowa, December 2, 1909.

No. 3973—1909.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, ET AL. } *Petition for Rehearing with Reference to Certain Items in Supplement No. 3 to Iowa Classification No. 14, effective May 1, 1909.*

Filed April 6, 1909.

Closed June 29, 1909.

DECISION.

In this case the railroad companies filed the following application:

To the Honorable Board of Railroad Commissioners of the State of Iowa:

The Chicago, Burlington & Quincy Railroad Company, Chicago, Milwaukee & St. Paul Railway Company, Chicago, Rock Island & Pacific Railway Company, Illinois Central Railroad Company, Wabash Railroad Company, Chicago, St. Paul, Minneapolis & Omaha Railway Company, Minneapolis & St. Louis Railroad Company, Iowa Central Railroad Company, Chicago Great Western Railway Company, Fort Dodge, Des Moines & Southern Railway Company, St. Paul & Des Moines Railway Company, and Chicago & Northwestern Railway Company respectfully ask for a rehearing on the following rates hereinafter specifically described, and promulgated by your Honorable Body in Iowa Commissioners' Supplement No. 3, to Iowa Classification No. 14, issued March 19, 1909, effective May 1, 1909, and that the rates and classifications therein proposed be modified on such rehearing, as hereinafter specifically pointed out, to-wit:

1st. That Index 58, Item 22-a: "Hay carriers and hay carrier returners, in boxes or barrels, L. C. L., third class," be modified so as to make the same read, "L. C. L., second class," same as Iowa Classification No. 14, and same as Western Classification.

2d. That Index 60, Item 28-a: "Grave vaults, iron or steel, L. C. L., third class," be modified so as to read, "Grave vaults, N. O. S., (including iron or steel), L. C. L., first class," same as Iowa Classification No. 14, and same as Western Classification.

3d. Index 61, Item 37-a: "Salts—Epsom, (sulphate of Magnesia) in barrels, L. C. L., third class," be modified so as to read as follows: "Salts—Epsom, sulphate of Magnesia) in boxes, casks or bags, L. C. L., second class; in tin cans, jacketed, L. C. L., first class," so as to make the said rating the same as Iowa Classification No. 14 and same as Western Classification.

4th. That Index 62, Item 7: "Sulphur and sulphur candles, in boxes or kegs, or in pails with tight wooden covers, L. C. L., third class," be modified so as to read as follows: "Sulphur and sulphur candles, in boxes or kegs, or in pails with tight wooden covers, L. C. L., second class in sacks, barrels, or hogsheads, L. C. L., fourth class; sulphur in China mats, L. C. L., fourth class," so as to make said rating the same as Iowa Classification No. 14, and Western Classification.

5th. That Index 63, Item 17: "Spring beds, mattresses (including woven wire mattresses) and wire cots, minimum weight 10,000 lbs., (subject to Rule 6-B) C. L., class three," be modified to read as follows: "Spring beds and woven wire mattresses, including wire cots, minimum weight 10,000 lbs., (subject to Rule 6-B) C. L., second class."

6th. That commodity rates on "lumber, hard and soft, lath and shingles, in straight or mixed C. L."; "sash doors or blinds in straight or mixed C. L."; "sash doors or blinds in mixed C. L. with lumber (hard and soft), lath or shingles," promulgated in said Supplement No. 3, on pages 7 and 8, be abrogated and cancelled, and the rates on said commodities as fixed in Iowa Classification No. 14, be restored.

Said railway companies represent and allege that the proposed classifications in said Supplement No. 3, on which this rehearing is asked, in so far as such

ratings are herein requested to be modified, are unfair, unreasonably low, and unjust, and the modifications herein prayed for are reasonable and just and will make the same conform to Western Classification, under which said railway companies transact the greater portion of their business in the carriage of such commodities. Said railway companies ask to be permitted to offer testimony and present argument upon this application, and ask your Honorable Body to fix a time for hearing the same, and further ask that the ratings and classifications herein complained of be suspended and rendered non-effective pending the disposition of this application.

Respectfully submitted,

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY,
By (Signed) Geo. H. Crosby.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
By (Signed) E. S. Keeley.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,
By (Signed) Carroll Wright, Its Attorney.

ILLINOIS CENTRAL RAILROAD COMPANY,
By (Signed) F. B. Bowes, F. T. M.

WABASH RAILROAD COMPANY,
By (Signed) W. Clapper, D. F. & P. A.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY,
By (Signed) H. M. Pearce, F. T. M.
(By A. A. M. L.)

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY,
(By (Signed) S. G. Lutz, F. T. M.
(By A. A. M. L.)

IOWA CENTRAL RAILROAD COMPANY,
By (Signed) S. G. Lutz, F. T. M.
(By A. A. M. L.)

CHICAGO GREAT WESTERN RAILWAY COMPANY,
By (Signed) W. E. Pinckney, G. F. A.
(By A. A. M. L.)

FORT DODGE, DES MOINES & SOUTHERN RAILWAY COMPANY,
By (Signed) C. H. Crooks, G. F. A.
(By A. A. M. L.)

ST. PAUL & DES MOINES RAILWAY COMPANY,
By.....

CHICAGO & NORTHWESTERN RAILWAY COMPANY,
By (Signed) James C. Davis,
A. A. McLaughlin, Its Att'ys.

The Commissioners fixed date for hearing the application for rehearing for June 23, 1909, at its office in Des Moines, but was later postponed to June 29, 1909, and all parties notified. Upon date named, the Commissioners called this case for hearing, the following persons being present, representing the interests mentioned:

F. O. Becker, Chairman of the Western Classification Committee.
Geo. H. Crosby, Freight Traffic Manager, C., B. & Q. R. R. Co.
James C. Davis, Attorney for Iowa, C. & N. W. Ry. Co.
M. J. Golden, Assistant General Freight Agent, C. & N. W. Ry. Co.
Carroll Wright, Attorney for Iowa and South Dakota, C., R. I. & P. Ry. Co.
T. H. Simmons, General Freight Agent, C., R. I. & P. Ry. Co.
V. D. Fort, Assistant General Freight Agent, Illinois Central Railroad Co.
W. W. Morrison, Chief Clerk, Freight Department, C. G. W. Ry. Co.

W. B. Martin, Freight Commissioner, Commercial Club, Dubuque, Iowa.
John Wunderlich, Secretary Commercial Club, Cedar Rapids, Iowa.
M. D. Smiley, Secretary Clinton Manufacturers' & Shippers' Association, Clinton, Iowa.

After a full hearing had been had, the petition for a rehearing was dismissed and it was ordered that Index Nos. 58, 60, 61, 62, and 63 of Supplement No. 3 to Iowa Classification No. 14, "be suspended and not effective until after the hearing of the application herein for a rehearing as to such items, and that such hearing having been concluded and the petition dismissed, it was ordered that such suspended items be in force and effect from and after July 13, 1909."

June 29, 1909.

No. 3974—1909.

Interlocker at Independence at the crossing of the Illinois Central and the Chicago, Rock Island & Pacific Railway.

Inspection made and certificate granted January 2, 1909.

No. 3975—1909

Interlocker at Rockwell City at the crossing of the Illinois Central Railroad, Chicago, Milwaukee & Saint Paul Railway and the Newton & Northwestern Railroad.

Inspection made and certificate granted April 21, 1909.

No. 3976—1909

Interlocker at Maple River Junction at the junction of the Chicago & North Western Railway Company.

Inspection made and certificate granted May 1, 1909.

No. 3977—1909

Interlocker at Arion at the crossing of the Chicago & Northwestern Railway Co., the Illinois Central Railroad Company and the Chicago, Milwaukee & Saint Paul Railway.

Inspection made and certificate granted May 12, 1909.

No. 3978—1909

Interlocker at Dubuque at the crossing of the Illinois Central Railroad, the Chicago, Burlington & Quincy Railroad and the Chicago Great Western Railway.

Inspection made and certificate granted June 15, 1909.

No. 3979—1909

Interlocker at Clear Lake Junction at the crossing of the Chicago Great Western Railway Co., the Saint Paul & Des Moines Railway Company and the Mason City and Clear Lake Railway.

Inspection made and certificate granted July 16, 1909.

No. 3980—1909

Interlocker at Cedar Falls at the crossing of the Illinois Central Railroad and the Chicago, Rock Island & Pacific Railway.

Inspection made and certificate granted July 26, 1909.

No. 3981—1909

Interlocker at Clinton Drawbridge over the Mississippi River.

Inspection made and certificate granted November 29, 1909.

No. 3982—1909

E. D. FOWLER, President of the Fowler & Wilson Coal Company, Ottumwa, Iowa,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, and
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,

Intrastate or Interstate Commerce. Shipments from Without the State Rebilled Within the State. Ruling.

Filed Dec. 18, 1908.

Closed Dec. 30, 1908.

RULING.

MR. E. D. FOWLER, PRESIDENT,
Fowler & Wilson Coal Company,
Ottumwa, Iowa.

DEAR SIR: The questions presented in your letter of December 17, 1908, deserve an expression of opinion on the part of this Board, as to the law governing the rebilling of freight which originates outside of this state and which is rebilled upon its arrival at a point within the state to some other point within the state.

Your letter is not sufficiently specific to enable the Board to determine the controlling facts, but in order that you may have a clear understanding of our opinion as to the law we will assume:

1st. A car of coal originates at some point in Illinois and is originally destined to Keosauqua, Iowa.

2d. The original bill of lading made out by the common carrier at the point of origin provides for the shipment of the car of coal from said point of origin to Keokuk, Iowa.

3d. When the car of coal arrives at Keokuk, Iowa, the shipper or his agent pays the freight and by the act of paying the freight, receives the car of coal, and orders it rebilled by a new bill of lading, to Keosauqua.

You will notice that in this assumption of facts it is contemplated that there should be two separate bills of lading, each a completed contract in itself, and that by the payment of freight and the receipt of the car at Keokuk, the first contract or bill of lading is fully performed, and you will notice further that this first contract is completed by the shipper or his agent and not by the agent of the company.

Upon the above assumption of facts, it is our opinion that the Iowa Distance Tariff governs the shipment upon the second bill of lading, being the shipment from Keokuk to Keosauqua.

We are aware that this holding is not in harmony with the early rulings upon the subject, made by this Board. The former rulings made by this Board were evidently based upon the judgment of the court in the case of *Cutting vs. Florida*, 46 Federal Reporter, 641, (10th Wall. 557). This case was decided in the Circuit Court of the Northern Division of Florida on June 26, 1891. The decision seems to be based upon the theory that the shipment was in fact an interstate shipment because it was one continuous journey between the point of origin and the ultimate destination, and this was not changed by the breaking of this continuous journey by the payment of freight and rebilling. In other words: That the controlling factor which determines whether a shipment is state or interstate is the original intent of the parties making the shipment. The decision is based entirely upon the language found in the opinion in the very early case of "The Daniel Ball, 10th Wall., 557." A number of cases are cited in this opinion,

citing and approving the Daniel Ball case, supra. It will serve no good purpose to review the Daniel Ball case or the other cases cited in the opinion above referred to. It is sufficient for our purposes at this time to say that a careful examination of all those cases makes it clear to us that they do not furnish any basis for the decision in the case first above cited. All the cases above referred to were decided many years ago and during the formative period of legislation relating to the control of common carriers. The conditions have very greatly changed both as to legislation and the adjudication of courts during the seventeen years since the above case was decided. If we were not entirely without authority upon the question, we would not be impressed by the reasoning adopted by the court in the case of *Cutting vs. Florida Ry. Co., supra.*

It is the opinion of this Board that the precise question involved has been clearly settled by the opinion rendered by His Honor, Justice Brewer, in the case of *Gulf, Colorado and Santa Fe Ry. Co. vs. Texas*, (204 U. S., 403). In the case just cited, a car of corn was sold by the Samuel Hardin Grain Co. at Kansas City, Missouri, to parties living at Goldthwaite, Texas. This car originated at Hudson, South Dakota, and was billed from Hudson, South Dakota to "Forrester Bros., Texarkana, Texas."

"At the time of purchase contract it was.....intended that the corn to be thereby acquired should go to Saylor & Burnette and should be shipped to Goldthwaite, from Texarkana, as soon as practicable."

When it arrived at Texarkana, Texas, an agent of the shipper paid the purchase price for the corn and paid the freight to Texarkana and rebilled the corn from Texarkana to Goldthwaite, Texas, and "the defendant was not a party to the bill of lading executed at Texarkana."

"The single question in the case is whether as between Texarkana and Goldthwaite, this was an interstate shipment."

The above brief statement of facts makes the case a perfect parallel in principle to the facts which we have assumed in your case.

Without quoting elaborately from the opinion of the court, it is sufficient to say that Justice Brewer holds that the first bill of lading from Hudson, S. D., to Texarkana, Texas, is an independent contract for an interstate shipment, and is fully completed when the freight is paid at Texarkana by the shipper or his agent.

"Whatever may have been the thought or purpose of the Hardin Company in respect to the further disposition of the corn, was a matter immaterial so far as the completed transportation was concerned."

"The control over goods in process of transportation, which may be repeatedly changed by sales, is one thing; the transportation is another thing, and follows the contract of shipment, until that is changed by the agreement of owner and carrier."

The owner had a right, upon the completion of this contract to change his mind as to its ultimate destination. He could sell his product at Texarkana or retain it for his own use, or make any disposition that he saw fit to make. In the case above cited he saw fit to rebill it to Goldthwaite, Texas, in accordance with his original purpose.

"Whatever obligations may rest upon the carrier at the terminus of its transportation to deliver to some further carrier in obedience to the instructions of the owner, it is acting not as carrier, but simply as a forwarder," and upon arrival of the corn at Texarkana and the completion of the contract by the payment of the freight, "then, and not till then, did the Hardin Company have full title and control of the corn and that was after the first contract of transportation had been completed."

Both the carrier and the shipper have an absolute right to rely upon the original contract which was for the shipment of the freight, and the carrier "must conform to the liability imposed by his contract."

We believe that the reasoning adopted by his Honor, Justice Brewer, is sound, and it would serve no good purpose to set the same out in full in this opinion. It is the latest adjudication upon the subject which has been called to our at-

tention, and we feel we ought to be bound by it, and especially in view of the fact that it is in harmony with our own judgment.

From a careful examination of all the authorities we arrive at the following conclusions:

1st. It is immaterial what the purposes or intentions of a shipper may be when he undertakes to ship from a point without the state to a point within the state.

2d. A shipper has a right to ship from a point without the state to a point within the state, using a bill of lading between said points, pay the freight at the point of arrival, then make a new bill of lading or contract by rebilling to any other point within the state.

3d. In such case the Iowa Distance Tariff governs as to the rebilling and reshipment.

4th. A shipper has a right to any advantages which may be discovered by him in the way of lower freight rates in thus bringing his shipment within the jurisdiction of the laws of this state and in the application of the local distance tariff.

I think this opinion will answer all questions which may be in your mind, upon the subjects suggested to us in your letter. You will pardon the exhaustiveness of this reply, as it is made for preservation in the office and for the purpose of serving as a guide in cases that may hereafter be presented to the Commission, involving the same principle.

Yours truly,

W. L. EATON,
Chairman.

No. 3983—1909

LOUDEN MACHINERY COMPANY, Fairfield, Iowa. } *Rebilling in Transit—Request for Ruling.*

On January 18, 1909, the Board received from the Louden Machinery Company of Fairfield, Iowa, letter as follows:

"Recently we took up with the "Q" under Chapter 114, of the Laws of the Thirty-second General Assembly, the matter of reconsigning steel shipped us from Chicago to enable us to take advantage of the local rate. They decline to permit it unless we have a representative at the intermediate point, under a ruling of Commissioner Clark which we enclose. The part which they make apply we have underscored. What is your view on this?

"We also call your attention to a notice issued by the C., R. I. & P. Ry. Co., which seems in part to conflict with this same law. It is G. F. D. No. 23708."

The letter to which the Louden Machinery Company refers, having been written by Commissioner Clark, was as follows:

RULING OF COMMISSIONER CLARK CONCERNING TRAFFIC HANDLED IN CONNECTION WITH ROAD WHOSE RAILS ARE CONFINED WITHIN ONE STATE.

Advice Letter No. N-83.

To the General Freight Agents.

GENTLEMEN: Mr. E. E. Clark of the Interstate Commerce Commission under date of the 6th inst., wrote a member of this Association as follows:

"In correspondence relative to refusal of small state roads to accept as through shipments interstate traffic or participate in any movement of interstate traffic except it be delivered to them as local business, you ask whether or not a violation is involved of the law, and if so who is the violater.

In our opinion a road that lies entirely within one state is a participant in interstate traffic and comes under the provisions of the Act to regulate commerce just as much if it participates in any arrangement for through carriage as if it participated in joint traffics. If it permits connecting carriers to collect its charges on interstate traffic and remit to it, or if it collects such charges for connections and accounts for same, it comes within the purview and jurisdiction of the Act.

If a shipment is tendered to your company consigned to a point local to such a state road and it refuses to receive from you any through shipments or to participate in any arrangement for the collection and accounting of charges, we think you would have to require the shipments consigned to your junction point and that it would be your duty to collect all of your charges upon it before you would permit it to go out of your possession. It is probable that a shipment so received at the junction point by the consignee and taken out of the custody of the carriers might be *again consigned to the local point as a local shipment, but we do not believe that an agent of a carrier either state or interstate may lawfully act as a consignee or forwarding agent for the shippers. Some person other than a carrier must in our opinion intervene and take possession and custody of the property on the part of the owner or consignee thereof in order to break up the continuity of an interstate movement or interrupt the interstate character of the shipment.*

There may be some doubts as to the right of this Commission to force a state road to become a party to a through interstate route and joint rate. One portion of the law says that where no satisfactory through rate exists, the Commission may require the carriers to form one; but another provision of the law says that it shall not apply to traffic wholly within one state.

It would seem therefore, that unless you can induce the carriers referred to to participate in some arrangement for through shipments moved under tariffs lawfully published and filed with the Commission and in arrangements for collection of and accounting for transportation charges it will be necessary for you to require consignment to the junction point where your lawful rates reach and there require settlement of all your charges before delivering the goods unless prepayment is required.

If a state road in its efforts to keep out from under the jurisdiction of the Act should handle such traffic in any manner that constituted participation in interstate tariffs, it would not only bring itself under the provisions of the Act but would subject itself to all of the penalties therein provided.

Your company and its connections, having shipped freight to the farthest point covered by their tariffs and having collected their lawful charges thereon for the service performed would not be liable for any unlawful act which the state carrier or its agent might thereafter commit in connection with it, provided its agent is not also agent for your company."

This is sent for your information.

Yours very truly,
(Signed) J. F. TUCKER, Chairman.

Distributed by W. B. Hamblin, General Freight Agent.

On January 22, 1909, Commissioner Eaton, for the Board, wrote a ruling in this case as follows, which was communicated at once to the Louden Machinery Company:

A short time since we used the following language in closing a discussion of the matter involved in your letter:

"1. A shipper has a right to ship from a point without the state to a point within the state, using a bill of lading between said points, pay the freight at the point of arrival, then make a new bill of lading or contract by rebilling to any other point within the state.

"2. In such case the Iowa Distance Tariff governs as to the rebilling and reshipment.

"3. It is immaterial what the purposes or intentions of a shipper may be when he undertakes to ship from a point without the state to a point within the state.

"4. A shipper has a right to any advantages which may be discovered by him in the way of lower freight rates, in thus bringing his shipment within the

jurisdiction of the laws of this state and in the application of the local distance tariff."

In applying this ruling it is necessary to remember that a "shipment billing" is a contract between the common carrier and the shipper and is complete in itself. When a shipment arrives at its destination on an original complete billing, and is received by the consignee, the original contract is completed. In such case the original consignee or his agent may rebill the goods to any point within the state and the latter rebilling will also be a complete contract in itself and therefore would be an intrastate transaction and come within the Iowa Distance Tariff. If the rebilling is done by the consignee or his agent, the part taken by the common carrier who made the shipment on the original bill of lading, would not be that of a common carrier, but simply that of a forwarder. If the rebilling was done by the railroad company and not by the consignee or his agent, then it would be a continuous shipment from the point of origin to the point of ultimate destination, and be an interstate transaction.

The principle enunciated by the courts is that each billing is a complete contract in itself. To get the benefit of the Iowa Distance Tariff, the act of rebilling must be done entirely by the consignee or his agent and not by the railroad company. Otherwise the railroad company would be the agent of the consignee and therefore continue to be a common carrier until the final completion of its contract.

Of course it is unnecessary to say that the consignee or his agent must pay the freight before the rebilling above explained. The payment of the freight is in law a receiving of the shipment by the consignee or his agent and is necessary to complete the original contract.

No. 3984—1909.

FRANK J. JOHNSON, Boxholm,
vs.
NEWTON & NORTHWESTERN RAILROAD COMPANY. } *Undercrossing—Farm.*

RULING.

Complaint filed May 25, 1909.

Closed April 29, 1909.

Complainant in this case claimed that by contract he should be supplied with under-grade farm crossing. It was not shown to the Commission that the conditions were unfavorable on this farm for the statutory crossing, and not having authority under the law to enforce the terms of contracts, the Board wrote the complainant its ruling under date of April 28, 1909, as follows:

"Your application to this Board for an undergrade crossing has been taken up for consideration. We call your attention again to our letter of May 7, 1908. This letter clearly shows the attitude of the Commission and also cites the law upon the subject, as well as the decisions of our courts.

"Our authority is absolutely limited upon the subject of farm crossings to that found in Section 2022. Applying that section to your case, it appears from the map which you have presented to us that you now have a grade crossing on your farm. There is no evidence before us that it is not an 'adequate' crossing. We can well understand that an under-crossing would be greatly preferable, and if we had the authority and power we would be glad to exercise it in all cases where it is proper for the purpose of eliminating grade crossings, so far as possible in the state of Iowa. As above stated, however, our authority is absolutely limited and from the facts before us which include your statement and the map which you have furnished us, we must conclude that your grade crossing now complies with the law and therefore we have no authority to order an under-crossing.

"You will understand, however, that upon the request to a railroad company, it is compelled to put in cattle guards and cross fences. Your letters do not indicate whether you have them now or not, but if not you can very easily procure them by making a request of the railroad company."

No. 3985—1909.

THE BOARD OF SUPERVISORS, Carroll County,
vs.
THE CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Highway Crossing.*

RULING.

Filed January 28, 1909.

Closed April 28, 1909.

This was a request from the supervisors of Carroll county and the respondents, the Chicago Great Western Railway Company, for an adjustment of a difference that had arisen between the county and the railway company concerning the proper location of highway for the public safety and convenience in connection with the proposed change in the overhead bridge on the part of the railway company.

The Commissioners visited the premises in question on February 25, 1909, and after an examination of the same and of the records of the Board of Supervisors in the case, rendered their opinion as shown in the letter to the Board of Supervisors April 28, 1909. Said letter follows:

"On January 27, 1909, both the County Attorney of Carroll County, Mr. E. A. Wissler, and the Chicago Great Western Railway Company, through its Right of Way Commissioner, the late Mr. M. C. Woodruff, petitioned the Commission as follows:

"The receivers of the Chicago Great Western Railway Company have proposed to rebuild their bridge spanning the public highway and the right of way of the Northwestern Ry. Co. at a point about one-half mile west of the city of Carroll.

"They suggest a plan of a slight change in the highway that involves a vacation of a part of the highway under said bridge and a change in the traveled roadway of about thirty-three feet westerly of the present line, said change to leave roadway on a straight line for a distance of about twelve to fourteen rods on each side of railway. The suggested plan does not meet the approval of the Board of Supervisors of this county, whereupon they passed a resolution directing me as county attorney to petition your honorable board to fix a date as early as possible for an investigation of the situation, and in which request both parties to the matters involved join.

"Please advise both parties in sufficient time of your visit here that we may arrange to attend."

After due notice the Board visited the premises on February 25th, meeting the supervisors and representatives of the railway company.

While the Board of Railroad Commissioners, under the statute has no authority to act in a case of this kind, yet upon the request of the county supervisors and the railway company, they carefully examined into the

matter and expressed the opinion verbally, as they do now in writing, that the request of the railway company that the highway be changed to the point desired by such company where there is already an overhead crossing, the railway company to macadamize the road and put it into first-class condition, was a reasonable request.

The Board believes the county supervisors should accede to this request in the interest of public safety and convenience.

This opinion is expressed in accordance with the resolution of the Board of Supervisors of Carroll county, passed on January 27, 1909.

No. 3986—1909.

J. A. HUGLIN, ET AL., Fairfield,
vs.
C. B. & Q. RY. CO.

Highway Crossing at Grade near Glendale.

RULING.

Complaint filed December 21, 1908. Case closed March 12, 1909.

Complaint in this case was substantially as follows, and was filed by Mr. Huglin in a letter dated December 14, 1908.

"There is a matter which I have written to the railroad company about, and it is an urgent request from the people of Lockridge township and in the vicinity of Glendale. The undercrossing is two thousand feet west of the Glendale Station House and there is a surface crossing 715 feet east of the Glendale Station House. Now the people desire to have another surface crossing 740 feet west of the same building for the reason that a public highway is coming from the south and stops at the railroad at this particular point. There is a store building immediately north of the track at this point, and in order for the traveling public coming from the south to get to this store building across the track, they must turn east and travel 1,455 feet east to that surface crossing east of the Glendale Station House to get to that store building, then the road running east from the under crossing 2,000 feet west of the Glendale Station House is on the north side of the track, and parties desiring to go south from Glendale cannot now cross at a point of 740 feet west of the Glendale Station House where that road is and where that store building is, but will be obliged to travel east 1,455 feet to get over to the south side and then proceed south. Another thing. The stock yards at Glendale is on the south side of the track and a little west of the station house, and all those who are hauling in their hogs and driving their cattle from the west are obliged to come along the railroad track on the north side and drive 715 feet east of the station house to get around to the stock yards. It appears to be very inconvenient for the traveling public for these several reasons, and therefore there ought to be a grade crossing at the point of 740 feet west of the Glendale Station House. It is quite level at this point, and it would require a very little work and very little material to fix a grade crossing at this point.

The railroad company is not inclined to give us this grade crossing and Mr. Throop says that he does not think that the Railroad Commissioners would require them to do so, but I think that is very evident and a very clear case that they should put a grade crossing at this point, and if you should desire affidavits or evidence or a drawing, or further information, let me know and I can fully convince you that a grade crossing is necessary at this point."

Mr. Huglin was advised that if this highway had not been established in the regular manner over and upon the railway company's right of way, the Commissioners would have no authority to order the railway company to provide proper means for crossing their tracks. The matter was taken up by the Board with the railway company and it was contended on the part of the railway company that there was no legal highway at the point where crossing was desired.

In order to settle the dispute the Commissioners requested Mr. Huglin, the County Attorney, to furnish the Board copy of the records in the County Auditor's office, showing the establishment of the highway in question across the right of way of the railway company. Mr. Huglin, in response to that request, wrote the Board on February 12th as follows:

"I received your letter in regard to the surface crossing over the C., B. & Q. R. R. west of Glendale, Jefferson County, Iowa.

"You asked me for the records of Jefferson County, Iowa, showing the establishment of the public highway across the right of way at the point where we asked for a surface crossing.

"I have examined the records, and I do not find that the road running from the south was ever established across the right of way at this particular point, but I do find, according to the survey, that the road running from the south, known as the "Reeves Road" was established across the right of way a little east of the point where we desire the surface crossing, or very near the station house, and then angles on northward, and I think it would be satisfactory to the traveling public to have this surfare crossing put in any place between the point we desire and the station house, so that there could be some reasonable accomodations for those desiring to cross the railroad track at this point.

"The railroad people at Burlington have the plats and all the records, and they know very well the exact location of the original highway crossing the right of way."

After further investigation on the part of the Board, and considerable correspondence, the Commissioners rendered their opinion in this case by letter to Mr. Huglin dated March 12, 1909. This letter follows in full, as it is in fact the decision of the Board.

We have considered your application for an order requiring the C., B. & Q. R. R. Co. to build a surface crossing over its tracks near the town of Glendale. As we understand the facts, there is now a surface crossing over the tracks of the railroad company 715 feet east of the Glendale Station House. There is also an undercrossing under the railroad company's tracks about 2,000 feet west of the Glendale Station House. You now desire an additional surface crossing, 700 feet west of the station and between the undercrossing and the station.

Concretely stated, you ask for three crossings over the tracks of the C., B. & Q. road, within a distance of 2,715 feet, and that two of them be surface crossings.

Several objections are made by the railroad company. Among others, it is claimed that no highway has been established at the point where the surface crossing is desired. The substance of all their other objections is that the necessities of the public do not require an additional grade crossing at the point requested.

We might readily dispose of this case upon the ground that it appears clearly from the correspondence that no highway has been established at the point where a grade crossing is desired. In such case the Railroad Commission has no authority which would warrant it to require the railroad company to put in a grade crossing at that point. We are aware, however, that this objection could be met by the people interested, by establishing a highway, and if we should put our decision upon this ground, the parties interested would be warranted in believing that if such highway were established, we would

grant their petition and order a surface crossing at the point desired. For the above reasons we prefer to place our opinion upon much broader grounds.

Conditions have changed greatly in the state of Iowa in the last twenty years. Railroads have increased their trackage facilities. The train service has been greatly increased. The increase in the number of fast, interstate trains, both passenger and freight, has been phenomenal. The modern conditions all demand that grade crossings be eliminated in every instance where it is possible. The convenience of the public at some particular point must of necessity be subservient to the greater problem of the elimination of danger to the public life. Every grade crossing is an element of constant danger and menace to the public, not only to those who travel across it, but in a much higher degree to the people who ride upon the trains, and it is the policy of this Commission to assist in every possible way in eliminating grade crossings, and in encouraging every means which will increase the safety of the operation of trains.

It is true that every crossing is a source of convenience to somebody, but in our opinion the increased convenience by the establishment of a grade crossing as desired would be far outweighed by the danger to the traveling public. We would not be willing to establish a precedent in this state that the convenience of the public required three crossings within a distance of 2,715 feet at or near a small station containing forty inhabitants, according to published reports, unless peculiar conditions required the same. No such conditions have been shown in this case as to justify such an order, or warrant such an exercise of our authority.

The above facts are in harmony with the uniform policy of the Board, and following this policy we are compelled to deny your application."

No. 3987—1909.

LEE P. GRAY, Farmington,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Under Grade Farm Crossing.*

RULING.

Complaint filed August 17, 1908. Closed April, 1909.

The petitioner in this case relied upon a contract to compel the railway company to furnish him an under grade farm crossing in addition to the grade crossing and the stock pass which he already had.

The Board held it had no authority to determine contractual rights.

No. 3988—1909.

A. W. EBERHART, Des Moines. } *Classification on Dead Cattle.*

RULING.

Ruling that rate on "glue stock" should apply.

Filed February 2, 1909.

Closed February 2, 1909.

No. 3989—1909.

WOLDUM PRODUCE COMPANY, ET AL., Decorah,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, } *Classification on Egg Case Machines.*

RULING.

Ruling of Board that second class L. C. L. shall apply.

Filed January 27, 1909.

Closed April 2, 1909.

No. 3990—1909.

RULING.

Wires over Railroad Track. Expense of Reconstruction.

Ruling of the Board with Reference to Construction to be placed upon Section Eight of Regulations adopted by the Board of Railroad Commissioners under Chapter 109 of the Acts of the Thirty-second General Assembly.

In response to inquiry, the Board wrote Mr. E. C. Stevenson of Rockwell City, on July 8, 1908, as follows:

"In a recent letter to this Board you asked for a construction of Section 8 of the orders of the Board promulgated July 24, 1907, relating to the expense of reconstruction of telephone or telegraph lines.

Section 8 is as follows:

"Where reconstruction of wire carrying lines is made necessary to make them conform to these regulations, the expense of such construction shall be borne by the party last occupying the ground where such reconstruction is made necessary, and each party shall make all reconstruction on its own lines, unless by mutual agreement."

The law of which Section 8 is a part, refers only to telegraph or telephone lines crossing railway tracks, and the necessity for a reconstruction of such lines is only caused by the fact that they cross railway tracks. A telephone or telegraph line "occupies ground" in our opinion, as completely as a railway track. To apply the language of the section to a specific case, for the purpose of determining who should bear the expense of reconstruction, it is only necessary to ascertain which company or corporation occupied the ground first, either by its wires or tracks.

The company or corporation which occupied the ground last is the one in contemplation of this order that created the necessity for the expense of reconstruction, and the order was intended to compel the party who created this necessity for expenditure to pay the necessary expenses therefor.

For instance, in the case suggested by you, the telephone company was rightfully "occupying the ground" covered by its telephone lines. If there had been no railway track under these wires, there would have been no necessity for raising them to comply with our order. After the ground was thus occupied, the Chicago Great Western Railway Company built

its road under these wires. In our opinion the Chicago Great Western Railway Company is the "party last occupying the ground" and this "occupancy" creates the necessity for the raising of the telephone wires and therefore should pay the expense of the reconstruction.

In our opinion, the language with which this section closes, towit: "and each party shall make all reconstruction on its own lines, unless by mutual agreement," is not in conflict with the interpretation which we have given above.

The entire section must of necessity be construed together, and all parts of it must be given a meaning, if possible, consistent with all other parts. The latter clause does not in our opinion, relate to the payment of expense for reconstruction, but simply to the labor and control of the manner of reconstruction. In other words, the purpose of the rule is not to attempt to take from any telephone or telegraph company the actual control of its lines and permit any other company or corporation to assume control for the purposes of reconstruction.

The thought evidently is that any company or corporation operating a telephone or telegraph line, has a right to do its own work in reconstructing for the purpose of using such materials and such connections as it may deem advisable in such reconstruction. If, however, the parties fail to agree otherwise, each party shall do its own work in reconstructing, but the actual expense of the same shall be paid by the "party last occupying the ground."

All other rulings on the point suggested in your letter heretofore made by the Board, are withdrawn, and any rulings made heretofore which are in conflict with the above were made without having our attention called specifically to the precise point involved.

It is worthy of mention that Rule 8 was written by a committee composed of representatives of the railway companies and representatives of the telegraph and telephone lines, and was agreed to by all parties in interest, and simply submitted to the Commission for its approval.

Complaint filed May 16, 1908.

Case closed July 8, 1908.

No. 3991—1909.

Wires Over Railroad Tracks—Approval of Contract.

Approval by the Board of Contract between the Bohemian Telephone Company and the Cedar Rapids and Iowa City Railway and Light Company.

On February 1, 1908, the Board approved the following contract.

WHEREAS, The Bohemian Telephone Company, a co-partnership of Linn County, Iowa, of which Joseph Benish, Jr., is president, and J. W. Janko is secretary, hereinafter known as "Telephone Company," have a telephone wire crossing the right of way of the Cedar Rapids and Iowa City Railway & Light Company, of Cedar Rapids, Iowa, hereinafter known as the "Railway Company," therefore

It is agreed that for the purpose of complying with the provisions of Chapter 109 of the Acts of the Thirty-second General Assembly of Iowa, and the

regulations adopted by the Board of Railway Commissioners of the State of Iowa by authority of said Chapter 109, that the following reconstruction is necessary:

That all of said telephone wires in crossing said right of way shall consist of telephone cable placed at least three (3) feet under the tracks and surface of the ground of said right of way of said railway company; said cable to be constructed of rubber covered copper wire encased in lead, and shall be protected from mechanical injury by being placed in galvanized iron pipe. The said pipe and cable contained therein shall be brought to the surface of the ground at the boundaries of said right of way and extended to a point at least ten (10) feet above the ground of said boundary lines.

It is also understood and agreed that all future construction, reconstruction or repairs of said Telephone Company made in conveying its wires across the right of way of said Railway Company shall conform to the foregoing as to construction and location.

The expenses of removing the wires from their present location, and placing them in conformity with the foregoing specifications as to location and construction, shall be borne by the Telephone Company.

The foregoing agreement is subject to the approval of the Board of Railway Commissioners of Iowa, and if not approved by said Board, is null and void.

IN WITNESS WHEREOF, the parties thereto have caused these presents to be executed this 8th day of January, 1908.

BOHEMIAN TELEPHONE COMPANY,
By Joseph Benish, President.

ATTEST:

CEDAR RAPIDS AND IOWA CITY RAILWAY & LIGHT COMPANY,
By William G. Dows, President.

ATTEST:

Isaac E. Smith, Secretary.

Approved, Board of Railroad Commissioners of the State of Iowa, Des Moines, Iowa.

DWIGHT N. LEWIS,
Secretary.

Des Moines, Iowa, February 1, 1908.

(Seal)

Case closed February 1, 1908.

No. 3992—1909.

WIRES OVER RAILROAD TRACKS. { *Ruling with Reference to Use of Spliced Poles.*

Upon inquiry from P. C. Heninger of Martinsburg, Iowa; Henry Diercks of Mason City, Iowa; E. E. Elerding of Eldora and E. E. Smith, Superintendent of the C. & N.-W. Ry at Eagle Grove, the Board held that Section 1 of the rules and regulations with reference to wires crossing railroad tracks, would not permit of the use of spliced poles.

Case closed December 23, 1908.

No. 3993—1909.

Wires Over Railroad Tracks—Exception to Rules.

In a number of cases the Board has approved of exceptions to Section Two of the regulations for crossing of railways by telegraph, telephone, electric light or other wires.

Section Two reads as follows:

"In line construction poles shall not be set further apart than 115 feet at

railroad crossings and in no case shall crossing poles be set nearer than ten feet from the nearest rail of the main line track, and shall be provided with double cross arms to be placed upon the poles in a gain of sufficient depth to maintain the cross arms at right angles to the poles."

These exceptions were granted the Farnhamville Mutual Telephone Company, Farnhamville, Iowa; American Telephone & Telegraph Company, near Des Moines; Creston Mutual Electric Light, Heat and Power Company, Creston, Iowa; the Marengo Telephone Company at Marengo, Iowa; Lamoni Telephone Company at Lamoni, Iowa; Iowa Central Telephone Company at Iowa Falls; Interior Telephone Company at Grinnell; the City of Anamosa; the Nebraska Telephone Company, Council Bluffs, Iowa.

These exceptions covered a period from February, 1908, to July, 1909.

No. 3994—1909.

Ruling of the Board Concerning Obligation of Railway Company to protect land adjoining right of way when making cuts.

RULING.

On May 26, 1909, Mr. Paul Kiene, Assistant Treasurer of the Chicago, Anamosa & Northern Ry. Co., wrote the Board as follows:

On a certain part of our right of way, at time we built our road, we made a ditch to carry away the water; from that time, after several severe storms, the ditch has become considerably wider and has gradually worked its way over until it has gotten under our right of way fence and is eating into land of the farmer adjoining. He wants us to build a retaining wall, fill in back of that so as to give him land up to our fence and set the fence in good and solid.

"Are we responsible for what the elements may do and must we entirely at our expense construct such a wall? He has made complaint to us about the matter. Originally we constructed a good ditch but as we say in the first part of the letter, several heavy rain storms since which cut it deeper and wider.

"Kindly let me hear from you in early mail and very much oblige."

The Board, through Commissioner Eaton, on May 28, 1909, replied as follows:

"Yours of the 25th to the Railroad Commission has been referred to me for reply.

"Without any doubt whatever, it is the duty of a railway company which seeks to take away a portion of a man's land for right of way purposes to hold him harmless from any injury that may be sustained by the taking of his land.

"You ask if you are responsible for what the elements may do. The action of the elements is not the primary cause of the injury. It is the ditch that is the immediate cause of all the trouble. If you will restore the conditions on the man's premises exactly as they were before you took his land for right of way purposes, then and in that case you would not be responsible for the action of the elements, but if you have left your ditch, which is an artificial construction by yourself and not by the owner of the land, in such a condition that the action of the elements can wash it away and take with it a portion of the man's land that you have no right to, you would undoubtedly be liable for the damages.

"It is your duty, in my opinion, without any question to so guard your ditch by retaining walls, embankments, etc., that there shall be no injury to the adjacent land. If land has already been taken by the action of the elements, in my opinion it should be restored or paid for.

"The right granted to a railroad to cross a man's land and appropriate it without his consent, is a very great right and it must be so exercised as to do the least possible injury.

"The above fully answers your questions, and there can be no doubt about these propositions."

No. 3995—1909.

Shipper Entitled to Rates via Most Advantageous Route.

RULING.

Upon request of G. B. Birch, G. F. & P. A., Muscatine, North & South Ry. Co., Muscatine, Iowa, the Board ruled on Nov. 16, 1909, that a shipper is entitled to the most advantageous route in making a shipment, both as to distance and rate, and that should a greater charge be made by reason of a shipment having gone a longer route or by a route that brought about a greater charge than would have accrued by a more advantageous one, then refund should be made to the shipper.

No. 3996—1909.

Intermediate Charge for Switching Swine in Less Than Carload Lots.

JOINT RATES.

RULING.

Request of W. A. Follett, attorney for the Atlantic, Northern & Southern Railway Company, Atlantic, Iowa, for a ruling of the Board on the following question:

In transferring less than carload freight from one depot to another by loading it in a car and switching it from one depot to another, would the railway company be entitled to a transfer charge, as provided by Rule 5 of Joint Rate Order No. 3?

On October 8, 1909, upon this question, in a letter to Mr. Follett, the Board ruled as follows:

"Replying to yours of October 7th, beg to advise that strict construction of Paragraph 5 of Joint Rate Order No. 3, would permit the addition of the actual cost of transferring less than carload freight from one depot to another, to the freight rate. It would make no difference how this transfer was affected, provided the same depot was not used by both railway companies. Of course, if this charge should exceed what it would cost to transfer by dray, the shipper is entitled to have his work done at the lowest cost."

No. 3997.—1909.

House-trimming Material—What Constitutes.

RULING.

Request for ruling by John Wunderlich, Secretary of the Commercial Club, Cedar Rapids, as to whether cupboard material and bookcase material, constituting a part of interior house trimmings, might be shipped with house trimmings in mixed less than carloads or carloads.

On July 10, 1909, the Board ruled as follows:

"Replying to yours of July 9th, referring to Page 80, Items 20 and 22, Iowa Classification No. 14, would advise that where Cupboard Material, Bookcase Material, etc., constituting a part of the interior house trimmings, when shipped K. D., unpainted and unvarnished, should be ratable with house trimmings.

No. 3998—1909.

Coal, Pea and Slack—Method of Determining.

RULING.

Request for ruling on proper rating to apply on coal passing through a 1½ inch screen, by the Brown Coal Company of Sioux City.

The Board ruled on August 26, 1909, that Note K to Coal Rates, as shown on Page VI of Iowa Classification No. 14, "Soft coal passing through an inch and a half screen, will be classed as pea and slack" would govern regardless of what this coal should be called by the shipper.

No. 3999—1909.

JOINT RATES.

Application of Rule 3 of Joint Order No. 3.

RULING.

On June 16, 1909, the Board ruled that where a shipment passed over two or more lines of railroad, taking different maximum rates, as provided by classification of railroads, Rule 3 of Joint Rate Order No. 3 could not be made to apply. Upon such a shipment, 80 per cent of the local rate of each company involved in the transportation would apply.

No. 4000—1909.

D. L. HOWARD, et al., Jefferson, Iowa,

Application of Joint Rate—Intermediate Switching Charge.

RULING.

Upon request of D. L. Howard, Secretary of the Iowa Stock Food Company, Jefferson, Iowa, the Board ruled upon the following case:

In making a shipment over two lines of railroad, in order to make the transfer of carloads from one line to another, the services of an intermediate carrier were necessary. *Query:* Are the railroad companies permitted to add to the 80 per cent rate the charges made by the intermediate carrier for the switching from one line to the other?

On July 26, 1909, the Board ruled as follows:

"Replying to yours of July 26th, beg to advise that this Board has repeatedly ruled that where an intermediate carrier performs a service, it is entitled to compensation therefor. Where the shipment goes over two lines, each line receiving compensation for its share of the haul, there is to be no transfer charge, unless such transfer charge is made necessary by the service of an intermediate carrier.

"In a case such as you mention, if it is necessary to do switching by some carrier other than the C., M. & St. P. Ry. Co., in order for the shipment to get on their rails so that it may be transported to its destination, the carrier doing the switching service is entitled to compensation in addition to the regular charge for hauling shipment exacted by the carrier transporting the same.

"In other words, each transportation company handling a shipment is entitled to compensation therefor, and a railway company is not required to pay from its own earnings the charges made for the necessary service performed by some other carrier."

The Board made the same ruling upon inquiry of Mr. O. W. Collins of Fort Dodge; also with reference to inquiry from Mr. Frank Cassidy, Division Freight Agent, Chicago Great Western Railway Company, Des Moines.

No. 4001—1909.

M. S. HARTMAN, Traffic Manager, Fairmont Creamery Co., Omaha, Neb. } *Milk and Cream on Passenger Trains.*

RULING.

In this case, on June 24th, 1909, request was made of the Board to advise whether there should be any discrimination between cream and other express or baggage handled on passenger trains. In other words, would an express company be permitted to advise their shippers "We will handle cream on but one train a day and handle other express on every train each day."

The Board, in this case, on July 19th advised Mr. Hartman that the Commission believed that it is absolutely necessary to limit the handling of cream and passengers to certain trains; that it would undoubtedly delay fast, through, passenger trains if they were required to stop and handle all cream and milk shipments; that without having any specific case in mind, the Board was of the opinion that reasonable regulations with respect to handling cream and milk on passenger trains would not be unjust discrimination.

No. 4002—1909.

CHURCHILL DRUG COMPANY, Cedar Rapids. } *Meaning of Term "Barrel" in Classification.*

RULING.

On June 21, 1909, in response to an inquiry of the Churchill Drug Company of Cedar Rapids, Iowa, the Board ruled that the term "barrel," when used in Iowa Classification without qualification, means "entirely enclosed in wood," as provided by Rule 14, Iowa Classification No. 14; that therefore, if barrels with cloth tops are used, when such package is not provided for in the classification but article in question is provided for "in barrels," the next higher rate would govern.

No. 4003—1909.

FRED L. DAVIS, Grand Junction,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

Inquiry Relative to Duty of Railway Companies to Fence Across Streams.

RULING.

The ruling of the Board in this matter was made on June 10, 1909, in the form of a letter to Mr. Davis, as follows:

"If the Commissioners understand your letter, there is a pasture on each side of the railroad through which a creek runs, crossed by the Railroad with a three span bridge, and the question that you present is:

"Is the railroad company compelled to fence its right of way alongside the bridge, in order to prevent stock from passing from one pasture to the other under the bridge, when the condition of the creek would permit it?

"The section of the Code which controls such conditions is section 2057, and the portion which is applicable is as follows:

"All railway corporations owning or operating a line of railway within the state shall construct, maintain and keep in repair a suitable fence of posts and barb wire or posts and boards, or other fence which the fence viewers shall determine to be equivalent thereto, on each side of the track thereof, so connected with cattle-guards at all public road crossings *as to prevent cattle, horses and other live stock from getting on the railroad tracks.*"

"While to the Commissioners the meaning of this section is somewhat obscured, yet it is their opinion that the words underscored modify all the language which precedes them, rather than the words "so connected with cattle-guards at all public road crossings." The legislative intent as determined by this construction would be simply to require railways to so fence as to keep stock off their tracks.

"If the section above quoted was intended to require a railway to fence its entire right of way, this would enable the railroad company to absolutely deprive all landowners from the use of bridges and trestles in enabling stock to pass freely from one part of the farm to another. The Commissioners do not believe the legislature would pass a law depriving citizens of so valuable a right.

"It is the judgment of the Board, therefore, that a railroad company may only be required to so fence as to keep stock off its track. It follows, that if in the case you present, on account of the nature of the stream and the bridge over it, it is impossible for stock to get upon the track of the railroad company, the railway company has done all that is required."

No. 4004—1909.

THE SUNSHINE COAL COMPANY, Centerville,
vs.
CHICAGO, BURLINGTON & QUINCY, RAILROAD COMPANY.

Switching Service and Charges.

Complaint filed January 9, 1909.

Closed June 23, 1909.

RULING OF THE BOARD.

The complaint in this case was as follows.

"Some time ago I secured a contract for supplying the state of Iowa with coal for the Clarinda State Hospital, and before submitting bid for this contract I was informed by the Burlington agent of Centerville, Iowa, that the rate on coal from Centerville to Clarinda would be $1.10½ per ton.

"I was informed by the same party that there would be no switching charge on coal shipments to that point.

"I was awarded this contract and now the Burlington railroad demands of me a switching charge of $5.00 per car, regardless of the size of the car."

The complaint was at once taken up by the Board with the railroad company, and Mr. W. D. Eaton, attorney for aforesaid company, made extensive answer to the same. At a later date, the Sunshine Coal Company complained that the switching charges were excessive. The Commissioners carefully examined into the whole subject and on June 23d wrote the complainants as follows:

"The Commissioners have carefully considered the complaint made by you against the C., B. & Q. R. R. Co., to the effect that the switching charge is an excessive one at Clarinda to the Clarinda Hospital.

"It appears from the evidence and records that the length of this switch from Clarinda over the main line of the C., B. & Q. R. R. Co., to the point where the switch begins and from there on to the Hospital, is substantially four miles. This must be considered by the Board as the length of this switch. It also appears that the C., B. & Q. R. R. Co. has no regular switching crew stationed at Clarinda and that in order to transport cars from Clarinda to the Hospital they must be transported from their main line, a distance of about two miles, and from there to the hospital over the switch in controversy.

"It appears from the records in this office that the present switching rate is $5.00 per car from Clarinda to the Hospital, providing there are anywhere from one to three cars and $4.00 per car for four cars or more. The Board finds from former precedents which have been established in this state, that considering the conditions as they exist at Clarinda, these are reasonable and fair switching rates. It must be remembered that these switching rates not only involve the transporting of the car over this distance, but going after the car when it is unloaded and bringing it back to Clarinda.

"This Board has held that for a distance of three miles under more favorable conditions, $5.00 per car was a reasonable switching rate and this holding was based upon the personal investigation of the premises and conditions and upon evidence introduced on the subject before the Board. (See decision of the Board in case of Galvin Brick and Tile Co., Iowa Falls, vs. C. & N. W. Ry. Co., report for 1907, page 244, copy of the report being sent you.)

"The Board is compelled to deny your application."

No. 4005—1909.

RAUB MCKIM, Des Moines,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY.

Overcharge on Sheep in Crates.

Complaint filed May 26, 1909.

Closed July 22, 1909.

RULING.

The complainant in this case stated that he had shipped three crates, containing five lambs each, the total weight of the three crates amounting to about 900 lbs.; that the railway company, by Item 20, page 78 of Iowa Classification No. 14, had assessed him a charge based on 200 lbs. for each lamb, making a total estimated weight of 3,000 lbs., at one and a half times first class.

The Board ruled that sheep, in crates, would take a minimum weight of 200 lbs. per crate. Where the weight exceeded this minimum, the actual weight would govern. In no case, however, should the weight be less than 200 lbs. for each crate.

DECISIONS REFERRING TO Classification, Rates and Rules

No. 4006—1909.

IN REFERENCE TO SUPPLEMENT NUMBER TWO TO IOWA CLASSIFICATION NUMBER FOURTEEN AND AMENDMENT NUMBER TWO TO COMMODITY RATES IN IOWA.

On January 5, 1909, the Board gave notice by publication, as required by law, of a public hearing for the purpose of making such changes in the schedules of rates and classification of freight as might appear just and reasonable, at its office in Des Moines on February 18, 1909, at 10 o'clock.

Upon the date named the Board met. There appeared before the Board the following persons representing shippers:

J. H. Schier, Mr. Gould, Senator Van Law, W. T. Bailey, N. T. Guernsey, E. G. Wylie, C. L. Percival, G. A. Wrightman, W. B. Martin, M. D. Smiley, John Wunderlich, Mr. O'Halloran, F. H. Keyes, E. C. Musgrave, Hon. Jas. E. Bruce, A. Sykes, Hon. W. Drury, Hon. Joseph Mattes, F. W. Boltz.

The railroad companies were represented as follows:

T. H. Simmons, G. F. A., C., R. I. & P. Ry. Co.; A. W. Eberhart, D. F. A., C., R. I. & P. Ry. Co., Wm. Ellis, Commerce Counsel, C., M. & St. P. Ry. Co.; E. C. Nettels, A. G. F. A., C., M. & St. P. Ry. Co.; M. J. Golden, A. G. F. A., C. & N.-W. Ry. Co., F. Miley, G. A., C. & N.-W. Ry. Co.; Geo. H. Crosby, G. F. A., C., B. & Q. R. R. Co.; L. O. Howard, C. A., C., B. & Q. R. R. Co.; W. E. Keepers, G. F. A., Illinois Central R. R. Co.; F. Cassidy, D. F. A., C. G. W. Ry. Co., H. F. Marsh, A. G. F. A., Iowa Central Ry. Co. and M. & St. L. R. R. Co.; C. H. Crooks, G. F. A., N. & N. W. R. R. Co.

Cases covered by this hearing with desired rating, follows:

B B 102. Baskets, tied in bdls., some crated; straight, C. L., not nested, 5,000 lbs. min. Subject to Rule 6-B. C. L. 3.
Baskets, tied in bdls., straight nested and nested and not nested mixed, 8,000 min. Subject to Rule 6-B. C. L. 4.

B B 120. Cooling Rooms, K. D., packed in large sections. L. C. L. 4, C. L. C.

B B 150. Butter Box Material, in bdls. L. C. L. 4.

B B 110. Stoneware, C. L. B.

B B 119. White Oak Fence Posts, in C. L. Wood Fuel Rates.

B B 127. Glass—Leaded, including sash containing Leaded Glass.
Petition asks that the word "Plate" be inserted between the words "leaded" and "glass" and that the L. C. L. ratings for items 16 and 17 on page 56, be eliminated.

B B 97. Waste Paper, in sacks, bdls., bales or crates. L. C. L. 4.

B B 78. Glove Leather and Glove Splits. L. C. L. 2.

B B 122. Box Material (poplar lumber) in bdls., securely fastened. L. C. L. 4.

B B 125. Turned Columns (solid) and column caps (for house trimmings), when made of other wood than black walnut, cherry, holly or mahogany. Add the words "or hollow" to the parenthesis "solid."

B B 124. Seed Corn Testers, crated. C. L. B.

B B 123. Tallow in bbls. or cans with cloth tops or without tops, in sugar, salt and oil bbls. During cold weather Oct. 15 to April 15, 4th Class, L. C. L.

B B 121. Furnaces, Complete, Castings, Registers, Pipes and Fittings, Castings loose and in bbls., Registers in bbls., Faces in bdls., Fillings crtd. 3 L. C. L. On Furnaces complete.

B B 145. Power Corn Shellers, L. C. L., K. D., L. C. L. 3.

B B 144. Hosiery, undipped and unfinished, in bags. Same as Item 11, page 39, Iowa Classification No. 14, 3 L. C. L.

B B 118. Candy, in wooden pails, wooden cases, bbls. and baskets. L. C. L. 3.

B B 115. Parts of Vehicles and Implements: Petition asks a ruling that "parts of vehicles, such as poles, shafts, sets of wheels, etc., take the same rating as the vehicle itself and that parts of implements, such as grass seeder attachments for regular seeders, tongues, wheels, and gangs of cultivators, take the same class as the seeders or cultivators, provided in all cases that the packing or crating is the same as when the vehicle or implement is shipped altogether."

B B 107. Gasoline Engines. Petition asks that Gasoline Engines be included with power corn huskers and agricultural implements.

B B 112. Rule for Crating Vehicles. Petition requests that the words "vehicles in crate which do not meet the above requirements will be ratable one class higher" be stricken out of item 29, pages 139 and 140, Iowa Classification No. 14,

B B 100. Rag Wrapping Paper. Petition asks that Note E, page VII., Iowa Classification, be made to include "Rag Wrapping Paper," to conform to Item 89-A, page 11 of Supplement 4 of W. T. L. Freight Tariff No. 1.

B B 13. Rule for Notice to Consignor of the Refusal of Consignee to Receive Shipments. The following is asked: Where consignments are made from one point in Iowa to another point in the same state and on arrival said consignment is refused by consignee, it shall devolve upon the railroad company, at destination, to promptly notify the consignor of such facts, and if no notice is sent the consignment shall not be liable for any storage charges accruing unless such notice is properly served upon the consignor.

B B 96. The following rule is asked: "When cars furnished by carriers in response to shippers' request do not, on account of dimensions or condition of the car, hold a quantity of the article to be shipped as great as the minimum weight specified in the classification, charges shall be assessed on the actual weight hauled."

B B 7. Lubricating Oil, C. L. Petition asks reduction of rate from Mississippi River points to Council Bluffs and Omaha to equalize Council Bluffs and Omaha rate with Kansas City.

B B 135. Petition asks that Iowa Classification be amended by adding thereto carlot ratings where none now exist, predicated upon the practices under the Official Classification.

B B 126. Sash and Doors, etc. Petition asks a blanket rate of "about 10 cents per cwt." from 250 to 380 miles.

B B 159. Mixed Carloads Harness, Saddlery, Sweat Pads and articles listed, Items 14 to 61, page 62, Iowa Classification No. 14, in boxes and bales. Min. wt. 20,000 lbs. C. L. 3.

B B 156. Cane and Maple Sugar, or Maple Sugar Substitute, in bbls., half bbls., or wood cases. L. C. L. 4.

B B 153. Gypsum Rock, loaded in car in bulk. Soft Coal (slack) rate.

B B 19. Rule for minimum charge on small shipments.

B B 99. Boots and Shoes, C. L. 3.

B B 141. Corn Cribs, S. U., requiring flat car.

B B 161. Condition Powder Regulator, in boxes, drums, bbls., and bags. L. C. L., 4; C. L., B.

B B 138. Petition asks for amendment of the Schedule of Reasonable Maximum Rates of Charges and Classification of Freights No. 14, calculated upon the basis of the W. T. L. Committee "river to river" rates, published in Freight Tariff of W. T. L. No. 1-A, I. C. C. No. A-7; such river to river rates to be the rates for 290 miles, less distances to be scaled, on the following commodities:

Acid in tank cars.

Sulphuric, Mixed, Muriatic, C. L. 10c.
Alumina, sulphate of, C. L. 15c.
Asphalt, Asphaltum, C. L. 10c.
Bags and Bagging, in bales or bdls: Brown Cotton, Burlap, Clayed, Cotton Grain, Jute, C. L. 15c.
Calcium, chloride of, C. L. 15c.
Cartridge Shells, loaded, C. L. 17c.
Cement, paving and roofing: Asphaltic, Pitch, Petroleum Pitch, Tar, in solid form; Tar: Asphaltic, Coal; Pitch: Asphaltic, Coal Tar. C. L. 10c.
Copperas, or Sulphate of Iron. C. L. 10c.
Chemicals; Drugs; Medicines; Dye Stuffs; Extracts, flavoring; Extracts, Medicinal; Face Powders; Oils, medicinal; Tooth Washes; Witch Hazel. C. L. 45c.
Egg Case Fillers, strawboard; Egg Case Fillers, wood-pulp board; Wooden Egg Cases, filed with Egg Case Fillers, K. D. flat. C. L. 15c.
Forges, portable, blacksmiths'; Blowers, blacksmiths'; Drills, post, blacksmiths'. C. L. 22c.
Fuse, C. L. 45c.
Glass, broken (cullet). C. L. 10c.
Glucose; Glucose Jelly; Maple Syrup Substitutes; Molasses; Sorghum; Sugar, corn; Sugar, grape; Syrup, corn; Syrup, sugar; Syrup, maple; Syrup, sorghum. C. L. 17.5c.
Glycerine, in cans or drums. C. L. 17.5c.
Glycerine, crude; Glycerine, dynamite; also Concentrated Spent Lye, in iron drums. C. L. 10c.
Harness, Saddlery. C. L. 35c.
Iron, pig. C. L. $1.96 per ton of 2,240 lbs.
Iron or Steel Pipe, for list of commodities named see Items 246 and 249, W. T. L. I. C. C. No. A-7. C. L. 12.5c.
Linoleum, Oil Cloth (floor), Cork Carpet. C. L. 27c.
Liquors, alcoholic, in wood, viz.: Alcohol; Cologne Spirits; High Wines; Brandy, domestic; Rum, domestic; Gin, domestic; Whisky, C. L. 28c.
Oil, linseed. C. L. 10c.
Paper, viz.: Lining (Building, plain or prepared), Roofing (plain or prepared), Pitch Gravel Roofing, Chip Board, Roofing Felt, Saturated Felt, Strawboard, Tarred Felt, Tarred Paper, (Roofing Cement or Pitch, including Petroleum Pitch; also Roof Coating, may be shipped in mixed carloads with the articles and at the rates named in this item). C. L. 10c.
Box Board (paper). Wood Pulp Board. C. L. 12.5c.
Railway Material, viz.: Air Brakes; Air Brake Equipment; Axles, car and locomotives; Bolsters, car, iron or steel; Boxes, car journal; Brake Beams, iron or steel, car and locomotive; Brake Shoes, car and locomotive; Brasses, car and locomotive; Columns, water, locomotive; Cars, hand; Cars, track inspection; Cranes, mail; Couplers, car and locomotive; Draft Rigging, car; Flangers, snow; Frogs, switches and crossings, track; Interlocking Apparatus and Parts; Netting, locomotive stack; Posts, bumping; Stands, switch; Switches, track; Sanders, locomotive; Tires, locomotive; Track Ballast Unloaders; Track Guards, cattle and cinder; Turn Tables; Wheels, car and locomotive. C. L. 11c.
Soda, carbonate of (sal soda). C. L. 15c.
Soda, nitrate of. C. L. 15c.
Soda, silicate of. C. L. 10c.
Soda, caustic. C. L. 10c.
Calcium Chloride (liquid). C. L. 10c.

Soda Ash. C. L. 10c.
Soda Crystals. C. L. 10c.
Soda, sulphate of (Glauber's Salts). C. L. 17.5c.
Zinc, sulphate of. C. L. 12.5c.
Zinc, C. L. 18c.

B B 163. Rule for shipments for more than one full carload. (Excess shipments).
B B 164. Hides: Green and Green Salted, including Hog Skins (cured salted), in bbls., min. C. L. wt. 26,000 lbs. L. C. L. 4; C. L. 5.
B B 165. Eveners (finished). L. C. L. 3.
B B 171. Dead Cattle.
B B 172. Epsom Salts. Commodity Rating (River to River).
B B 174. Tents and Fixtures min. C. L. wt. 30,000 lbs. Changed to B min. wt. 20,000 lbs.
B B 105. Molasses Feed C. L. Commodity Rating.
B B 173. Min. wt. on Live Stock.

Upon the conclusion of the hearing the Board made the following rulings:

Cases continued until a further hearing, March 16, 1909: Nos. BB 105, BB 120, BB 119, BB 121, BB 145, B B 96, BB 135, BB 126, BB 153, BB 19, BB 99, BB 141, BB 163, B B 172, BB 174.
BB 110, BB 144, BB 115, BB 112, BB 7, BB 171.

Petitions denied and dismissed:
All other petitions, cases: Nos. BB 13, BB 102, BB 150, BB 127, BB 78, BB 122, BB 125, BB 124, B B 123, BB 118, BB 107, BB 100, BB 159, BB 161, BB 138, BB 164, B B 165, BB 173, BB 97, BB 156.

were granted, in so far as is shown by the supplement to the classification which is made a part of this record.

The Commissioners thereupon ordered that Supplement No. 2 to Iowa Classification No. 14, be prepared; that the date of its taking effect be made March 15, 1909; that publication thereof be made according to law, that said supplement contain all changes heretofore made in Iowa Classification No. 14, as shown by Supplement No. 1, unless such changes are otherwise modified by action taken upon this hearing and that copies thereof be supplied railroad companies. In accordance therewith the following supplement to Iowa Classification was duly prepared and published as required by law.

SUPPLEMENT No. 2 CANCELS SUPPLEMENT No. 1.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

SUPPLEMENT No. 2 IS IN EFFECT AND CONTAINS ALL CHANGES TO IOWA CLASSIFICATION No. 14.

Dated February 24, 1909 **Effective March 15, 1909**

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CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT

Index No	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
34	March 15, 1926	VII	Note e	Note e. Paper: Deerfoot manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building,) lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch, gravel roofing, chip board, wrapping, including raz, oiled manila, waxed manila or glassine paper, also exclusive of rosin sized or unsized straw wrapping paper, also exclusive or rosin glazed or vegetable parchment wrapping paper), manila rope, tailors' pattern, tissue (plain), toilet, roofing, felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads; minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coatings, may be mixed in carloads with the articles and at the rates named in this item.		
35	"	6	Rule 35	When cars of certan dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable to next larger car furnished, however, that car shall not be required to carry more than the minimum in such cases, except as to the shipment of live stock, and as to such shipments of live stock, car 31 feet long, inside measurement, shall be the minimum.		
36	"	6	Rule 38	*When the consignee of a shipment of freight refuses or neglects to receive same, it shall be the duty of the carrier at point of destination to promptly notify forwarding agent at point of origin of such facts; it shall be the duty of the forwarding agent to promptly notify consignor of the refusal or neglect of consignee to receive the freight, and said consignor shall not be liable for storage charges accruing on said shipment, unless such notice is promptly given.		
37	"	10	95-g	*Seed Corn Testers or Germinators: Crated, Min. C. L. wt. 24,000 lbs.	3	A

*New Item.

CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
38	"	13	48	Agricultural Implements: Note 1—Combined Corn and Cob Mills, Grain Grinding Mills, N. O. S. (exclusive of Roller Mills), Clevises, Rake Teeth iron or wood, Wrenches, (Agricultural, iron or steel), and Monkey Wrenches, not exceeding 8,000 pounds of each article specified herein may be shipped in mixed carloads with Agricultural Implements mentioned above at Class A, min. wt. 20,000 lbs.		
39	"	13	49	Note 2—Gasoline Engines, packed as required under machinery, Farm Wagons and Farm Trucks may be shipped in mixed C. L. with Agricultural Implements at Class A, min. wt. 20,000 lbs.		
40	"	14	1	Doubletrees, Eveners, Neckyokes, Singletrees, Whiffletrees and equalizers:		
			2	Finished	3	
41	"	15	27	Animal and Poultry Foods, N. O. S., Tonics, Regulator and Condition Powder Regulator (prepared): Boxed, in bulk boxed, in pails, veneered drums, barrels or bags Invoice value not exceeding 10 cents per pound and so receipted for, min. C. L. wt. 30,000 lbs.	4	B
42	"	16	60	Baskets, C. L., (Subject to Rule 6-B): Nested or K. D., min. C. L. wt. 8,000 lbs		4
43	"	16	62	Nested and not nested, mixed, min. C. L. wt. 8,000 lbs Note—Carload must contain at least 75 per cent per dozen of nested baskets.		4
44	"	33	21	Confectionery: In barrels, pails, cases or drums, in tin pails, crated, galvanized steel bushel measures with tight wooden covers, galvanized iron pails, or in glass, boxed Average invoice value not exceeding 15 cents per pound.	3	
45	"	34	31	Butter and Lard Tub and Butter Box Stuff: Boxed, crated or in bundles	4	
46	"	36	42	Cream separators, detachable parts removed, boxed or crated, min. C. L. wt. 24,000 lbs Note:—Gasoline engines, packed as required under Machinery, may be loaded in mixed C. L. with Cream Separators, at Class A, min. wt. 24,000 lbs.	1	A
47	"	56	12	Glass: Leaded, including sash containing leaded plate glass.		
48	"	60	63	*Maple Sugar Substitute, consisting of Cane and Maple Sugar: In barrels, boxes or pails, with tight covers, min. C. L. wt. 24,000 lbs	4	5
49	"	72	30	Paper, Scrap:		
50	"	72	31	In bags or sacks	3	
51	"	72	32	In bales or crates	3	
52	"	72	33	In hogsheads or barrels Note:—Paper scrap may be shipped in straight carloads, min. wt. 14,000 lbs. Class B.	3	
53	"	74	50	Leather and Articles of: N. O. S., in bundles or rolls	2	
54	"	81	4	Turned Columns (solid or hollow) and Column Caps (for house trimmings) when made of other wood than Black Walnut, Cherry, Holly or Mahogany	4	
55	"	105	41	Hides: Green and Green Salted, including Hog Skins (Cured, salted) in bundles, min. C. L. wt. 26,000 lbs	4	
56	"	106	53	Tallow (rendered):		
57	"	106	55	In barrels or cans with cloth tops or without cloth tops	4	

RE-ISSUED ITEMS FROM SUPPLEMENT No. 1 TO IOWA CLASSIFICATION No. 14

1	Sept. 1, 1908	5	Rule 18	When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the Agent may satisfy himself that they have been used, when filled, in the transportation of a regular consignment on the road. If agents have reasons to believe that the packages when filled, were originally forwarded by competing lines or by Express, they may make a note to that effect on the waybill, and charge at the regular rates for new packages.	}	A Min. wt.
2	"	10	14	Corn Huskers, Ensilage Cutters and Fodder Shredders, K. D. small parts in bundles	} 3	20,000 lbs.
3	"	12	14	Potato Diggers:		A Min.
			18	Walking:	}	wt.
			19	S. U.	}	20,000
4	"	14	56	Post Hole Diggers: Foot note referring to Post Hole Diggers canceled.	D1	lbs.
5	"	18	52	Boots and Shoes:		
			53	Boxed, C. L. 3, canceled.		
6	"	26	26	Iron Oil Barrels, minimum C. L. weight 16,000 lbs	½ of 4	D

*New Item.

RE-ISSUED ITEMS FROM SUPPLEMENT No. 1 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
				(Subject to Rule 6-B.)		
7	"	31	43	Soda:		
			46	Bichromate of Cancel: Minimum C. L. weight 36,000 lbs. C. L. 4.	3	
8	"	37	27	Chinaware and Porcelainware in boxes, bbls., kegs, casks, hhds., or tierces	1	
9	"	39	39	Aniline Salts, used in mixing dyes Cancel C. L. 4.	1	
10	"	55	26	Fuse and Sqibs, boxed Cancel C. L. 3.	1	4 Min. wt. 20,000 lbs.
11	"	55	30	Poultry:		
			31	Alive, including live Pigeons, L. C. L. shipments in coops or crates, P. P. or guaranteed. (Subject to rule 6-B.) No allowance for feed or water	1	
12	"	58	8	Glucose, Glucose Jelly and Syrup, Corn Syrup, Corn Sugar and Grape Sugar, in wood	4	5
			11	Grape Sugar and Corn Sugar in cloth bags	4	5
13	"	60	26	Pepper in bags, boxes or casks Cancel C. L. 4.	2	
14	"	62	14	Harness and Saddlery: Cancel foot note, "Articles listed under Harness and Saddlery may be shipped in straight or mixed C. L., minimum weight 20,000 lbs., 3d class."		
15	"	65	9	§Bridge Material: §Note. Bridge builders' outfits, consisting of building cement, domestic or imported; pile driver hammers and frames, tools in boxes or barrels, consisting of blacksmith chisels, set hammers, crowbars, gauges, punches, levels, mauls, picks, shovels, sledges, tongs, wrenches, chains, ropes and blocks; piling pine, oak or cedar; and lumber, pine, oak, hemlock or fir, when shipped in mixed carloads with iron bridge material, C. L. 5.		
16	"	66	38	Bed Rail Fastenings, in boxes or kegs and side bed rails	4	5
17	"	70	41	Note. Plate Iron, 4-gauge or lighter may be loaded in mixed C. L., with Sheet Iron at 5th class.		
18	"	75	15	Liquors and Liquids, N. O. S., alcoholic:		
			16	In glass, cans or jugs, packed in open boxes, kegs or jackets, or in barrels, corks secured by paper strips, metal caps, cement or wire Cancel C. L. 3.	D1	
			18	In wood or in iron drums Cancel C. L. 4.	2	
19	"	85	8	Engines:		
			11	Gasoline, portable, with elevator attachments, small parts detached and boxed, C. L. minimum weight 24,000 lbs	1	A
			11-a	*Gasoline Locomotives, minimum C. L. weight 24,000 lbs	1½	A
20	"	85	10	The following note refers to item 10, page 85: †Batteries used in connection with Gasoline Engines may be shipped in carloads with engines to which they belong, at Class A rates.		
21	"	95	6	Mineral Wool, Mineral Wool Board and Rock or Granite Wool, minimum C. L. weight 20,000 lbs	3	5
22	"	96	40	Monuments, metal, including bronze N. O. S., boxed	1	
			40-a	*Monuments, White Bronze	3	
23	"	96	55	Motorcycles, Quadricycles and Tricycles, with motor attachments, boxed or crated	2½ t 1	
24	"	102	40	Drills, Jars, Joints, Bits and Sockets (for drilling) and Fishing Tools	3	
25	"	108	6	Paper:		
			17	Wrapping:		
			18	N. O. S., in bundles, boxes or crates	3	5
26	"	125	41	Merry-Go-Rounds, Carousals or Steam Riding Galleries, including power, K. D	1½	3
			42	Ferris Wheels, K. D	1½	Min. wt. 16,000 lbs.
			43	Shooting Galleries, K. D (Subject to Rule 6-B.)		
27	"	125	53	Skates, Ice and Roller, boxed Cancel, C. L. 4.	2	
28	"	130	1	Air Tight Heaters (sheet iron) N. O. S. crated, minimum C. L. weight 20,000 lbs. (Exception to Rule 6-B.)	1	5
29	"	136	31	Traps:		
			32	Animal or Bird, packed flat in bundles Cancel, C. L. 4.	1	
			33	Animal (steel) in bundles or boxes Cancel, C. L. 4.	2	
30	"	138	17	Citrons and Melons Prepaid:		
			20	Loose	1	
31	"	139	24	Passenger vehicles, N. O. S. and finished parts thereof, minimum weight 12,000 lbs. for cars not exceeding 45 feet in length, outside measurement (exception to Rule 6-B.) A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length, charges on any carload shipment not to be less than for 4,000 lbs. at 1st Class rate		3
32	"	141	1	Spring Wagons, N. O. S., K. D., boxed or crated (except shafts and poles)	1	
33	"	146	11	Wagons, Carts and Wheelbarrows, Childrens':		
			13	Boxed or crated	1½	

*New Item.

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

Des Moines, Iowa, February 24, 1909

DWIGHT N. LEWIS, *Secretary.*

With reference to Commodity Rates, the Board took the following action:

The Commissioners ordered that a rate be fixed on Harness and Saddlery and on Glucose, fixing a flat rate for the distance across the state via the various lines to conform to the rates in effect across the state on interstate business on the same commodities, to be graded back so as to properly meet the rate now in effect upon the same commodities within the state.

In accordance with the order of the Board the following Amendment No. 2 to Iowa Commodity rates was prepared and published as required by law:

AMENDMENT NO. 2 CANCELS AMENDMENT NO. 1.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

AMENDMENT NO. 2 IS IN EFFECT AND CONTAINS ALL CHANGES TO COMMODITY RATES.

Dated February 24, 1909. Effective March 22, 1909.

AMENDMENT NO. 2 TO COMMODITY RATES.

Miles	BEER, C. L. (Effective October 1, 1908) Beer, beer tonic, hop tonic, hop tea tonic, malt food, malt tonic, Weiss beer in straight or mixed carloads, minimum weight 30,000 lbs.	STARCH, C. L. (Effective Oct. 1, 1908) Starch and starchose in straight or mixed carloads, minumum weight 30,000 lbs.	HARNESS AND SADDLERY, C. L. Minimum weight 20,000 lbs.	GLUCOSE, C. L. Glucose jelly, corn syrup, grape sugar, sugar syrup, sorghum, maple syrup substitutes, corn syrup, corn sugar, sorghum syrup and molasses, straight or mixed C. L., minimum weight 40,000 lbs	STONE, C. L. [All kinds] Rough quarried or crushed, sand, gravel, cinders or burnt earth, clay and shale, minimum C. L. weight 30,000 lbs.	Miles
	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in dollars and cents per ton of 2,000 lbs.	
5	4.9	4.9	11.9	4.9	$ .25	5
10	5.2	5.2	12.6	5.2	.28	10
15	5.4	5.4	13.3	5.4	.31	15
20	5.7	5.7	13.9	5.7	.34	20
25	5.9	5.9	14.5	5.9	.37	25
30	6.2	6.2	15.	6.2	.40	30
35	6.4	6.4	15.5	6.4	.43	35
40	6.6	6.6	16.	6.6	.46	40
45	6.8	6.8	16.5	6.8	.49	45
50	7.	7.	17.	7.	.52	50
55	7.1	7.1	17.3	7.1	.55	55
60	7.3	7.3	17.7	7.3	.58	60
65	7.4	7.4	18.	7.4	.60	65
70	7.6	7.6	18.4	7.6	.62	70
75	7.7	7.7	18.7	7.7	.64	75
80	7.8	7.8	19.	7.8	.66	80
85	8.	8.	19.4	8.	.68	85
90	8.1	8.1	19.7	8.1	.70	90
95	8.3	8.3	20.	8.3	.72	95

AMENDMENT NO. 2 TO COMMODITY RATES—CONTINUED

Miles	BEER, C. L. (Effective October 1, 1908) Beer, beer tonic, hop tonic, hop tea tonic, malt food, malt tonic, Weiss beer, in straight or mixed carloads, minumum weight 30,000 lbs.	STARCH, C. L. (Effective Oct. 1, 1908) Starch and starchose in straight or mixed carloads, minimum weight 30,000 lbs.	HARNESS AND SADDLERY, C. L. Minimum weight 20,000 lbs,	GLUCOSE, C. L. Glucose jelly, corn syrup, grape sugar, sugar syrup, sorghum, maple syrup substitutes, corn syrup corn sugar, sorghum syrup and molasses, straight or mixed C. L., minimum weight, 40,000 lbs.	STONE, C. L. (All kinds) Rough quarried or crushed, sand, gravel, cinders or burnt earth, clay and shale, minimum C. L. weight 30,000 lbs.	Miles
	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in dollars and cents per ton of 2,000 lbs.	
100	8.4	8.4	20.4	8.4	.74	100
105	8.7	8.7	20.9	8.7	.755	105
110	9.	9.	21.4	9.	.77	110
115	9.3	9.3	21.9	9.3	.785	115
120	9.6	9.6	22.4	9.6	.80	120
125	9.8	9.8	22.8	9.8	.815	125
130	10.1	10.1	23.3	10.1	.83	130
135	10.4	10.4	23.8	10.4	.845	135
140	10.7	10.7	24.3	10.7	.86	140
145	11.	11.	24.8	11.	.875	145
150	11.3	11.2	25.3	11.3	.89	150
155	11.6	11.4	25.8	11.6	.905	155
160	11.9	11.5	26.3	11.9	.92	160
165	12.2	11.6	26.8	12.2	.935	165
170	12.5	11.7	27.3	12.5	.95	170
175	12.7	11.8	27.7	12.7	.965	175
180	13.	11.9	28.2	13.	.98	180
185	13.3	12.	28.7	13.3	.995	185
190	13.6	12.	29.2	13.6	1.01	190
195	13.9	12.1	29.7	13.9	1.025	195
200	14.2	12.1	30.	14.2	1.04	200
210	14.7	12.2	30.5	14.4	1.06	210
220	15.2	12.3	31.2	14.8	1.08	220
230	15.6	12.4	31.7	15.2	1.10	230
240	16.	12.5	32.2	15.6	1.12	240
250	16.2	12.6	32.7	17.	1.14	250
260	16.4	12.7	33.2	17.4	1.16	260
270	16.6	12.8	33.7	17.8	1.18	270
280	16.8	12.9	34.5	18.2	1.20	280
290	17.	13.	35.	18.5	1.22	290
300	17.	13.	35.	18.5	1.24	300
310	17.	13.	35.	18.5	1.25	310
320	17.	13.	35.	18.5	1.26	320
330	17.	13.	35.	18.5	1.27	330
340	17.	13.	35.	18.5	1.28	340
350	17.	13.	35.	18.5	1.29	350
360	17.	13.	35.	18.5	1.30	360
370	17.	13.	35.	18.5	1.31	370
380	17.	13.	35.	18.5	1.32	380
390	17.5	13.5	35.5	19.	1.33	390
400	18.	14.	36.	19.5	1.34	400
410	18.5	14.5	36.5	20.		410

AMENDMENT NO. 2 TO COMMODITY RATES.

Miles	BEER, C. L. (Effective October 1, 1908.) Beer, beer tonic, hop tonic, hop tea tonic, malt food, malt tonic, Weiss beer in straight or mixed carloads, minimum weight 30,000 lbs.	STARCH, C. L. (Effective Oct. 1, 1908.) Starch and starchose in straight or mixed carloads, minimum weight 30,000 lbs.	HARNESS AND SADDLERY. C. L. Minimum weight 20,000 lbs.	GLUCOSE, C. L. Glucose jelly, glucose sugar, sugar syrup, sorghum, maple syrup substitutes, corn syrup, corn sugar, sorghum syrup and molasses, straight or mixed C. L., minimum weight 40,000 lbs.	STONE, C. L. (All kinds) Rough quarried or crushed, sand, gravel, cinders or burnt earth, clay and shale, minimum C. L. weight 30,000 lbs.	Miles
	Rate in cent per 100 lbs.	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in cents per 100 lbs.	Rate in dollars and cents per ton of 2,000 lbs.	
420	19.	15.	37.	20.5	1.36	420
430	19.5	15.5	37.5	21.		430
440	20.	16.	38.	21.5	1.38	440
450	20.5	16.5	38.5	22.		450
460	21.	17.	39.	22.5	1.40	460
470	21.5	17.5	39.5	23.		470
480	22.	18.	40.	23.5	1.42	480
490	22.5	18.5	40.5	24.		490
500	23.	19.	41.	24.5	1.44	500

Pages VI and VII. Plaster Board, C. L.: Include with commodity rate on salt, lime, cement, plaster, stucco.

Page VII—Note *e*. Paper: Document manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building), lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch gravel roofing, chip board, wrapping, including rag, oiled manila, waxed manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive of rosin glazed, or vegetable parchment wrapping paper), manila rope, tailors' pattern, tissue (plain), toilet, roofing felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads, minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles and at the rates named in this item.

With reference to commodity rate on molasses feed, it was announced by the representatives of the railway companies present that they would issue tariffs on their own volition to meet the rate now obtaining across the state upon the same commodity on interstate business. The Commissioners therefore deferred any action upon commodity rate on molasses feed.

Hearing on other commodity rates requested, continued to March 16, 1909.

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

Des Moines, Iowa, February 24, 1909.

DWIGHT N. LEWIS, *Secretary.*

No. 4007—1909.

IN RE SUPPLEMENT NUMBER THREE TO IOWA CLASSIFICATION NUMBER FOURTEEN.—A SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Pursuant to notice the Board held an adjourned meeting with reference to applications for changes in classification of freights and rates, at its office in Des Moines on March 16, 1909, at 10 A. M.

There were present representing the railroads:

Mr. T. H. Simmons, General Freight Agent, and A. W. Eberhart, Division Freight Agent, Chicago, Rock Island and Pacific Railway Company.

Wm. Ellis, Commerce Counsel, E. C. Nettels, Assistant General Freight Agent, and J. G. Love, Division Freight and Passenger Agent, Chicago, Milwaukee and St. Paul Railway Company.

G. H. Crosby, General Freight Agent, and W. G. Wagner, Division Freight Agent, Chicago, Burlington and Quincy Railroad Company.

M. J. Golden, Assistant General Freight Agent, and F. C. Miley, General Agent, Chicago and North-Western Railway Company.

F. Cassidy, Division Freight Agent, Chicago Great Western Railway Company.

W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.

Wm. Clapper, Division Freight Agent, Wabash Railroad Company.

Frank Cummins, Traffic Manager, Inter-Urban Railway Company.

Shippers appearing were:

W. B. Martin, Commissioner, Dubuque Shippers' Association.

M. D. Smiley, Secretary, Clinton Manufacturers' and Shippers' Association.

G. A. Wrightman, Secretary, Iowa State Manufacturers' Association.

John Wunderlich, Secretary, Cedar Rapids Commercial Club.

P. W. Hearn, Secretary and Treasurer, Lehigh Clay Products Company, Lehigh, Iowa.

C. J. Bell, Commissioner, Sioux City Commercial Club.

L. L. Hamlin, President, Des Moines Tent & Awning Company.

Application of Northey Manufacturing Company of Waterloo, Iowa, for change in rate on Cooling Rooms, K. D. in sections, was denied.

Application of T. J. O'Neill of Harpers' Ferry, Iowa, et al., for reduced rating on White Oak Fence Posts was continued for further hearing.

Application of the Keith Furnace Company of Des Moines for an amendment permitting Pipes and Fittings to be shipped with Furnaces at the Furnace rate, was continued for further hearing.

Application of Pioneer Implement Company, Council Bluffs, Iowa, for reduced rating on power corn shellers was continued for further hearing.

Petition of G. A. Wrightman, Secretary, Iowa State Manufacturers' Association, for change of rule providing for minimum weights, was withdrawn by the petitioner.

Application of E. G. Wylie, Freight Commissioner, Greater Des Moines Committee, and G. A. Wrightman, Secretary, Iowa State Manufacturers' Association, that wherever Official Classification shows carload ratings where none existed in the Iowa Classification, the Board should adopt Official Classification carload rates, was withdrawn by Mr. Wrightman with the statement that specific applications would be made wherever such carload rates were desired.

Application for a ten cent rate on Sash, Doors and Blinds, 250 to 380 miles, made by Curtis Bros. & Co. of Clinton, Iowa, was granted, except that rates should be graded each way from a ten cent rate at 330 miles. It was also ordered that the lumber rate be made to correspond, except that mixed carloads of Lumber, Lath, Shingles, Sash, Doors and Blinds, should remain the same.

Application of the United States Gypsum Company, that Gypsum Rock be allowed to take the same rate as Stone, Rough Quarried, was granted.

The question of adoption of new rule for minimum charge on small shipments was cotinued for further investigation.

Application of E. G. Wylie, Freight Commissioner, Des Moines, Iowa, for a carload rating of third class on Boots and Shoes, was denied.

The question of rate for Corn Cribs, set up, requiring flat car, question having arisen on inquiry by T. H. Simmons, General Freight Agent, C., R. I. & P. Ry. Co., was withdrawn.

Upon the application of Messrs. G. A. Wrightman and E. G. Wylie of Des Moines, for Commodity Rates in Iowa on the various articles named in the application which was included in and made a part of the decision in reference to Supplement No. 2, the Board ruled that wherever it was shown that a commodity moved locally in Iowa across the state, commodity rates should be made, making the same rates locally within Iowa, as shown in the Western Trunk Line Rules Circular 1-A, without disturbing other rates any more than necessary to properly grade the same.

On showing, the Board ordered that a commodity rate on Bags and Bagging should be made, same to be sixteen (16) cents per hundred pounds for distance 290 to 380 miles, to be properly graded each way. Minimum weight to be 30,000 lbs.

Application that a ten (10) cent rate be granted across the state on Cement, (Paving and Roofing) Tar and Pitch, etc., with a minimum of 40,000 lbs., was granted for like distances with like conditions.

Same action was taken with reference to a fifteen (15) cent rate on Egg Case Fillers, with a minimum of 30,000 lbs.

Same action was taken with reference to Paper (Lining, etc.), eleven (11) cents per hundred pounds, minimum of 40,000 lbs.

Same action was taken with reference to Box Board (Paper) and Wood Pulp Board, 13.5 cents per hundred lbs., minimum 40,000 lbs.

All other applications for commodity rates were denied, except that application for commodity rate on Alcoholic Liquors in Wood, was withdrawn and application for commodity rate on Pig Iron and Iron or Steel Pipe were continued by request of Mr. Wrightman.

The application of the Lehigh Clay Products Company for a rule providing that the words "full capacity" in Rule 8 of Iowa Classification No. 14, meant "visible capacity" was denied, for the reason that the rule plainly requires that cars only be loaded to their full capacity for containing the commodity shipped therein; that such rule does not mean the "marked capacity" of car.

Application of the Cedar Rapids Commercial Club for lower less than carload ratings on Alum and Borax was denied.

Application of the same commercial club for reduced rating on less than carload shipments of Sulphur, In Boxes or Kegs, was granted.

Application of the same commercial club for reduced rating on less than carloads Epsom Salts in Barrels, was granted.

Application of the Des Moines Tent & Awning Company for a rate on Chautauqua Outfits, consisting of Tents, Poles, Camp Chairs, etc., was granted.

Application of W. B. Martin of Dubuque that Spring Beds and Wire Cots be permitted to be loaded in carload with Mattresses at carload rate of Third Class, was granted, except as to rate, which was made Second.

Application of W. B. Martin for third class rate on Iron or Steel Grave Vaults, was granted.

Application of Ketchum & Gaston of Marshalltown, Iowa, for third class less than car load rating on Potato Planters, with Wheels, on or off, etc., was granted.

Application of the Louden Machinery Company of Fairfield, Iowa, that Hay Carriers in Boxes or Bundles be given a third class less than carload rating, was granted.

With reference to the rate on Molasses Feed across the state of Iowa, which was continued from the February 18th hearing on request of shippers, there being no further presentation of the matter to the Commission, the application was dismissed without prejudice.

The action of the Board of Railroad Commissioners in all these cases was unanimous and in accordance with their action the following Supplement No. 3 to Iowa Classification No. 14, and Schedule of Reasonable Maximum Rates and Charges for Freight and Cars, was ordered printed and published according to law, the same to take effect May 1, 1909, and to include all provisions, and changes made in the classification or rates as aforesaid.

SUPPLEMENT NO. 3 CANCELS SUPPLEMENT NO. 2 AND AMENDMENT NO. 2.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

SUPPLEMENT NO. 3 IS IN EFFECT AND CONTAINS ALL CHANGES TO IOWA CLASSIFICATION NO. 14 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated March 19, 1909. Effective May 1, 1909.

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CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
58	May 1, 1909	11	22-a	*Hay Carriers and Hay Carrier Returners: In boxes or Barrels	3	
59	"	12	23	Potato Planters (wheeled): Taken apart, wheels on or off, small parts tied in bundles	3	
60	"	22	28-a	*Grave Vaults, iron or steel (Include with bracketed items 22 to 29, inclusive).	3	
61	"	31	37-a	*Salts—Epsom (sulphate of Magnesia): In barrels (Include with bracketed items 38, 39 and 40.)	3	
62	"	32	7	Sulphur and Sulphur Candles: In boxes or kegs, or in pails with tight wooden covers	3	
63	"	49	17	§Spring Beds, Mattresses (including Woven Wire Mattresses) and Wire Cots, minimum weight 10,000 lbs. (Subject to Rule 6-B.)		3
64	"	70	41-a	*Sheet Iron, cut in shape for pipe: Nested solid, Min. C. L. wt. 36,000 lbs.	4	5
65	"	132	37-a	*Chautauqua Outfits, consisting of Tents, Poles, Camp Chairs, Circus Seats, Torches, Bedding, etc., Min. C. L. wt. 24,000 lbs.		C

RE-ISSUED ITEMS FROM SUPPLEMENT No. 2 TO IOWA CLASSIFICATION No. 14

1	Sept. 1, 1908	5	Rule 18	When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the Agent may satisfy himself that they have been used, when filled, in the transportation of a regular consignment on the road. If agents have reasons to believe that the packages when filled were originally forwarded by competing lines or by Express, they may make a note to that effect on the waybill, and charge at the regular rates for new packages.		
2	"	10	14	Corn Huskers, Ensilage Cutters and Fodder Shredders, K. D., small parts in bundles	3	A Min. wt. 20,000 lbs.
3	"	12	14 18 19	Potato Diggers: Walking: S. U.	D1	A Min. wt. 20,000 lbs.

RE-ISSUED ITIEMS FROM SUPPLEMENT No. 2 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
4	"	14	56	Post Hole Diggers: Foot note referring to Post Hole Diggers canceled.		
5	"	18	52	Boots and Shoes:		
			53	Boxed, C. L. 3, canceled.		
6	"	26	26	Iron Oil Barrels, minimum C. L. weight 16,000 lbs. (Subject to Rule 6-B.)	½ of 4	D
7	"	31	43	Soda:		
			46	Bichromate of Cancel: Minimum C. L. weight 36,000 lbs. C. L. 4.	3	
8	"	37	27	Chinaware and Porcelainware in boxes, bbls., kegs, casks, hhds., or tierces	1	
9	"	39	39	Aniline Salts, used in mixing dyes Cancel C. L. 4.	1	
10	"	55	26	Fuse and Squibs, boxed Cancel C. L. 3.	1	4
11	"	55	30	Poultry:		
			31	Alive, including live Pigeons, L. C. L. shipments in coops or crates, P. P. or guaranteed. (Subject to rule 6-B.) No allowance for feed or water	1	Min. wt. 20,000 lbs.
12	"	58	8	Glucose, Glucose Jelly and Syrup, Corn Syrup, Corn Sugar and Grape Sugar, in wood	4	5
			11	Grape Sugar and Corn Sugar in cloth bags	4	5
13	"	60	26	Pepper in bags, boxes or casks Cancel C. L. 4.	2	
14	"	62	14	Harness and Saddlery: Cancel foot note, "Articles listed under Harness and Saddlery may be shipped in straight or mixed C. L., minimum weight 20,000 lbs., 3d class."		
15	"	65	9	§Bridge Material: §Note. Bridge builders' outfits, consisting of building cement, domestic or imported; pile driver hammers and frames, tools in boxes or barrels, consisting of blacksmith chisels, set hammers, crowbars, gauges, punches, levels, mauls, picks, shovels, sledges, tongs, wrenches, chains, ropes and blocks; piling pine, oak or cedar; and lumber, pine, oak, hemlock or fir, when shipped in mixed carloads with iron bridge material, C. L. 5.		
16	"	66	38	Bed Rail Fastenings, in boxes or kegs and side bed rails	4	5

17	"	70	41	Note. Plate Iron, 4-gauge or lighter may be loaded in mixed C. L., with Sheet Iron at 5th class.		
18	"	75	15	Liquors and Liquids, N. O. S., alcoholic:		
			16	In glass, cans or jugs, packed in open boxes, kegs or jackets, or in barrels, corks secured by paper strips, metal caps, cement or wire Cancel C. L. 3.	D1	
			18	In wood or in iron drums Cancel C. L. 4.	2	
19	"	85	8	Engines:		
			11	Gasoline, portable, with elevator attachments, small parts detached and boxed, C. L. minimum weight 24,000 lbs	1	A
			11-a	*Gasoline Locomotives, minimum C. L. weight 24,000 lbs	1½	A
20	"	85	10	The following note refers to item 10, page 85: †Batteries used in connection with Gasoline Engines may be shipped in carloads with engines to which they belong, at Class A rates.		
21	"	95	6	Mineral Wool, Mineral Wool Board and Rock or Granite Wool, minimum C. L. weight 20,000 lbs	3	5
22	"	96	40	Monuments, metal, including bronze N. O. S., boxed	1	
			40-a	*Monuments, White Bronze, boxed or crated	3	
23	"	96	55	Motorcycles, Quadricycles and Tricycles, with motor attachments, boxed or crated	2½ t 1	
24	"	102	40	Drills, Jars, Joints, Bits and Sockets (for drilling) and Fishing Tools	3	
25	"	108	6	Paper:		
			17	Wrapping:		
			18	N. O. S., in bundles, boxes or crates	3	5
26	"	125	41	Merry-Go-Rounds, Carousals or Steam Riding Galleries, including power, K. D	1½	3
			42	Ferris Wheels, K. D	1½	Min. wt. 16,000 lbs.
			43	Shooting Galleries, K. D. (Subject to Rule 6-B.)		
27	"	125	53	Skates, Ice and Roller, boxed Cancel, C. L. 4.	2	
28	"	130	1	Air Tight Heaters (sheet iron) N. O. S. crated, minimum C. L. weight 20,000 lbs. (Exception to Rule 6-B.)	1	5
29	"	136	31	Traps:		
			32	Animal or Bird, packed flat in bundles Cancel, C. L. 4.	1	
			33	Animal (steel) in bundles or boxes Cancel, C. L. 4.	2	
30	"	138	17	Citrons and Melons Prepaid:		
			20	Loose	1	

*New Item.

RE-ISSUED ITEMS FROM SUPPLEMENT No. 2 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
31	"	139	24	Passenger vehicles, N. O. S. and finished parts thereof, minimum weight 12,000 lbs. for cars not exceeding 45 feet in length, outside measurement (exception to Rule 6-B.) A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length, charges on any carload shipment not to be less than for 4,000 lbs. at 1st Class rate		3
32	"	141	1	Spring Wagons, N. O. S., K. D., boxed or crated (except shafts and poles)	1	
33	"	146	11	Wagons, Carts and Wheelbarrows, Childrens':		
			13	Boxed or crated	1½	
34	March 15, 1909	VII	Note e	Note e. Paper: Document manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building,) lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch, gravel roofing, chip board, wrapping, including rag, oiled manila, waxed manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive or rosin glazed or vegetable parchment wrapping paper), manila rope, tailors' pattern, tissue (plain), toilet, roofing, felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads, minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles and at the rates named in this item.		
35	"	6	Rule 35	When cars of certan dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered, provided, however, that car 36 feet long, inside measurements, will be the minimum in such cases, except as to the shipment of live stock, and as to such shipments of live stock, car 31 feet long, inside measurement, shall be the minimum.		
36	"	6	Rule 38	*When the consignee of a shipment of freight refuses or neglects to receive same, it shall be the duty of the carrier at point of destination to promptly notify forwarding agent at point of origin of such facts; it shall be the duty of the forwarding agent to promptly notify consignor of the refusal or neglect of consignee to receive the freight, and said consignor shall not be liable for storage charges accruing on said shipment, unless such notice is properly given.		
37	"	10	26-a	*Seed Corn Testers or Germinators: Crated, Min. C. L. wt. 24,000 lbs.	3	A
38	"	13	48	Agricultural Implements: Note 1—Combined Corn and Cob Mills, Grain Grinding Mills, N. O. S. (exclusive of Roller Mills), Clevises, Rake Teeth iron or wood, Wrenches, (Agricultural, iron or steel), and Monkey Wrenches, not exceeding 8,000 pounds of each article specified herein may be shipped in mixed carloads with Agricultural Implements mentioned above at Class A, min. wt. 20,000 lbs.		
39	"	13	49	Note 2—Gasoline Engines, packed as required under machinery, Farm Wagons and Farm Trucks may be shipped in mixed C. L. with Agricultural Implements at Class A, min. wt. 20,000 lbs.		
40	"	14	1	Doubletrees, Eveners, Neckyokes, Singletrees, Whiffletrees and equalizers:	3	
			2	Finished		
41	"	15	27	Animal and Poultry Foods, N. O. S., Tonics, Regulator and Condition Powder Regulator (prepared): Boxed, in bulk boxed, in pails, veneered drums, barrels or bags	4	B
				Invoice value not exceeding 10 cents per pound and so receipted for, min. C. L. wt. 30,000 lbs.		
42	"	16	60	Baskets, C. L., (Subject to Rule 6-B): Nested or K. D., min. C. L. wt. 8,000 lbs		4
43	"	16	62	Nested and not nested, mixed, min. C. L. wt. 8,000 lbs. Note—Carload must contain at least 75 per cent per dozen of nested baskets.		4
44	"	33	24	Confectionery: In barrels, pails, cases or drums, in tin pails, crated, galvanized steel bushel measures with tight wooden covers, galvanized iron pails, or in glass, boxed. Average invoice value not exceeding 15 cents per pound.	3	
45	"	34	31	Butter and Lard Tub and Butter Box Stuff: Boxed, crated or in bundles	4	
46	"	36	42	Cream separators, detachable parts removed, boxed or crated, min. C. L. wt. 24,000 lbs. Note:—Gasoline engines, packed as required under Machinery, may be loaded in mixed C. L. with Cream Separators, at Class A, min. wt. 24,000 lbs.	1	A

*New Item.

RE-ISSUED ITEMS FROM SUPPLEMENT No. 2 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
47	"	56	12	Glass: Leaded, including sash containing leaded plate glass.		
48	"	60	63	*Maple Sugar Substitute, consisting of Cane and Maple Sugar: In barrels, boxes or pails, with tight covers, min. C. L. wt. 24,000 lbs	4	5
49	"	72	30	Paper, Scrap:		
50	"	72	31	In bags or sacks	3	
51	"	72	32	In bales or crates	3	
52	"	72	33	In hogsheads or barrels Note:—Paper scrap may be shipped in straight carloads, min. wt. 14,000 lbs. Class B.	3	
53	"	74	50	Leather and Articles of: N. O. S., in bundles or rolls	2	
54	"	81	4	Turned Columns (solid or hollow) and Column Caps (for house trimmings) when made of other wood than Black Walnut, Cherry, Holly or Mahogany	4	
55	"	105	41	Hides: Green and Green Salted, including Hog Skins (Cured, salted) in bundles, Min. C. L. wt. 26,000 lbs	4	5
56	"	106	53	Tallow (rendered):		
57	"	106	55	In barrels or cans with cloth tops or without cloth tops	4	

*New Item.

COMMODITY RATES (SEE NOTE L).

(In cents per 100 lbs., except as otherwise noted.)

Miles	Lumber (hard and shingles in straight or mixed C. L.	Sash doors and blinds in straight or mixed C. L.	Sash doors or blinds in mixed C. L. with lumber (hard and soft), lath or shingles	Bags and bagging, C. L. (See note *m*)	Cement (paving and roofing), tar and pitch C. L. (See note *n*), minimum weight 40,000 lbs.	Paper, (lining, roofing, etc.) C. L. minimum weight 40,000 lbs. (See note *o*)	Box board (paper) and wood pulp board, C. L. minimum weight 40-000 lbs.	Egg case fillers, etc. C. L. (See note *p*)	Beer, C. L. Effective October 1, 1908 (See note *q*)	Starch, C. L. Effective October 1, 1908 (See note *r*)	Harness and Saddlery, C. L. Effective March 22, 1909, minimum weight 20,000 lbs.	Glucose, C. L. Effective March 22, 1909. (See note *s*)	Stone, C. L. (All kinds) Effective Mar. 22, 1909, (See note *t*) Rate in dollars and cents per ton of 2,000 lbs.	Miles
5	3.5	3.5	3.5	4.9	3.5	4.2	4.2	5.	4.9	4.9	11.9	4.9	$ .25	5
10	3.7	3.7	3.7	5.2	3.7	4.4	4.4	5.1	5.2	5.2	12.6	5.2	.28	10
15	3.8	3.8	3.8	5.4	3.9	4.7	4.7	5.3	5.4	5.4	13.3	5.4	.31	15
20	4.	4.	4.	5.7	4.1	4.9	4.9	5.4	5.7	5.7	13.9	5.7	.34	20
25	4.1	4.1	4.1	5.9	4.2	5.1	5.1	5.6	5.9	5.9	14.5	5.9	.37	25
30	4.3	4.3	4.3	6.2	4.4	5.3	5.3	5.8	6.2	6.2	15.	6.2	.40	30
35	4.4	4.4	4.4	6.4	4.5	5.5	5.5	6.	6.4	6.4	15.5	6.4	.43	35
40	4.6	4.6	4.6	6.6	4.7	5.6	5.6	6.2	6.6	6.6	16.	6.6	.46	40
45	4.8	4.8	4.8	6.8	4.9	5.8	5.8	6.4	6.8	6.8	16.5	6.8	.49	45
50	4.9	4.9	4.9	6.8	5.	6.	6.	6.6	7.	7.	17.	7.	.52	50
55	5.	5.	5.	7.	5.1	6.1	6.1	6.8	7.1	7.1	17.3	7.1	.55	55
60	5.2	5.2	5.2	7.3	5.2	6.2	6.2	7.	7.3	7.3	17.7	7.3	.58	60
65	5.3	5.3	5.3	7.4	5.3	6.4	6.4	7.2	7.4	7.4	18.	7.4	.60	65
70	5.5	5.5	5.5	7.6	5.4	6.5	6.5	7.4	7.6	7.6	18.4	7.6	.62	70
75	5.6	5.6	5.6	7.7	5.5	6.6	6.6	7.6	7.7	7.7	18.7	7.7	.64	75
80	5.7	5.7	5.7	7.8	5.6	6.7	6.7	7.8	7.8	7.8	19.	7.8	.66	80
85	5.9	5.9	5.9	8.	5.7	6.8	6.8	8.	8.	8.	19.4	8.	.68	85
90	6.	6.	6.	8.1	5.8	7.	7.	8.2	8.1	8.1	19.7	8.1	.70	90
95	6.2	6.2	6.2	8.3	5.9	7.1	7.1	8.4	8.3	8.3	20.	8.3	.72	95
100	6.3	6.3	6.3	8.4	6.	7.2	7.2	8.6	8.4	8.4	20.4	8.4	.74	100
105	6.4	6.4	6.4	8.6	6.2	7.3	7.4	8.8	8.7	8.7	20.9	8.7	.755	105
110	6.5	6.5	6.5	8.7	6.3	7.4	7.6	9.	9.	9.	21.4	9.	.77	110
115	6.6	6.6	6.6	8.8	6.5	7.5	7.8	9.2	9.3	9.3	21.9	9.3	.785	115
120	6.7	6.7	6.7	8.9	6.5	7.6	8.	9.4	9.6	9.6	22.4	9.6	.80	120
125	6.8	6.8	6.8	9.6	6.8	8.1	8.2	9.6	9.8	9.8	22.8	9.8	.815	125
130	7.	7.	7.	10.1	7.	8.2	8.4	9.8	10.1	10.1	23.3	10.1	.83	130
135	7.1	7.1	7.1	10.4	7.2	8.3	8.6	10.	10.4	10.4	23.8	10.4	.845	135
140	7.2	7.2	7.2	10.7	7.3	8.5	8.8	10.2	10.7	10.7	24.3	10.7	.86	140
145	7.3	7.3	7.3	11.	7.4	8.6	9.	10.4	11.	11.	24.8	11.	.875	145
150	7.4	7.4	7.4	11.3	7.5	8.7	9.2	10.6	11.3	11.2	25.3	11.3	.89	150
155	7.5	7.5	7.5	11.6	7.9	8.8	9.4	10.8	11.6	11.4	25.8	11.6	.905	155
160	7.6	7.6	7.6	11.9	8.1	8.9	9.6	11.	11.9	11.5	26.3	11.9	.92	160
165	7.7	7.7	7.7	12.2	8.2	9.	9.8	11.2	12.2	11.6	26.8	12.2	.935	165
170	7.8	7.8	7.8	12.5	8.4	8.6	10.	11.4	12.5	11.7	27.3	12.5	.95	170
175	7.9	7.9	7.9	12.7	8.5	8.7	10.2	11.6	12.7	11.8	27.7	12.7	.965	175
180	8.	8.	8.	13.	8.7	8.8	10.3	11.8	13.	12.	28.2	13.	.98	180
185	8.1	8.1	8.1	13.3	8.8	8.9	10.5	12.	13.3	12.1	28.7	13.3	.995	185
190	8.2	8.2	8.2	13.6	8.9	9.	10.7	12.2	13.6	12.1	29.2	13.6	1.01	190
195	8.3	8.3	8.3	13.9	9.1	9.1	10.9	12.4	13.9	12.1	29.7	13.9	1.025	195
200	8.4	8.4	8.4	14.2	9.1	9.2	11.1	12.6	14.2	12.1	30.	14.2	1.04	200
210	8.6	8.6	8.6	14.4	9.2	9.4	11.5	12.8	14.7	12.2	30.5	14.4	1.06	210
220	8.8	8.8	8.8	14.6	9.3	9.6	11.9	13.	15.2	12.3	31.2	14.8	1.08	220
Miles	5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 210 220													Miles

COMMODITY RATES (SEE NOTE L)—CONTINUED

Miles	Lumber (hard and soft), lath and shingles in straight or mixed C. L.	Sash doors and blinds in straight or mixed C. L.	Sash doors or blinds in mixed C. L. with lumber (hard and soft), lath or shingles	Bags and bagging, C. L. (See note *m*)	Cement (paving and roofing, tar and pitch C. L. (See note *n*), minimum weight 40,000 lbs.	Paper, lining, roofing, etc.) C. L. minimum weight 40,000 lbs. (See note *o*)	Box board (paper) and wood pulp board, C. L. minimum weight 40-000 lbs.	Egg case fillers, etc. C. L. (See note *p*)	Beer, C. L. Effective October 1, 1908 (See note *q*)	Starch, C. L. Effective October 1, 1908 (See note *r*)	Harness and Saddlery, C. L. Effective March 22, 1909, minimum weight 20,000 lbs.	Glucose, C. L. Effective March 22, 1909. (See note *s*)	Stone, C. L. (All kinds) Effective Mar. 22, 1909. (See note *t*). Rate in dollars and cents per ton of 2,000 lbs.	Miles
230	9.	9.	9.	14.8	9.4	9.8	12.3	13.8	15.6	12.4	31.7	15.2	1.10	230
240	9.2	9.2	9.2	15.	9.5	10.	12.7	14.	16.	12.5	32.2	15.6	1.12	240
250	9.4	9.4	9.4	15.2	9.6	10.2	12.8	14.2	16.2	12.6	32.7	17.	1.14	250
260	9.6	9.6	9.7	15.4	9.7	10.4	13.	14.4	16.4	12.7	33.2	17.4	1.16	260
270	9.7	9.7	9.9	15.6	9.8	10.6	13.2	14.6	16.6	12.8	33.7	17.8	1.18	270
280	9.7	9.7	10.1	15.8	9.9	10.8	13.4	14.8	16.8	12.9	34.5	18.2	1.20	280
290	9.8	9.8	10.3	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.22	290
300	9.8	9.8	10.5	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.24	300
310	9.9	9.9	10.7	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.25	310
320	9.9	9.9	10.9	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.26	320
330	10.	10.	11.1	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.27	330
340	10.	10.	11.3	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.28	340
350	10.1	10.1	11.6	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.29	350
360	10.1	10.1	11.8	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.30	360
370	10.2	10.2	12.	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.31	370
380	10.2	10.2	12.2	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.32	380
390	10.3	10.3	12.4	16.5	10.5	11.5	14.	15.5	17.5	13.5	35.5	19.	1.33	390
400	10.8	10.8	12.6	17.	11.	12.	14.5	16.	18.	14.	36.	19.5	1.34	400
410	11.4	11.4	12.8	17.5	11.5	12.5	15.	16.5	18.5	14.5	36.5	20.	------	410
420	12.	12.	13.	18.	12.	13.	15.5	17.	19.	15.	37.	20.5	1.36	420
430	12.6	12.6	13.2	18.5	12.5	13.5	16.	17.5	19.5	15.5	37.5	21.	------	430
440	13.	13.	13.4	19.	13.	14.	16.5	18.	20.	16.	38.	21.5	.38	440
450	13.7	13.7	13.7	19.5	13.5	14.5	17.	18.5	20.5	16.5	38.5	22.	------	450
460	13.9	13.9	13.9	20.	14.	15.	17.5	19.	21.	17.	39.	22.5	1.40	460
470	14.1	14.1	14.1	20.5	14.5	15.5	18.	19.5	21.5	17.5	39.5	23.	------	470
480	14.3	14.3	14.3	21.	15.	16.	18.5	20.	22.	18.	40.	23.5	1.42	480
490	14.5	14.5	14.5	21.5	15.5	16.5	19.	20.5	22.5	18.5	40.5	24.	------	490
500	14.7	14.7	14.7	22.	16.	17.	19.5	21.	23.	19.	41.	24.5	1.44	500

Pages VI and VII. Plaster Board, C. L.: Include with commodity rate on salt,

Page VII—Note *e*. Paper: Document manila, news print, printing, not enamline, cement, plaster, stucco. (Effective March 15, 1909.)
eled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building), lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch gravel roofing, chip board, wrapping, including rag, oiled manila, waxed manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive of rosin glazed, or vegetable parchment wrapping paper), manila rope, tailors' pattern, tissue (plain), toilet, roofing felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads, minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles and at the rates named in this item. (Effective March 15, 1909.)

Note *l*. It must be understood that in no case should the rates named herein with minimum weight provided be used when the application of the class rates and minimum weights governed by Iowa Classification would result in lower charges.

Note *m*. Bags and bagging, in bales or rolls, viz: Brown cotton, burlap, clayed, cotton grain, Jute. Min. C. L. wt. 30,000 lbs.

Note *n*. Cement, paving or roofing, viz: Asphaltic, pitch, petroleum pitch, and tar (in solid form); tar, viz: asphaltic and coal; pitch, viz: asphaltic and coal tar. In barrels min. C. L. wt. 40,000 lbs. In tank cars, capacity of tank.

Note *o*. Paper, viz: Lining, (building, plain or prepared), roofing, (plain or prepared), asphalt gravel roofing, pitch gravel roofing, chip board, roofing felt, saturated felt, strawboard, tarred felt, tarred paper, roof coating (exclusive of earth paint), roofing cement or pitch, including petroleum pitch, may be shipped in mixed carloads with the articles and at the rates named in this item. Min. C. L. wt. 40,000 lbs.

Note *p*. Egg-case fillers (strawboard), egg-case fillers (wood-pulp board), wooden egg cases filled with egg-case fillers, K. D. flat, min. C. L. wt. 30,000 lbs.

Note *q*. Beer, C. L. Beer, beer tonic, hop tonic, hop tea tonic, malt food, malt tonic, weiss beer in straight or mixed carloads, minimum weight 30,000 lbs.

Note *r*. Starch, C. L. Starch and starchose in straight or mixed carloads, minimum weight 30,000 lbs.

Note *s*. Glucose, C. L. Glucose jelly, corn syrup, grape sugar, sugar syrup, sorghum, maple syrup substitutes, corn syrup, corn sugar, sorghum syrup and molasses, straight or mixed C. L., minimum weight 40,000 lbs.

Note *t*. Stone, C. L. (All kinds.) Rough quarried or crushed, gypsum rock, sand, gravel, cinders or burnt earth, clay and shale. Minimum C. L. weight 30,000 lbs.

ERRATA:

Page VI. In commodity rate on wheat, there should be a comma between the words wheat and flour.

Page VII. Rate on hard coal for 240 miles should read $2.16.

Page 264. Class E. 80% rate for 110 miles should be $4.08c.

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

Des Moines, Iowa, March 19, 1909. DWIGHT N. LEWIS, *Secretary*.

No. 4008.—1909.

IN RE SUPPLEMENT NO. 4, TO IOWA CLASSIFICATION NO. 14.

On June 29, 1909, it was ordered by the Board that date for hearing of all petitions then on file for changes in Iowa Classification be fixed for Tuesday, July 20, 1909, ten o'clock a. m. at the office of the Board in Des Moines, and that proper and legal notice of the same be given. Publication of notices, as required by law, was made and a large number of personal notices were sent interested parties by mail.

On the day named for hearing the following named persons appeared for the interests named:

V. D. Fort, Ill. Cent. R. R. Co.; Geo. H. Crosby, C., B. & Q. R. R. Co.; M. J. Golden, J. C. Davis and F. P. Eyman, C. & N.-W. Ry. Co.; Wm. Ellis, C., M. and St. P. Ry. Co.; G. W. Morrison, C. G. W. Ry. Co.; A. W. Eberhart, Carroll Wright and T. H. Simmons, C., R. I. & P. Ry. Co.

F. O. Bailey, Marshalltown Sugar and Syrup Refining Co.; J. C. Lane, for certain corrugated tile interests; Merritt Greene, Corn Belt Meat Producers' Assn.; G. A. Wrightman, Iowa Manufacturers Assn.; E. G. Wylie, Greater Des Moines Committee; W. B. Martin, Dubuque Shippers and Manufacturers Assn.; M. D. Smiley, Clinton Manufacturers Assn.; J. H. Cownie, Cownie Glove Co.; A. Sykes and Harry Wallace, Corn Belt Meat Producers Assn.; Mr. Burroughs of Marshalltown; C. J. Bell, Sioux City Commercial Club.

Full hearing was had with reference to applications before the Board; hearing being continued over including July 21, 1909. During the progress of the hearing and at its conclusion, the Board made rulings upon various petitions as follows:

Application for rule with reference to crating vehicles was contiued and petitioners asked to amend their petition stating precisely what was wanted.

Application for wood fuel rates on white oak fence posts in car loads was denied.

Application that furnaces complete, including all parts and fixtures, castings, registers, etc.,take the same rate as furnaces N. O. S., granted.

Application with reference to rate on Power Corn Shellers, K. D., continued.

Application for rate on Coal Drills in bundles, granted.

Application for change in "prepaid" requirement in shipment of Household Goods, denied.

Application for exception to Rule 27, Iowa Classification, with reference to marking L. C. L. shipments of Brick, granted.

Application for change in Classification on Butter in Boxes and Tubs was withdrawn.

Application for rating on concrete ties was continued for further hearing.

Application for same rate on new Poultry Coops when returned to shipper as upon second-hand coops, denied.

Application for commodity rate on Vinegar in carloads, granted.

Application for modification of rule with reference to returning Agricultural Implements, etc., at half rates so as to include "branch houses," granted.

Application for change in rate on railway material, withdrawn.

Application for Fourth Class L. C. L. rate on Iron Barn Door Hangers, etc., continued for further hearing.

Application for Third Class L. C. L. rate on Corrugated Iron and Steel Culverts, nested and not nested, continued for further hearing.

Application for mixed C. L. rate on Sinks and Lavatories, passed.

Application for change in rating on Hoisting Drums, etc., granted.

Application by railway companies that L. C. L. rate on Sash Weights, Iron or Cement, L. C. L., be changed from Fifth to Fourth Class, was granted for the reason that Fifth Class is a carload class and should not apply to less than carload shipments. For the same reason, applicantion for raise in rates on Wall Cleaning Paste or Compound was granted.

Application by railway companies that Rule 35, as amended by Supplement No. 2, Iowa Classification No. 14, referring to minimum weights on Live Stock in C. L., be abrogated and cancelled, denied, except that if conditions remain the same as at present, the exception to the rule applying to shipments of Live Stock will be cancelled on June 1, 1910.

Application of railway companies that rule No. 38, promulgated in Supplement No. 2 be modified by striking out the words "or neglect," was granted.

Application of railway companies for restoration of Second Class L. C. L. on Double Trees, Eveners, etc., denied.

Application of railway companies that minimum rate on Baskets, C L. be advanced from 8,000 lbs. to 10,000 lbs., and the rating from Fourth Class to Second Class, denied.

Application of railway companies that rate and valuation rule applying on Candy, Chewing Gum, etc., be modified to read as provided by Western Classification, denied.

Application of railway companies that Classification on Maple Sugar substitutes be raised so as to take the same rating as "Sugar, Maple or Lemon," denied.

Application of railway companies that Classification on Scrap Paper be modified to take Second Class L. C. L. instead of Third Class, was denied.

Application of railway companies for modification of Classification in Leather Articles, N. O. S., etc., from Second Class L. C. L. to First Class L. C. L. was denied.

Application of railway companies that Hides, green and salted, be raised from Fourth Class to Third Class, L. C. L., was denied.

Application of railway companies that rating on Tallow in barrels or casks, L. C. L., be restored to ratings as originally provided in Iowa Classification No. 14, was continued for further hearing.

In accordance with the action taken in these cases, the Board ordered that Supplement No. 4 to Iowa Classification No. 14 be prepared showing all changes ordered by the Commission on July 20th and July 21st, 1909, herein set out, said Supplement No. 4 to include all existing Amendments to Commodity Rates and Supplements to Iowa Classification No. 14 previously made and not in conflict with the changes ordered by the Board on date last named, and that notice of the taking effect of such Supplement No. 4, be published according to law, the same to become effective as soon as proper publication could be made.

In accordance with the order of the Board as noted, Supplement No. 4 was to take effect September 1, 1909. Copy of said supplement follows:

SUPPLEMENT NO. 4 CANCELS SUPPLEMENT NO. 3.

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

SUPPLEMENT NO. 4 IS IN EFFECT AND CONTAINS ALL CHANGES TO IOWA CLASSIFICATION NO. 14 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated July 21, 1909. Effective September 1, 1909.

ARTICLE — Index No.

A

Agricultural Implements 37
Agricultural Implements, returned for repairs, etc. 66
Animal and Poultry Food 40
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B

Bags and Bagging, see Commodity Rates.
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Baskets 41, 42
Batteries 20
Bed Rail Fastenings 16
Bed Springs with Cots and Mattresses 61
Beer, see Commodity Rates.
Blinds, Sash and Doors, see Commodity Rates.
Boots and Shoes 5
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Box Stuff 44
Brick 67, 68, 69, 70, 71, 72, 73, 74
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C

Camping Outfits, etc 65
Carriers, Hay 57
Carts and Wheelbarrows, Childrens' 33
Cement, Paving and Roofing, see Commodity Rates.
Chautauqua Outfits, etc. 63
Chinaware 8
Cinders, see Commodity Rates.
Citrons and Melons 30
Clay, see Commodity Rates.
Coal Drills 77, 78
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Compound, Wall Cleaning 76
Condition Powder Regulator 40
Confectionery 43
Corn Huskers, etc. 2
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Cream Separators 45

D

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Doubletrees, etc. 39
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ARTICLE — Index No.

E

Egg Case Fillers, see Commodity Rates.
Empty Packages Returned 1
Engines, Gasoline 19
Engines, Gasoline, returned for repairs, etc. 80
Ensilage Cutters, etc. 2
Epsom Salts 61
Equalizers, etc. 39
Eveners, etc. 39

F

Fishing Tools 24
Fodder Shredders, etc. 2
Food, Animal and Poultry 40
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G

Gasoline Engines 19, 38, 45
Gasoline Engines returned for repairs, etc. 80
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Gravel, see Commodity Rates.
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Gypsum Rock, see Commodity Rates.

H

Hangers, Iron 82
Harness and Saddlery 14
Hay Carriers 57
Heaters, Air Tight 28
Hides 54
Hoisting Drums 84
Hoisting Machines 81, 82, 83, 84, 85

I

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Iron, Sheet 62

L

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Leather and Articles of 52
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Lumber, see Commodity Rates.

M

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Melons and Citron 30
Merry-Go-Rounds, etc. 26
Mineral Wool 21
Minimum Weight on Live Stock 35, 66
Monuments 22
Motorcycles etc. 23

N

Neckyokes, etc. 39

O

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Paper, Scrap	48, 49, 50, 51
Paper, List under Commodity Rate	34
Paper, Wrapping	25
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Plaster Board, see Commodity Rates.	
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ARTICLE	Index No.
V	
Vaults, Grave, Iron or Steel	59
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W	
Wagons, Spring	3
Wagons, Children's	33
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CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
64	Sept. 1, 1909	6	Rule 35	Note. Rule 35 as shown by Index No. 35 of Supplement No. 3 (effective March 15, 1909), to Iowa Classification No. 14, to remain in force until June 1, 1910. If the conditions as to the length of cars remain the same as at present the exception to the rule applying to shipments of live stock will be cancelled.		
65	July 13, 1909	6	Rule 38	*When the consignee of a shipment of freight refuses to receive same, it shall be the duty of the carrier at point of destination to promptly notify forwarding agent at point of origin of such facts; it shall be the duty of the forwarding agent to promptly notify consignor of the refusal of consignee to receive the freight, and said consignor shall not be liable for storage charges accruing on said shipment, unless such notice is properly given.		
66	Sept. 1, 1909	9	7	Agricultural Implements, Windmills and parts thereof, returned to factory making them, to branch houses thereof or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff will be charged. All charges to be prepaid.		
67	"	21	23	Brick:		
68	"	21	24	Common, N. O. S., (Exception to Rule 27)	4	
69	"	21	25	Fire (Except stove lining), (Exception to Rule 27)	4	
70	"	21	26	Fire, for furnace lining (Exception to Rule 27)	4	
71	"	21	27	Paving (Exception to Rule 27)	4	
72	"	21	28	Porous (Exception to Rule 27)	4	
73	"	21	29	Pressed and Ornamental Figured (Exception to Rule 27)	4	
74	"	21	30	Silicate (Exception to Rule 27)	4	
75	July 13, 1909	32	7	Tank Blocks and Flattening Blocks (fire clay) (Exception to Rule 27)	4	
76	Sept. 1, 1909	61	20	Sulphur and Sulphur Candles: In boxes or kegs	3	
77	"	67	49	Wall Cleaning Paste or Compound	4	5
78	"	67	50	Coal Drills: Boxed	3	
79	"	70	27	In barrels	3	
				Sash Weights, (Iron or Cement): Strung on cord or in bbls. or boxes	4	D

80	"	85	11-a	Gasoline Engines, returned to factory making them, to branches thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff rates will be charged. All charges to be prepaid.		
				Hoisting Machines, freight and passenger, including Wire Tramways and Dumb Waiters:		
81	"	87	6-a	*Hangers, iron:	4	
82	"	87	6-b	In boxes or bbls.	4	
83	"	87	6-c	Weighing 100 lbs. each or over	2	
84	"	87	19	Hoisting Drums (cast iron) on skids	4	5
85	"	87	9-a	*Rods	}	Min. wt.
86	"	129	16-a	*Furnace Complete, consisting of castings, loose and in bbls., registers in bbls., faces in bdls., pipe crated, fittings crated	3	20,000 lbs.
87	"	139	27	Vehicles and Parts thereof (Except Automobiles), returned to factory making them, to branch houses thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff rates will be charged. All charges to be prepaid. (Exception to Rule 17-c.)		

RE-ISSUED ITEMS FROM SUPPLEMENT No. 3 TO IOWA CLASSIFICATION No. 14

1	Sept. 1, 1908	5	Rule 18	When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the Agent may satisfy himself that they have been used, when filled, in the transportation of a regular consignment on the road. If agents have reasons to believe that the packages when filled, were originally forwarded by competing lines or by Express, they may make a note to that effect on the waybill, and charge at the regular rates for new packages.	}	A Min. wt. 20,000 lbs.
2	"	10	14	Corn Huskers, Ensilage Cutters and Fodder Shredders, K. D., small parts in bundles	3	A Min. wt. 20,000 lbs.
3	"	12	14	Potato Diggers:	}	
			18	Walking:	D1	
			19	S. U.		
4	"	14	56	Post Hole Diggers: Foot note referring to Post Hole Diggers canceled.		

*New Item.

REISSUED ITEMS FROM SUPPLEMENT No. 3 TO IOWA CLASSIFICATION No. 14.—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
5	"	18	52	Boots and Shoes:		
			53	Boxed, C. L. 3, canceled.		
6	"	26	26	Iron Oil Barrels, minimum C. L. weight 16,000 lbs (Subject to Rule 6-B.)	½ of 4	D
7	"	31	43	Soda:		
			46	Bichromate of Cancel: Minimum C. L. weight 36,000 lbs. C. L. 4.	3	
8	"	37	27	Chinaware and Porcelainware in boxes, bbls., kegs, casks, hhds., or tierces	1	
9	"	39	39	Aniline Salts, used in mixing dyes Cancel C. L. 4.	1	
10	"	55	26	Fuse and Squibs, boxed Cancel C. L. 3.	1	
11	"	55	30	Poultry:		
			31	Alive, including live Pigeons, L. C. L. shipments in coops or crates, P. P. or guaranteed. (Subject to rule 6-B.) No allowance for feed or water	1	4 Min. wt. 20,000 lbs.
12	"	58	8	Glucose, Glucose Jelly and Syrup, Corn Syrup, Corn Sugar and Grape Sugar, in wood	4	5
			11	Grape Sugar and Corn Sugar in cloth bags	4	5
13	"	60	26	Pepper in bags, boxes or casks Cancel C. L. 4.	2	
14	"	62	14	Harness and Saddlery: Cancel foot note, "Articles listed under Harness and Saddlery may be shipped in straight or mixed C. L., minimum weight 20,000 lbs., 3d class."		
15	"	65	9	§Bridge Material: §Note. Bridge builders' outfits, consisting of building cement, domestic or imported; pile driver hammers and frames, tools in boxes or barrels, consisting of blacksmith chisels, set hammers, crowbars, gauges, punches, levels, mauls, picks, shovels, sledges, tongs, wrenches, chains, ropes and blocks; piling pine, oak or cedar; and lumber, pine, oak, hemlock or fir, when shipped in mixed carloads with iron bridge material, C. L. 5.		
16	"	66	38	Bed Rail Fastenings, in boxes or kegs and side bed rails	4	5
17	"	70	41	Note. Plate Iron, 4-gauge or lighter may be loaded in mixed C. L., with Sheet Iron at 5th class.		

18	"	75	15	Liquors and Liquids, N. O. S., alcoholic:		
			16	In glass, cans or jugs, packed in open boxes, kegs or jackets, or in barrels, corks secured by paper strips, metal caps, cement or wire	D1	
				Cancel C. L. 3.	2	
			18	In wood or in iron drums Cancel C. L. 4.		
19	"	85	8	Engines:		
			11	Gasoline, portable, with elevator attachments, small parts detached and boxed, C. L. minimum weight 24,000 lbs	1	A
			11-a	*Gasoline Locomotives, minimum C. L. weight 24,000 lbs	1½	A
20	"	85	10	The following note refers to item 10, page 85: †Batteries used in connection with Gasoline Engines may be shipped in carloads with engines to which they belong, at Class A rates.		
21	"	95	6	Mineral Wool, Mineral Wool Board and Rock or Granite Wool, minimum C. L. weight 20,000 lbs	3	5
22	"	96	40	Monuments, metal, including bronze N. O. S., boxed	1	
			40-a	*Monuments, White Bronze, boxed or crated	3	
23	"	96	55	Motorcycles, Quadricycles and Tricycles, with motor attachments, boxed or crated	2½ t 1	
24	"	102	40	Drills, Jars, Joints, Bits and Sockets (for drilling) and Fishing Tools	3	
25	"	108	6	Paper:		
			17	Wrapping:	3	5
			18	N. O. S., in bundles, boxes or crates		3
26	"	125	41	Merry-Go-Rounds, Carousals or Steam Riding Galleries, including power, K. D.	1½	Min. wt.
			42	Ferris Wheels, K. D.	1½	16,000 lbs.
			43	Shooting Galleries, K. D. (Subject to Rule 6-B.)	2	
27	"	125	53	Skates, Ice and Roller, boxed Cancel, C. L. 4.		
28	"	130	1	Air Tight Heaters (sheet iron) N. O. S. crated, minimum C. L. weight 20,000 lbs. (Exception to Rule 6-B.)	1	5
29	"	136	31	Traps:		
			32	Animal or Bird, packed flat in bundles Cancel, C. L. 4.	1	
			33	Animal (steel) in bundles or boxes Cancel, C. L. 4.	2	
30	"	138	17	Citrons and Melons Prepaid:		
			20	Loose	1	

*New Item.

REISSUED ITEMS FROM SUPPLEMENT No. 3 TO IOWA CLASSIFICATION No. 14.—CONTINUED

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
31	"	139	24	Passenger vehicles, N. O. S. and finished parts thereof, minimum weight 12,000 lbs. for cars not exceeding 45 feet in length, outside measurement (exception to Rule 6-B.) A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length, charges on any carload shipment not to be less than for 4,000 lbs. at 1st Class rate		3
32	"	141	1	Spring Wagons, N. O. S., K. D., boxed or crated (except shafts and poles)	1	
33	"	146	11	Wagons, Carts and Wheelbarrows, Children's:		
			13	Boxed or crated	1½	
34	March 15, 1909	VII	Note e	Note e. Paper: Document manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building), lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch, gravel roofing, chip board, wrapping, including rag, oiled manila, waxed manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive or rosin glazed or vegetable parchment wrapping paper), manila rope, tailors' pattern, tissue (plain), toilet, roofing, felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads, minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles and at the rates named in this item.		
35	"	6	Rule 35	When cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered, provided, however, that car 36 feet long, inside measurements, will be the minimum in such cases, except as to the shipment of live stock, and as to such shipments of live stock, car 31 feet long, inside measurement, shall be the minimum.		
36	"	10	26-a	*Seed Corn Testers or Germinators:		
				Crated, Min. C. L. wt. 24,000 lbs	3	A

37	"	13	48	Agricultural Implements:		
				Note 1—Combined Corn and Cob Mills, Grain Grinding Mills, N. O. S. (exclusive of Roller Mills), Clevises, Rake Teeth iron or wood, Wrenches, (Agricultural, iron or steel), and Monkey Wrenches, not exceeding 8,000 pounds of each article specified herein may be shipped in mixed carloads with Agricultural Implements mentioned above at Class A, min. wt. 20,000 lbs.		
38	"	13	49	Note 2—Gasoline Engines, packed as required under machinery, Farm Wagons and Farm Trucks may be shipped in mixed C. L. with Agricultural Implements at Class A, min. wt. 20,000 lbs.		
39	"	14	1	Doubletrees, Eveners, Neckyokes, Singletrees, Whiffletrees and equalizers:		
			2	Finished	3	
40	"	15	27	Animal and Poultry Foods, N. O. S., Tonics, Regulator and Condition Powder Regulator (prepared):		
				Boxed, in bulk boxed, in pails, veneered drums, barrels or bags	4	B
				Invoice value not exceeding 10 cents per pound and so receipted for, min. C. L. wt. 30,000 lbs.		
41	"	16	60	Baskets, C. L., (Subject to Rule 6-B):		
42	"	16	62	Nested or K. D., min. C. L. wt. 8,000 lbs		4
				Nested and not nested, mixed, min. C. L. wt. 8,000 lbs		4
				Note—Carload must contain at least 75 per cent per dozen of nested baskets.		
43	"	33	24	Confectionery:		
				In barrels, pails, cases or drums, in tin pails, crated, galvanized steel bushel measures with tight wooden covers, galvanized iron pails, or in glass, boxed	3	
				Average invoice value not exceeding 15 cents per pound.		
44	"	34	31	Butter and Lard Tub and Butter Box Stuff:		
				Boxed, crated or in bundles	4	
45	"	36	42	Cream separators, detachable parts removed, boxed or crated, min. C. L. wt. 24,000 lbs	1	A
				Note:—Gasoline engines, packed as required under Machinery, may be loaded in mixed C. L. with Cream Separators, at Class A, min. wt. 24,000 lbs.		
46	"	56	12	Glass:		
				Leaded, including sash containing leaded plate glass.		
47	"	60	63	*Maple Sugar Substitute, consisting of Cane and Maple Sugar:		
				in barrels, boxes or pails, with tight covers, min. C. L. wt. 24,000 lbs	4	5

*New Item.

RE-ISSUED ITEMS FROM SUPPLEMENT No. 3 TO IOWA CLOSSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification Page	Iowa Classification Item	Article	L. C. L.	C. L.
48	"	72	30	Paper, Scrap:		
49	"	72	31	In bags or sacks	3	
50	"	72	32	In bales or crates	3	
51	"	72	33	In hogsheads or barrels	3	
				Note:—Paper scrap may be shipped in straight carloads, min. wt. 14,000 lbs. Class B.		
52	"	74	50	Leather and Articles of:		
53	"	81	4	N. O. S., in bundles or rolls	2	
				Turned Columns (solid or hollow) and Column Caps (for house trimmings) when made of other wood than Black Walnut, Cherry, Holly or Mahogany		
54	"	105	41	Hides:	4	
				Green and Green Salted, including Hog Skins (Cured, salted) in bundles, Min. C. L. wt. 26,000 lbs		
55	"	106	53	Tallow (rendered):	4	5
56	"	106	55	In barrels or cans with cloth tops or without cloth tops	4	
57	July 13, 1909	11	22-a	Hay Carriers and Hay Carrier Returners:		
				*In boxes or Barrels	3	
58	May 1, 1909	12	23	Potato Planters (wheeled):		
				Taken apart, wheels on or off, small parts tied in bundles	3	
59	July 13, 1909	22	28-a	*Grave Vaults, iron or steel	3	
				(Include with bracketed items 22 to 29, inclusive.)		
60	"	31	38-a	Salts—Epsom (sulphate of Magnesia):		
				*In barrels	3	3
				(Include with bracketed items 38, 39 and 40.)		
61	"	49	17	§Spring Beds, Mattresses (including Woven Wire Mattresses) and Wire Cots, minimum weight 10,000 lbs. (Subject to Rule 6-B.)		
62	May 1, 1909	70	41-a	*Sheet Iron, cut in shape for pipe:		
				Nested solid, Min. C. L. wt. 36,000 lbs	4	5
63	"	132	37-a	*Chautauqua Outfits, consisting of Tents, Poles, Camp Chairs, Circus Seats, Torches, Bedding, etc., Min. C. L. wt. 24,000 lbs.		C

*New Item.

COMMODITY RATES (SEE NOTE L).

(In cents per 100 lbs. except as otherwise noted).

| Miles | | | |

COMMODITY RATES (SEE NOTE L)—CONTINUED

Miles	Lumber (hard and soft), lath and shingles in straight or mixed C. L.*	Sash, doors and blinds in straight or mixed C. L.*	Sash, doors or blinds mixed C. L. with lumber (hard and soft), lath or shingles*	Bags and bagging, C. L. (see note *m*) †	Cement (paving and † roofing) tar and pitch C. L. (see note *n*) minimum weight 40,000 lbs.	Paper (lining, roofing, etc.) C. L. minimum weight 40,000 lbs. (see note *o*) †	Box board (paper and wood pulp board) C. L. minimum weight 40,000 lbs. †	Egg case fillers, etc., C. L. (see note *p*) †	Beer, C. L. Effective October 1, 1908. (See note *q*)	Starch, C. L. Effective October 1, 1908. (See note *r*)	Harness and saddlery, C. L. minimum weight 20,000 lbs. Effective March 22, 1909	Glucose, C. L. Effective March 22, 1909. (See note *s*)	Stone, C. L. (all kinds) (see note *t*) Rate in dol. and cts. per ton. 2,000 lbs. Effective Mar. 22, 1909	Vinegar, C. L. minimum weight 30,000 lbs. Effective Sept. 1, 1909	Miles
260	9.6	9.6	9.7	15.4	9.7	10.4	13.	14.4	16.4	12.7	33.2	17.4	1.16	16.9	260
270	9.7	9.7	9.9	15.6	9.8	10.6	13.2	14.6	16.6	12.8	33.7	17.8	1.18	17.1	270
280	9.7	9.7	10.1	15.8	9.9	10.8	13.4	14.8	16.8	12.9	34.5	18.2	1.20	17.3	280
290	9.8	9.8	10.3	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.22	17.5	290
300	9.8	9.8	10.5	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.24	17.5	300
310	9.9	9.9	10.7	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.25	17.5	310
320	9.9	9.9	10.9	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.26	17.5	320
330	10.	10.	11.1	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.27	17.5	330
340	10.	10.	11.3	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.28	17.5	340
350	10.1	10.1	11.6	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.29	17.5	350
360	10.1	10.1	11.8	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.30	17.5	360
370	10.2	10.2	12.	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.31	17.5	370
380	10.2	10.2	12.2	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.32	17.5	380
390	10.3	10.3	12.4	16.5	10.5	11.5	14.	15.5	17.5	13.5	35.5	19.	1.33	18.	390
400	10.8	10.8	12.6	17.	11.	12.	14.5	16.	18.	14.	36.	19.5	1.34	18.5	400
410	11.4	11.4	12.8	17.5	11.5	12.5	15.	16.5	18.5	14.5	36.5	20.	------	19.	410
420	12.	12.	13.	18.	12.	13.	15.5	17.	19.	15.	37.	20.5	1.36	19.5	420
430	12.6	12.6	13.2	18.5	12.5	13.5	16.	17.5	19.5	15.5	37.5	21.	------	20.	430
440	13.	13.	13.4	19.	13.	14.	16.5	18.	20.	16.	38.	21.5	1.38	20.5	440
450	13.7	13.7	13.7	19.5	13.5	14.5	17.	18.5	20.5	16.5	38.5	22.	------	21.	450
460	13.9	13.9	13.9	20.	14.	15.	17.5	19.	21.	17.	39.	22.5	1.40	21.5	460
470	14.1	14.1	14.1	20.5	14.5	15.5	18.	19.5	21.5	17.5	39.5	23.	------	22.	470
480	14.3	14.3	14.3	21.	15.	16.	18.5	20.	22.	18.	40.	23.5	1.42	22.5	480
490	14.5	14.5	14.5	21.5	15.5	16.5	19.	20.5	22.5	18.5	40.5	24.	------	23.	490
500	14.7	14.7	14.7	22.	16.	17.	19.5	21.	23.	19.	41.	24.5	1.44	23.5	500

*Effective July 13, 1909. †Effective May 1, 1909.

Pages VI and VII. Plaster Board, C. L.: include with commodity rate on salt, lime, cement, plaster, stucco. (Effective March 15, 1909.)

Page VII—Note *e*. Paper: Document manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building), lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch gravel roofing, chip board, wrapping, including rag, oiled manila, wax manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive of rosin glazed or vegetable parchment wrapping paper), manila rope, tailor's pattern, tissue (plain), toilet, roofing felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads, minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles at the rates named in this item. (Effective March 15, 1909.)

Note *l*. It must be understood that in no case should the rates named herein with minimum weight provided be used when the application of the class rates and minimum weights governed by Iowa Classification would result in lower charges.

Note *m*. Bags and bagging, in bales or rolls, viz: Brown cotton, burlap, clayed, cotton grain, Jute. Min. C. L. wt. 30,000 lbs.

Note *n*. Cement, paving or roofing, viz.: Asphaltic, pitch, petroleum pitch, and tar (in solid form); tar, viz.: asphaltic and coal; pitch, viz: asphaltic and coal tar. In barrels min. C. L. wt. 40,000 lbs. In tank cars, capacity of tank.

Note *o*. Paper, viz.: Lining (building, plain or prepared), roofing (plain or prepared), asphalt gravel roofing, pitch gravel roofing, chip board, roofing felt, saturated felt, strawboard, tarred felt, tarred paper, roof coating (exclusive of earth paint), roofing cement or pitch, including petroleum pitch, may be shipped in mixed carloads with the articles and at the rates named in this item. Min. C. L. wt. 40,000 lbs.

Note *p*. Egg-case fillers (strawboard) egg-case fillers (wood-pulp board), wooden egg cases filled with egg-case fillers, K. D. flat, min. C. L. wt. 30,000 lbs.

Note *q*. Beer, C. L. Beer, beer tonic, hop tonic, hop tea tonic, malt food, malt tonic, weiss beer in straight or mixed carloads, minimum weight 30,000 lbs.

Note *r*. Starch, C. L. Starch and starchose in straight or mixed carloads, minimum weight 30,000 lbs.

Note *s*. Glucose, C. L. Glucose jelly, corn syrup, grape sugar, sugar syrup, sorghum, maple syrup substitutes, corn syrup, corn sugar, sorghum syrup and molasses, straight or mixed C. L., minimum weight 40,000 lbs.

Note *t*. Stone, C. L. (All kinds.) Rough quarried or crushed, gypsum rock, sand, gravel, cinders or burnt earth, clay and shale. Minimum C. L. weight 30,000 lbs.

ERRATA:

Page VI. In commodity rate on wheat, there should be a comma between the words wheat and flour.

Page VII. Rate on hard coal for 240 miles should read $2.16.

Page 204. Class E. 80% rate for 110 miles should be 4.08c.

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

Des Moines, Iowa, July 21, 1909.

DWIGHT N. LEWIS, *Secretary*.

GENERAL CASES CLOSED

BY

CORRESPONDENCE

Cases Closed by Correspondence

No. 4009—1909.

Citizens of New Boston, or Nixon, vs. Atchison, Topeka and Santa Fe Railway Company.

Location of Depot.

Filed June 15, 1906. Closed January 24, 1908.

This was an application of the citizens of New Boston or Nixon for a union depot at railroad crossing of the Chicago, Burlington & Quincy and the Atchison, Topeka & Santa Fe railway companies.

A hearing upon the premises involved in the application was fixed by the Board for July 11, 1906. After giving due notice to all parties interested, the Board met at the time above stated. There were present D. J. Palmer, chairman, and N. S. Ketchum, members of the Commission. Many of the applicants appeared in person, and the railroads interested were duly represented. After inspecting the premises, hearing the evidence and being duly advised in the matter, the Board found that on account of the character of the ground, it would be impracticable to locate a union station at the point desired without incurring an expense that would be unwarranted from either a business standpoint or that of service to the public.

It was agreed by the Atchison, Topeka & Santa Fe Railway Company that at its expense it would locate a highway which would make the depot accessible to the public.

Therefore the petition of the complainants was denied upon condition that said railway company perform its agreement as to highway within a reasonable time. When said agreement is performed this case is closed.

No. 4010—1909.

A. J. Byerly, Mayor, Coggon, Iowa, vs. Chicago, Anamosa & Northern Ry. Co., and Illinois Central R. R. Co.

Dangerous Street Crossing.

Complaint Filed December 17, 1907. Closed November 20, 1909.

This complaint was an application by the Mayor of the town of Coggon, asking an order of the Board of Railroad Commissioners, of the State of Iowa, requiring the Chicago, Anamosa & Northern Railway Company to build certain guard rails or fences to the north approach of the bridge on Third street over Buffalo creek, in the town of Coggon, near and upon the depot grounds of the Chicago, Anamosa & Northern Railway Company, and as grounds for such order and application therefor the petitioner alleged that said approach was unsafe for public travel.

Pursuant to notice given the mayor of the town of Coggon and the Chicago, Anamosa & Northern Railway Company, the Board met on the site of the complaint on May 5, 1909, to view the same and hear such statements as might be offered by the parties.

There was no appearance made by the town of Coggon. The respondent railway company appeared by Henry Kiene, its President; Paul Kiene, its Assistant Secretary and Treasurer, and J. L. Kelsey, its General Manager.

On view of the premises and from statements made by the parties present it appeared to the Commission that the approach to the bridge in question had been, subsequent to the filing of the complaint herein, properly filled in with dirt and rock up to the dry walls of masonry and properly guarded by substantial wing fences of posts and plank, and the Board found said approach as then constructed was reasonably safe for the public travel upon and over same.

No. 4011—1909.

C. S. Atkinson, Mayor of Pocahontas, et al., vs. M. & St. L. R. R., and C., R. I. & P. Ry. Co.

Train Service Between Des Moines and Gowrie.

Complaint filed December 19, 1907. Closed January 4, 1909.

Complaint in this case was substantially as follows:

"We desire to call the attention of the Board of Railroad Commissioners to the train service of the M. & St. L. Ry. and the C., R. I. &. P. Ry. as it affects us in reaching points between Gowrie and Des Moines. Owing to the fact that the trains upon these two roads do not connect at Gowrie, it is impossible for us to make a continuous trip to and from any point between Gowrie and Des Moines, and our mail service to and from such points is also seriously affected. Mail from here to those points and from those points to this place must either go to Des Moines and then back, or go around by the Northwestern railway. This service is a great inconvenience to many of the people of our town and vicinity, and they are protesting against it very strongly."

Other complaints followed, and the case was submitted to the railway companies. The line from Des Moines to Gowrie is owned and operated by the M. & St. L. R. R. Co., and the C., R. I. & P. Ry. Co., has trackage rights over this piece of trackage for its trains from Des Moines on its Gowrie-Sibley branch. By the the terms of the agreement between the two railway companies, the C., R. I. & P. Ry. Co. was not prepared to take on or discharge passengers at any station between Des Moines and Gowrie. The trains of the two companies were not run in such a way that passengers could leave the train of the Rock Island at Gowrie and take passage the rest of the way on the M. & St. L. without great inconvenience.

The Board had a great deal of correspondence in this case with the various complainants and the railway companies, and on September 30,

1908, addressed communications to the officials of the above railway companies, respondents in this case, requesting them to re-arrange their trackage right agreement in order to accommodate this travel. Later the Board fixed hearing for December 4th in reference to this case, and notice was generally given all interested parties. On December 1, 1908, however, the Commissioners were informed that the railway companies had reached an agreement whereby the Rock Island trains should handle passengers at M. & St. L. stations between Gowrie and Des Moines and stations on the Rock Island railway northwest of Gowrie. This closed the case.

No. 4012—1909.

C. F. Klippel, et al., Lena, vs. M. & St. L. R. R. Co.

Depot Service and Train Service.

Train service granted.

Filed January 22, 1908. Closed March 19, 1909.

No. 4013—1909.

C. F. Miller, et al., vs. Chicago & Northwestern Railway Company.

Depot Service at Secor and Eldora Junction.

Filed February 8, 1908. Closed January 5, 1909.

No. 4014—1909.

E. H. Marshall, Fort Madison, vs. Chicago, Burlington & Quincy Railroad Company.

Drainage.

Filed February 15, 1908. Closed January 4, 1909.

No. 4015—1909.

H. Hadsell, et al., Elgin, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Filed February 15, 1908. Closed June 21, 1909.

No. 4016—1909.

City of Colfax, vs. Chicago, Rock Island & Pacific Railway Company.

Drainage.

Dismissed without prejudice.

Filed April 14, 1908. Closed July 8, 1909.

No. 4017—1909.

Mrs. Nellie E. Dilts, Indianola, vs. Chicago, Rock Island & Pacific Railway Company.

Right of Way Fence.

Provided as requested.

Filed April 24, 1908. Closed March 10, 1909.

No. 4018—1909.

City of Ottumwa vs. Chicago, Rock Island & Pacific Railway Company.

Drainage.

Satisfactorily adjusted.

Filed May 22, 1908. Closed December 3, 1909.

No. 4019—1909.

H. L. Laird, Secretary Coal Dealers Association of Iowa and Nebraska, Marshalltown, vs. Chicago, Rock Island & Pacific Railway Company.

Track Scales (Iowa City).

Installed as requested.

Filed May 22, 1908. Closed May 6, 1909.

No. 4020—1909.

W. H. Baker, Norwich, vs. Chicago, Burlington & Quincy Railroad Company.

Station Service.

Filed May 25, 1908. Closed January 18, 1909.

No. 4021—1909.

T. A. Bason, et al., Tuskeego, vs. Chicago, Burlington & Quincy Railroad Company.

Station Service.

Dismissed without prejudice.

Filed June 4, 1908. Closed July 8, 1909.

No. 4022—1909.

John F. Currier, Indianola, vs. Chicago, Rock Island & Pacific Railway Company.

Right of Way Fence.

Request complied with.

Filed July 3, 1908. Closed December 21, 1908.

No. 4023—1909.

L. M. Hartley, Salem, vs. Chicago, Burlington & Quincy Rrairoad Company.

Impaired Condition of Track and Consequent Poor Train Service.

Investigated.

Filed July 27, 1908. Closed June 18, 1909.

No. 4024—1909.

Smith, Litchty & Hillman Co., Waterloo, vs. Illinois Central Railroad Company.

Station Service at Mona.

Filed August 1, 1908. Closed April 29, 1909.

No. 4025—1909.

N. E. Kendall, et al., Albia, vs. Chicago, Burlington & Quincy Railroad Company.

Street Crossings.

Filed August 7, 1907. Closed April 2, 1909.

No. 4026—1909.

Citizens of Centerville, vs. Iowa Central Railway Company.

Train Service.

Filed August 8, 1908. Closed April 2, 1909.

No. 4027—1909.

S. L. Crook, Dunreath, vs. Wabash Railroad Company.

Station Service.

Filed August 14, 1908. Closed January 4, 1909.

No. 4028—1909.

Citizens of Patterson, Madison County, vs. Chicago, Burlington & Quincy Railroad Company.

Petition to Change Name of Station of Patterson in Des Moines County.

Request granted and name changed to Spring Grove.

Filed September 22, 1908. Closed March 18, 1909.

No. 4029—1909.

A. E. Merkel, et al., Berwick, vs. Chicago Great Western Railroad Company.

Station Service, Telegraph Operator.

Filed September 27, 1908. Closed December 14, 1908.

No. 4030—1909.

A. F. Bayles, et al., Cromwell, vs. Chicago, Burlington & Quincy Railroad Company.

Elevator Site.

Dismissed without prejudice.

Filed October 1, 1908. Closed January 28, 1909.

No. 4031—1909.

Mrs. Geo. McMahon, et al., Waukee, vs. Minneapolis & St. Louis Railroad Company.

Station Service.

Adjusted.

Filed October 2, 1908. Closed April 2, 1909.

No. 4032—1909.

Alta Commercial Club, Alta, vs. Illinois Central Railroad Company.

Station Service.

Dismissed without prejudice.

Filed Ortober 6. 1908. Closed April 2, 1909.

No. 4033—1909.

Citizens of Boone, Marshalltown, Clinton, Cedar Rapids, etc., vs. Chicago & North Western Railway Company.

Sleeping Car Service.

Dismissed.

Filed October 6, 1908. Closed April 2, 1909.

No. 4034—1909.

J. W. Reed, Ida Grove, vs. Chicago & North Western Railway Company.

Sleeping Car Service.

Dismissed.

Filed October 12, 1908. Closed December 14, 1908.

No. 4035—1909.

Albia Inter-Urban Railway Company, vs. Chicago, Burlington & Quincy Railroad Company.

Railway Crossing.

Complaint withdrawn.

Filed October 13, 1908. Case closed December 16, 1908.

No. 4036—1909.

Wm. Pendleton, Farmington, vs. Chicago, Rock Island & Pacific Railway Company.

Undercrossing, Farm.

Filed October 19, 1908. Closed January 28, 1909.

No. 4037—1909.

Th. Gunderson, Beloit, vs. Chicago, Milwaukee & St. Paul Railway Company.

Station Service.

Request for agent which was granted.

Filed October 22, 1908. Closed January 4, 1909.

No. 4038—1909.

W. A. Miller, Elkader, vs. Minneapolis & St. Louis Railroad Company.

Crossing Highway.

Dismissed.

Filed October 31, 1908. Closed April 2, 1909.

No. 4039—1909.

J. P. Conway, et al., Lansing, vs. Chicago, Milwaukee & St. Paul Railway Company.

Spur Track—Heytman's Station.

Satisfactorily adjusted.

Filed November 2, 1908. Closed April 2, 1909.

No. 4040—1909.

D. G. McCarty, Emmetsburg, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service at Bode.

Satisfactorily adjusted.

Filed November 4, 1908. Closed April 2, 1909.

No. 4041—1909.

J. C. White, et al., Maloy, vs. Chicago Great Western Railroad Company.

Train Service, Maloy.

Dismissed.

Filed November 5, 1908. Closed April 30, 1909.

No. 4042—1909.

P. J. Hession, Graettinger, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Dismissed.

Filed November 7, 1908. Clased May 12, 1909.

No. 4043—1909.

R. A. Elzy, Marshalltown, vs. Chicago, Rock Islalnd & Pacific Railway Company.

Station Service, Goldfield.

Dismissed.

Filed November 11, 1908. Closed January 28, 1909.

No. 4044—1909.

A. E. Wells, Spencer, vs. Chicago, Milwaukee & St. Paul Railway Company.

Dangerous Crossings—Flagman.

Adjusted.

Filed November 16, 1908. Closed December 14, 1908.

No. 4045—1909.

N. Wassenaar, Sioux Center, vs. Great Northern Railway Company.

Location for Coal Sheds.

Satisfactorily adjusted.

Filed November 19, 1908. Closed January 21, 1909.

No. 4046—1909.

J. C. White, Maloy, vs. Chicago Great Western Railroad Company.

Station Service, Maloy and Diagonal.

Filed November 19, 1908. Closed April 29, 1909.

No. 4047—1909.

J. R. Plummer, Clearfield, vs. Chicago, Burlington & Quincy Railroad Company.

Track Scales, Humeston.

Inspected.

Filed November 24, 1908. Clolsed April 2, 1909.

No. 4048—1909.

Citizens of Metz, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Adjusted.

Filed November 27, 1908. Closed June 5, 1909.

No. 4049—1909.

Farmers' Exchange Co., Charles City, vs. Illinois Central Railroad Company.

Elevator Site. Removal of Elevator.

Dismissed without prejudice.

Filed December 1, 1908. Closed December 3, 1909.

No. 4050—1909.

J. L. Wilson, Almont, vs. Chicago & North Western Railway Company.

Station Service.

Improvements requested were granted.

Filed December 2, 1908. Closed January 4, 1909.

No. 4051—1909.

C. L. Percival Co., Des Moines, vs. Iowa Central Railway Company.

Freight Service. Routing of Shipments.

Filed December 2, 1908. Closed January 21, 1909.

No. 4052—1909.

B. F. Thomas & Sons, Traer, vs. Chicago & North Western Railway Company.

Freight Service.

Improvement made as requested.

Filed December 2, 1908. Closed December 28, 1908.

No. 4053—1909.

R. C. Racine, et al., Alden, vs. St. Paul & Des Moines Railroad Company.

Freight Train Service.

Adjusted.

Filed December 3, 1908. Closed January 13, 1909.

No. 4054—1909.

O. M. O'Reilly, St. Paul, Minn., vs. Chicago, Rock Island & Pacific Railway Company.

Station Service. (Carnforth Jct.)

Checking baggage arranged for.

Filed December 8, 1908. Closed January 4, 1909.

No. 4055—1909.

Citizens of Bridgewater, vs. Chicago, Burlington & Quincy Railroad Company.

Station Service.

New depot provided for.

Filed December 15, 1908. Closed April 2, 1909.

No. 4056—1909.

J. H. Mackrill, Griswold, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service.

Closed without prejudice.

Filed December 18, 1908. Closed April 2, 1909.

No. 4057—1909.

C. W. Hackler, et al., Fort Dodge, vs. Chicago Great Western Railroad Company.

Train Service (Vincent, Iowa.)

Adjusted.

Filed December 23, 1908. Closed April 2, 1909.

No. 4058—1909.

L. J. Owen, Rockwell City, vs. Chicago, Milwaukee & St. Paul Railway Company.

Crossing, Farm.

Adjusted.

Filed December 29, 1908. Closed January 21, 1909.

No. 4059—1909.

B. E. Moore, et al., Prairie City, vs. Chicago, Rock Island & Pacific Railway Company.

Telephone in Depot.

Installed.

Filed December 30, 1908. Closed July 8, 1909.

No. 4060—1909.

F. H. Stone, Randolph, vs. Wabash Railroad Company, and Chicago, Burlington & Quincy Railroad Company.

Station Service. Crossing of Railroad Tracks near White Cloud.

Union station established.

Filed December 31, 1908. Closed May 20, 1909.

No. 4061—1909.

Citizens of Gilman, vs. Iowa Central Railway Company.

Train Service.

Dismissed without prejudice.

Filed January 5, 1909. Closed January 28, 1909.

No. 4062—1909.

Citizens of Geneva, vs. Iowa Central Railway Company.

Station Service.

Conditions remedied.

Filed January 6, 1909. Closed February 12, 1909.

No. 4063—1909.

C. J. and O. A. Larson, Albia, vs. Chicago, Burlington & Quincy Railroad Company, and Smoky Hollow Coal Co.

Spur Track.

Dismissed without prejudice. No jurisdiction.

Filed January 8, 1909. Closed July 8, 1909.

No. 4064—1909.

V. Rousch, Onawa, vs. Chicago & North Western Railway Company.

Spur Track and Milling in Transit Rates.

Adjusted.

Filed January 11, 1909. Closed May 12, 1909.

No. 4065—1909.

Board of Railroad Commissioners, vs. Chicago, Burlington & Quincy Railroad Company.

Station Service. Conway Crossing.

Filed January 11, 1909. Closed November 13, 1909.

No. 4066—1909.

J. F. Yothers, Toledo, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service (Potter).

Adjusted satisfactorily.

Filed January 11, 1909. Closed February 11, 1909.

No. 4067—1909.

Neil Robertson, Akron, vs. Chicago, Milwaukee & St. Paul Railway Company.

Drainage.

Aujusted.

Filed January 14, 1909. Closed May 12, 1909.

No. 4068—1909.

Milo Jamison, et al., Newport, vs. Iowa Central Railway Company.

Train Service. (Newport, Iowa.)

Adjusted.

Filed January 15, 1909. Closed April 2, 1909.

No. 4069—1909.

C. H. Polk, et al., Sidney, vs. Chicago, Burlington & Quincy Railroad Company.

Passenger Accommodations on Stock Trains.

Dismissed.

Filed January 16, 1909. Closed April 27, 1909.

No. 4070—1909.

Neri Ogden, Martinsburg, vs. Iowa Central Railway Company.

Train Service.

Petition granted.

Filed January 20, 1909. Closed September 23, 1909.

No. 4071—1909.

Harry Simmons, Boone, vs. Chicago & North Western Railway Company.

Sanitary Conditions at Station.

Toilet accomodations provided.

Filed January 23, 1909. Closed January 28, 1909.

No. 4072—1909.

Frank Leimkueler, Moscow, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Adjusted.

Filed January 26, 1909. Closed June 5, 1909.

No. 4073—1909.

F. P. Cady, Hubbard, vs. Chicago & North Western Railway Company.

Sites for Coal Bins.

Satisfactorily adjusted.

Filed January 28, 1909. Closed April 12, 1909.

No. 4074—1909.

Citizens of Greeley, vs. Chicago, Milwaukee & St. Paul Railway Company.

Station Service. Condition of Platform.

Conditions remedied.

Filed February 6, 1909. Closed April 2, 1909.

No. 4075.—1909.

Train Service on the Cumberland Branch of the C., B. & Q. R. R. Company.

While no specific complaint was filed with the Board respecting train service on the branch, the Commissioners discussed the conditions with the officials of the railroad company and it was suggested that train service should be re-arranged upon this branch to more nearly meet the needs of the patrons of that company. The officials of the company, in response to the request of the Board submitted the results of their investigation along this branch. This report is so exhaustive and so complete, it is deemed advisable to print the same in full.

The Board of Railroad Commissioners,

Des Moines, Iowa.

GENTLEMEN: Replying again to your letter of December 15th, I hand you herewith a record of movements of our Cumberland Branch trains during the months of September, October and November, 1908, together with a general report of the conditions existing on that branch when I took charge of the Creston Division in November, and the recommendations made for the purpose of bettering that service.

CUMBERLAND BRANCH.

This branch of the C., B. & Q. railroad serves seven towns, and has a total length of 47.2 miles, running in a northwesterly direction from Creston to Cumberland.

Train Service.

At the present time a mixed service of two trains each way per day is maintained. This service consists of,—

Train No. 5, leaving Creston at 6:45 A. M. and arriving at Cumberland at 10:59 A. M.

This train handles passengers, baggage, mail, express and freight, and departs after the arrival of Nos. 5 and 15 (fast mail) from the east and No. 10 from the west.

Train No. 3, leaving Creston at 3:00 P. M. and arriving at Cumberland at 7:35 P. M.

This train carried passengers, baggage, mail, perishable express and freight, and provides service for passengers arriving in Creston on No. 3 from the east, Nos. 6 and 4 from the west and No. 4 from Kansas City and St. Joseph, and also receiving the mail from Fast Mail No. 7.

Train No. 6, leaving Cumberland at 6:30 A. M. and arriving at Creston at 10:05 A. M.

This train carries passengers, baggage, mail, express and freight, and makes connections at Creston with No. 6 eastbound, and No. 3 westbound; besides providing immediate outlet for west and east bound mails. Passengers on this train can go south to St. Joseph or Kansas City on No. 3 at 2:25 P. M.

Train No. 2, leaving Cumberland at 1:55 P. M. and arriving at Creston at 5:35 P. M.

This train carries passengers, baggage, mail, express and freight, and arrives at Creston in time for close connection with Nos. 9 and 13 westbound and No. 2 eastbound.

A record of movements of trains on the Cumberland Branch for months of September, October and November, 1908, as requested by you, follows, and a study of same will show a tendency to more closely adhere to schedule, but it is still far from what it should be and what the people have a right to expect.

As stated in my immediate reply to your letter of the 15th, I had already found that our train service was very irregular and that I had taken steps to better these conditions.

To accomplish these results it was necessary for me to consider in detail the many causes which together resulted in such a service, and begin a systematic effort to correct these faults.

Being mixed trains, and having a variable quantity of merchandise to handle at each station, it is hardly possible to make a schedule that can be adhered to, to the minute, at all times. If a schedule is made sufficiently slow to permit of meeting all these conditions, there will, at times, be too much dead time at some stations and for this one reason, it has been considered that a variation of fifteen minutes at a terminal would not be subject to censure.

At the present time we are arriving at terminals with much greater regularity than during the months of September, October and November.

We found that the class of engines used on this branch had not sufficient power to handle the trains over the grades without losing time, and the same fault resulted in switching delays. One larger engine has been put in that service and it is giving good results. Another engine has just been received and was put in service this morning.

We found that stockmen had been permitted to await the arrival of the train before loading stock and that engines would be used in spotting cars for loading. This caused delays to trains, which can be avoided, and stockmen have been instructed to load cars before arrival of train on which it is to go forward.

We found that certain days of the week, when stock shipments were heavy, the regular trains could not handle these shipments and make schedule. To correct this fault, we have arranged to run extra trains to take care of these movements so as not to put more work on the regular trains than they can handle.

We found that the handling of local freight was causing serious delays to trains and to overcome this we have arranged for set out cars at four of the stations having the largest freight consignments.

We found that the work of handling loads and empties was not being properly distributed by the Chief Dispatcher; and when this was properly done, delays were avoided on some trains and the schedules of other trains were not affected by doing the work properly belonging to such trains.

The faults that I have mentioned are not yet all corrected, but progress is being made as our later records show.

On train No. 2, arriving in Creston, I find that our schedule between Greenfield and Creston, the last twenty-one miles of the trip, is too fast to bring this train into Creston on time. Our next schedule changes will be made so that this train can do as well as the other three trains.

January 1st to 15th, with thirteen running days, during which time we have had severe cold weather, No. 5 has reached Cumberland nine times on time and was held three mornings at Creston for connection with Fast Mail and one morning was delayed on account of engine failure.

During the same period, No. 3 has reached Cumberland ten times on time or not over fifteen minutes late.

No. 6 has arrived on time at Creston ten times, the other three delays being occasioned by holding this train to help No. 5 along as it was carrying mail for R. F. D. routes.

No. 2 has arrived on time at Creston three times, and of the ten delays recorded, eight were due to handling some cars from which ballast was being unloaded and to inability to make scheduled time from Greenfield to Creston, which fault can not be corrected until new schedule is put into effect.

Requests have been made that this company separate the passenger and freight business on this branch, but I believe, after visiting the various stations and conferring with the business men, that a regularity of service that can be depended upon, will do much toward quieting the complaints that have been made.

The company has taken the stand that the service as now in existence, being two mixed trains each way per day over a line 47 miles in length, is the one that will give the best satisfaction to all concerned.

The schedule arrival at Creston of Nos. 2 and 6 is such that the best possible connections can be made either east or west, and the scheduled departure from Creston of Nos. 3 and 5 is the best that can be developed for connection with arriving trains.

We contend that these mixed trains, if run on time, will give better facilities for passenger travel, will give more frequent mail deliveries and will expedite the movement of express and freight.

Were these two trains separated into a strictly passenger train, and a local freight train each way per day, there would be better passenger service once a day each way but the result of such change would be a reduction of one mail each way per day, a reduction of express receipts to once a day each way, and while giving one good passenger trip each way per day, would necessitate a slower movement of freight because of concentration of all freight, both local and car lots, on the one freight train. This train would, of course, carry passengers but being a local freight would necessarily be very irregular in its movements and would be the cause of even more complaint than is now experienced.

In case of the separation of freight and passenger business, it would of course be expected that the passenger train would be southbound in the morning and northbound in the afternoon in order to serve the people along the line as they desire, and this would compel traveling men and any others who might wish to go north in the morning, to use the local freight. This train must necessarily leave Creston in the morning to distribute freight transferred at Creston freight house during the preceding day. This train also must necessarily move south in the afternoon to take care of the stock and other shipments originating on that line so as to insure prompt movement out of Creston.

Again, a separation of freight and passenger service means delay to mails which are now handled twice a day—connections being made with both westbound fast mails; and the double express service now in existence must be reduced to one delivery per day, and that in the afternoon.

I believe a careful consideration of the many sides of this question will result in conclusions in line with the arguments herewith presented.

It will be necessary for the railroad company to fulfill its part of the agreement, namely: to see that trains are run as scheduled, and such changes must be made as will make such runs possible.

I trust that after considering this case, your conclusions will be withheld until such time as will permit the company to carry out the proposed plans for improving the service on the Cumberland Branch.

Respectfully submitted,

A. W. NEWTON.

No complaints having reached the Commission up to this time, December 1, 1909, no further action was taken by the Board in the case.

No. 4076—1909.

Geo. D. Walton, Whitten, vs. Chicago & North Western Railway Company.

Stock Scales.

Satisfactorily adjusted.

Filed February 10, 1909. Closed April 2, 1909.

No. 4077—1909.

Citizens of Summit, vs. Wabash Railroad Company.

Station Service.

Satisfactorily adjusted.

Filed February 15, 1909. Closed April 29, 1909.

No. 4078—1909.

Commercial Travelers, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service. Stopping No. 11 at Huxley.

Request granted.

Filed February 16, 1909. Closed March 2, 1909.

No. 4079—1909.

John Crawford, Minburn, vs. Minneapolis & St. Louis Railroad Company.

Car Shortage.

Investigated.

Filed February 20, 1909. Closed April 2, 1909.

No. 4080—1909.

J. Rabb, Mt. Ayr, vs. Chicago, Burlington & Quincy Railroad Company.

Delay to Coal Shipments.

Investigated.

Filed February 20, 1909. Closed April 12, 1909.

No. 4081—1909.

Citizens of Granite, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Satisfactorily adjusted.

Filed February 22, 1909. Closed May 18, 1909.

No. 4082—1909.

Sibley Mill Co., Sibley, vs. Chicago, Rock Island & Pacific Railway Company.

Switching.

Adjusted.

Filed February 24, 1909. Closed April 2, 1909.

No. 4083—1909.

B. F. Osborn, et al., Rippey, vs. Minneapolis & St. Louis Railroad Company.

Station Service.

Adjusted.

Filed March 1, 1909. Closed June 8, 1909.

No. 4084—1909.

Citizens of Correctionville, vs. Chicago & North Western Railway Company, and the Illinois Central Railroad Company.

Station Service. Telephone in Depot.

Filed March 2, 1909. Closed April 8, 1909.

No. 4085.—1909.

Business Men and Commercial Travelers, Mason City and other towns, vs. Chicago, Milwaukee & St. Paul Railway Company.

Additional Train Service Between McGregor and Mason City.

Petition granted.

Filed March 3, 1909. Closed November 19, 1909.

No. 4086—1909.

W. P. Hohenschuh, Iowa City, vs. Chicago, Rock Island & Pacific Railway Company.

Depot Service.

Adjusted.

Filed March 4, 1909. Closed June 8, 1909.

No. 4087—1909.

L. E. Jacobs, Lawrence, vs. Chicago & North Western Railway Company.

Making Flying Switch. Rolfe.

Practice ordered discontinued.

Filed March 6, 1909. Closed March 9, 1909.

No. 4088—1909.

O. D. DeHart, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Complaint Against Rule Requiring Passengers to Present Tickets Before Boarding Trains.

Rule abrogated.

Filed March 8, 1909. Closed May 27, 1909.

No. 4089—1909.

E. C. Evans, et al., West Branch, vs. Chicago, Rock Island & Pacific Railway Company.

Station Service.

Dismissed without prejudice.

Filed March 10, 1909. Closed May 12, 1909.

No. 4090.—1909.

W. H. Egan, Osage, vs. Chicago Great Western Railroad Company.

Crossing. Farm. Undergrade.

Adjusted.

Filed March 11, 1909. Closed July 8, 1909.

No. 4091—1909.

Farmers' Elevator Co., et al., Farlin, vs. Chicago, Milwaukee & St. Paul Railway Company.

Telegraph Service.

Telephone installed.

Filed March 13, 1909. Closed April 2, 1909.

No. 4092—1909.

W. H. Kennedy, Rudd, vs. Chicago, Milwaukee & St. Paul Railway Company.

Stock Yards.

Conditions improved.

Filed March 15, 1909. Closed May 12, 1909.

No. 4093—1909.

J. C. Baumgartner, et al., Chicago, Illinois, vs. Chicago Great Western Railroad Company.

Company.

Train Service at Clarion.

Investigated.

Filed March 17, 1909. Closed April 19, 1909.

No. 4094—1909.

J. W. Chizek, et al., Gladstone, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Request granted.

Filed March 17, 1909. Closed April 2, 1909.

No. 4095—1909.

W. E. Mason, Vail, vs. Chicago & Northwestern Railway Company.

Crossing, Farm.

Adjusted.

Filed March 20, 1909. Closed May 27, 1909.

No. 4096—1909.

Forest City Canning Company, Forest City, vs. Chicago, Rock Island & Pacific Railway Company.

Switching Service.

Adjusted.

Filed March 20, 1909. Closed May 12, 1909.

No. 4097—1909.

Letts, Fletcher Company, Marshalltown, vs. Illinois Central Railroad Company, and Iowa Central Railway Company.

Switching Charges at Ackley.

Adjusted.

Filed March 23, 1909. Closed June 8, 1909.

No. 4098—1909.

Citizens of Shannon City, vs. Chicago Great Western Railroad Company.

Station Service.

Depot enlarged.

Filed March 23, 1909. Closed December 6, 1909.

No. 4099—1909.

J. J. Parks, Fredericksburg, vs. Chicago Great Western Railroad Company.

Stock Yards.

Conditions remedied.

Filed March 26, 1909. Closed April 27, 1909.

No. 4100—1909.

C. L. Percival Co., Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Refusal to Accept Shipments of Hides.

Adjusted.

Filed March 27, 1909. Closed June 15, 1909.

No. 4101.—1909.

Mt. Pleasant Canning Co., Mt. Pleasant, vs. Chicago, Burlington & Quincy Railroad Company.

Side Track.

Satisfactorily adjusted.

Filed March 27, 1909. Closed March 30, 1909.

No. 4102—1909.

C. L. Percival Co., Des Moines, vs. Chicago & North Western Railway Company.

Refusal to Accept Shipments of Hides.

Adjusted.

Filed March 29, 1909. Closed June 15, 1909.

No. 4103—1909.

Fisher-Stevens Co., Charles City, vs. Chicago, Milwaukee & St. Paul Railway Company.

Contract for Spur Track.

Dismissed without prejudice.

Filed April 2, 1909. Closed September 2, 1909.

No. 4104.—1909.

James Perry, Postville, vs. Chicago, Milwaukee & St. Paul Railway Company.

Obstruction of Highway by Freight Trains.

Orders given not to obstruct highway in future.

Filed March 3, 1909. Closed April 27, 1909.

No. 4105—1909.

N. I. Nelson, et al., Lake Mills, vs. Minneapolis & St. Louis Railroad Company, and Chicago & North Western Railway Company.

Track Connections.

Petition withdrawn.

Filed April 9, 1909. Closed July 19, 1909.

No. 4106—1909.

Citizens of Ruthven, vs. Minneapolis & St. Louis Railroad Company.

Train Service.

Dismissed without prejudice.

Filed April 10, 1909. Closed May 27, 1909.

No. 4107—1909.

Mrs. A. F. Cox, Alden, vs. Illinois Central Railroad Company.

Drainage.

Adjusted.

Filed April 14, 1909. Closed May 12, 1909.

No. 4108—1909.

Residents of Louisa, Iowa, and vicinity, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Granted as requested.

Filed April 21, 1909. Closed May 6, 1909.

No. 4109.—1909.

Burg Wagon Co., Burlington, vs. Chicago, Burlinton & Quincy Railroad Company.

Contract for Spur Track. Liability clause Objected to. Amendment to Objectionable Clause Proposed.

Satisfactory to Board.

Filed April 21, 1909. Closed June 15, 1909.

No. 4110.—1909.

C. D. Helen, Des Moines, vs. Minneapolis & St. Louis Railroad Company.

Overcharge, Passenger Ticket.

Filed April 22, 1909. Closed May 1, 1909.

No. 4111.—1909.

City of Osage, vs. Illinois Central Railroad Company.

Dangerous Crossing. Petition for Gates or Flagman.

Satisfactorily adjusted.

Filed April 23, 1909. Closed June 15, 1909.

No. 4112.—1909.

Riley Johnston, Pleasantville, vs. Chicago, Burlington & Quincy Railroad Company.

Undergrade Farm Crossing.

Adjusted.

Filed April 23, 1909. Closed June 30, 1909.

No. 4113.—1909.

Citizens of Fredericksburg and New Hampton, vs. Chicago Great Western Railroad Company.

Train Service.

Time of trains changed as desired.

Filed April 24, 1909. Closed July 19, 1909.

No. 4114.—1909.

J. H. Lyford, Manly, vs. Chicago Great Western Railroad Company.

Crossing, Alley.

Adjusted.

Filed April 26, 1909. Closed June 4, 1909.

No. 4115.—1909.

A. W. Coppock, Dillon, vs. Iowa Central Railway Company.

Station Service.

Adjusted.

Filed April 26, 1909. Closed May 27, 1909.

No. 4116.—1909.

Citizens of South Amana and vicinity, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Adjusted.

Filed April 29, 1909. Closed June 5, 1909.

No. 4117.—1909.

J. R. McKee, East Peru, vs. Chicago Great Western Railroad Company.

Drainage.

Adjusted.

Filed May 6, 1909. Closed July 8, 1909.

No. 4118.—1909.

D. J. Knouf, Orilla, vs. Chicago Great Western Railroad Company.

Drainage.

Adjusted.

Filed May 7, 1909. Closed July 8, 1909.

No. 4119.—1909.

F. W. Commey, Wyoming, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service, Hale, Iowa.

Adjusted.

Filed May 11, 1909. Closed July 6, 1909.

No. 4120.—1909.

A. E. Kepford, Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

Sanitary Conditions at Malvern.

Satisfactorily adjusted.

Filed May 12, 1909. Closed May 18, 1909.

No. 4121.—1909.

Geo. E. Lichty, Waterloo, vs. Chicago Great Western Railroad Company.

Platform, Hicks, Iowa.

Adjusted.

Filed May 12, 1909. Closed July 19, 1909.

No. 4123.—1909.

A. B. Atwater, Robins, vs. Illinois Central Railroad Company.

Station Service.

Investigated and closed.

Filed May 17, 1909. Closed August 12, 1909.

No. 4124.—1909.

Ed. Mahoney, Lawler, vs. Chicago, Milwaukee & St. Paul Railway Company.

Condition of Stock Yards.

Adjusted.

Filed May 19, 1909. Closed July 8, 1909.

No. 4125.—1909.

A. J. Lewis, Danville, vs. Chicago, Burlington & Quincy Railroad Company.

Freight Train Service.

Investigated and closed.

Filed May 20, 1909. Closed July 8, 1909.

No. 4126.—1909.

Samuel Flickinger, et al., Elwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Dismissed.

Filed June 7, 1909. Closed July 19, 1909.

No. 4127.—1909.

L. A. Bungor, Menlo, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Constructed as requested.

Filed June 7, 1909. Closed July 8, 1909.

No. 4128.—1909.

W. S. Hill, Elwood, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Dismissed.

Filed June 7, 1909. Closed July 8, 1909.

No. 4129.—1909.

J. F. Sparks, Walker, vs. Chicago, Rock Island & Pacific Railway Company.

Storage on Right of Way for Tile.

Adjusted.

Filed June 15, 1909. Closed July 19, 1909.

No. 4130.—1909.

Citizens of Underwood vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Dismissed.

Filed June 15, 1909. Closed July 19, 1909.

No. 4131.—1909.

Board of Railroad Commissioners, vs. Iowa & Illinois Railway Company.

Cutting Weeds on Right of Way.

Request of Board complied with.

Filed June 16, 1909. Closed July 2, 1909.

No. 4132.—1909.

W. C. Williams, et al., Knowlton, vs. Chicago Great Western Railroad Company.

Drainage.

Satisfactorily adjusted.

Filed June 18, 1909. Closed November 5, 1909.

No. 4133.—1909.

E. P. Malmberg, et al., Metz., vs. Chicago, Rock Island & Pacific Railway Company.

Obstruction of Public Highway.

Obstruction removed.

Filed June 21, 1909. Closed September 9, 1909.

No. 4134.—1909.

Commercial Club, Des Moines, Iowa, et al., vs. Chicago, Burlington & Quincy Railroad Company.

Train Service—Chariton-Indianola Branch.

Complaint filed June 21, 1909. Case closed December 6, 1909.

Many complaints reached the Board from the Commercial Club of Des Moines, and others, that passenger business between Des Moines and points on the Chariton and Indianola Branch of the C., B. & Q., and from stations on said branch to Des Moines was not being properly taken care of by the train service as then furnished; that the proper connections were not made at Indianola with the C., R. I. & P. branch line to Des Moines, and the Commissioners were requested to make investigation and to make such order therein as would be found just and proper.

After considerable correspondence without seeming to bring about any desirable results, the Board fixed November 2d for visiting each town upon the branch in question; looking over the situation and hearing statements made by the parties, the hearing to be continued in the office of the Railroad Commissioners on November 3rd. Notice was given to a large number of people living at the various towns upon this line, and upon request the Board subpoenaed several witnesses to appear before them on November 3rd. Upon the date named in the notice, that is, November 2d, the Board visited the towns of Indianola, Ackworth, Milo, Lacona, Oakley and Chariton, holding a hearing at each place.

On November 3rd the hearing was continued in the office of the Board in Des Moines. As there seemed to be a disposition on the part of the railroad company and the complainants to reach some satisfactory solution of the difficulties which had been presented, the Commissioners requested that the railway company and the complainants should each furnish a proposed new schedule which should provide for two passenger trains each way per day, and one strictly freight train each way per day; this in lieu of two trains each way per day as then in effect, one strictly passenger and the other a freight train which carried passengers.

The railway company submitted, in accordance with that request, their proposed train schedule as follows:

STRICTLY PASSENGER TRAINS.

5-A A. M	9-A P. M.		10-A A. M.	2-A P. M.
5:45	5:05	Chariton	8:55	8:15
5:53	5:13	Indianola Junction	8:45	8:05
6:03	5:23	Oakley	8:35	7:55
6:16	5:36	Lacona	8:19	7:30
6:36	5:56	Milo	7:59	7:19
6:50	6:10	Ackworth	7:43	7:08
7:10	6:30	Indianola	7:30	6:50

STRICTLY FREIGHT TRAINS.

91 A. M.		90 P. M.
7:00	Chariton	5:00
7:15	Indianola Junction	4:20
7:40	Oakley	3:45
8:19	Lacona	3:10
9:00	Milo	2:30
9:45	Ackworth	1:55
11:00	Indianola	1:30

This proposed schedule was submitted to the Commercial Club of Des Moines, who in turn submitted a proposed change in the time of the passenger train leaving Indianola in the morning as follows:

SCHEDULE.

Towns .	Time A. M.	Miles	Minutes
Indianola	7:40		
Ackworth	7:52	5	12
Milo	8:07	6	15
Lacona	8:26	8	19
Oakley	8:42	7	16
Indianola Junction	8:51	4	9
Chariton	9:00	3	9
Total		33	80

Later the difference in the proposals was adjusted by a concession on the part of the Chicago, Rock Island & Pacific Railway Company, which satisfactorily closed the case.

No. 4135.—1909.

W. A. Gray, Albia, vs. Iowa Central Railway Company.

Right of Way Fence.

Adjusted.

Filed June 24, 1909. Closed July 22, 1909.

No. 4136.—1909.

W. A. Gray, Albia, vs. Wabash Railroad Company, Iowa Central Railway Company and Albia & Centerville Railway Company.

Obstruction of Private Crossing.

Obstruction removed.

Filed June 24, 1909. Closed July 14, 1909.

No. 4137.—1909.

M. A. Hughett, Gypsum, vs. Chicago Great Western Railroad Company and Illinois Central Railroad Company.

Station Service.

Adjusted.

Filed June 26, 1909. Closed December 6, 1909.

No. 4138.—1909.

Brooks Furrow Lumber Co., Oran, vs. Chicago Great Western Railroad Company.

Spur Track.

Satisfactorily adjusted.

Filed June 29, 1909. Closed October 23, 1909.

No. 4139.—1909.

C. W. Fellers, Fremont, vs. Iowa Central Railway Company.

Freight Train Service.

Adjusted.

Filed July 3, 1909. Closed July 22, 1909.

No. 4140.—1909.

R. Brockelsby, Vail, vs. Chicago & North Western Railway Company.

Drainage.

Investigated and dismissed.

Filed July 7, 1909. Closed September 23, 1909.

No. 4141.—1909.

Clark Williams, Sabula, vs. Chicago, Milwaukee & St. Paul Railway Company.

Maintaining Nuisance.

No jurisdiction.

Filed July 9, 1909. Closed August 17, 1909.

No. 4142.—1909.

Lanesboro Farmers Elevator Co., vs. Chicago Great Western Railroad Company.

Elevator Site.

Adjusted.

Filed July 17, 1909. Closed August 3, 1909.

No. 4143—1909.

F. W. Knight, Milford, vs. Chicago, Milwaukee & St. Paul Railway Company.

Station Service.

Adjusted.

Filed July 17, 1909. Closed August 10, 1909.

No. 4144.—1909.

C. W. Ramsey, Oakley, vs. Chicago, Burlington & Quincy Railroad Company.

Station Service.

Investigated and dismissed.

Filed July 17, 1909. Closed December 3, 1909.

No. 4145.—1909.

Eckert & Williams, Northwood, vs. Iowa Central Railway Company.

Condition of Track Scales.

Repairs made.

Filed July 17, 1909. Closed September 23, 1909.

No. 4146.—1909.

Wm. Jackson, Jackson, vs. Chicago, Anamosa & Northern Railway Company.

Station Service.

Adjusted.

Filed July 19, 1909. Closed November 5, 1909.

No. 4147.—1909.

W. C. Tucker, Hampton, vs. Chicago Great Western Railroad Company.

Drainage, Private.

No jurisdiction.

Filed July 20, 1909. Closed September 23, 1909.

No. 4148.—1909.

E. Bingham, Rowan, vs. Chicago, Rock Island & Pacific Railway Company.

Hog Tight Fence.

Request granted.

Filed July 21, 1909. Closed September 23, 1909.

No. 4149.—1909.

T. V. Collins, Sioux City, vs. Chicago & North Western Railway Company.

Train Service, Missouri Valley.

Dismissed.

Filed July 22, 1909. Closed September 23, 1909.

No. 4150.—1909.

Robert M. Elvin, Lamoni, vs. Chicago, Burlington & Quincy Railroad Company.

Street Crossing.

Crossing furnished.

Filed July 23, 1909. Closed October 7, 1909.

No. 4151.—1909.

Jos. Jacobs, Earling, vs. Chicago, Milwaukee & St. Paul Railway Company.

Condition of Stock Yards.

Proper repairs made.

Filed July 25, 1909. Closed October 4, 1909.

No. 4152.—1909.

J. T. Moran, Newton, vs. Iowa Central Railway Company.

Fence on Right of Way.

Repairs made.

Filed July 28, 1909. Closed October 23, 1909.

No. 4153.—1909.

W. H. Jones, Marshalltown, vs. Chicago, Milwaukee & St. Paul Railway Company.

Farm Crossing.

Adjusted.

Filed August 2, 1909. Closed September 22, 1909.

No. 4154.—1909.

J. P. Kennedy, Montrose, vs. Chicago, Burlington & Quincy Railroad Company.

Telephone in Station.

Request granted.

Filed August 2, 1909. Closed October 14, 1909.

No. 4155.—1909.

R. G. Gundy, Ware, vs. Chicago, Rock Island & Pacific Railway Company.

Telephone Service.

Dismissed.

Filed August 13, 1909. Closed September 23, 1909.

No. 4156.—1909.

W. C. Rollins, Denison, vs. Chicago & North Western Railway Company.

Drainage.

Closed without prejudice.

Filed August 14, 1909. Closed December 6, 1909.

No. 4157.—1909.

Citizens of Stilson, vs. Minneapolis & St. Louis Railroad Company.

Train Service.

Dismissed; superseded by later complaint.

Filed August 16, 1909. Closed November 5, 1909.

No. 4158.—1909.

Winton & Son, Milford, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Cars.

Cars furnished.

Filed August 18, 1909. Closed September 23, 1909.

No. 4159.—1909.

J. A. Forsythe, Coalfield, vs. Iowa Central Railway Company.

Farm Crossing.

Adjusted.

Filed August 19, 1909. Closed September 19, 1909.

No. 4160.—1909.

Ashby & McGee, Lucas, vs. Chicago, Burlington & Quincy Railroad Company.

Insufficient Stock Yard Accommodations.

Adjusted.

Filed August 23, 1909. Closed September 23, 1909.

No. 4161.—1909.

W. A. Connolly, Colo, vs. Chicago & North Western Railway Company.

Location of Highway.

Satisfactorily adjusted.

Filed August 24, 1909. Closed October 26, 1909.

No. 4162.—1909.

Geo. Sauer, Hedrick, vs. Chicago, Milwaukee & St. Paul Railway Company.

Undergrade Farm Crossing. Claimed Contract.

Board advised complainant no jurisdiction to enforce contracts.

Filed August 30, 1909. Closed October 14, 1909.

No. 4163.—1909.

Citizens of West Liberty, vs. Chicago, Rock Island & Pacific Railway Company.

Telephone Service.

Adjusted.

Filed September 9, 1909. Closed November 16, 1909.

No. 4164.—1909.

Citizens of Coon Rapids, vs. Chicago, Milwaukee & St. Paul Railway Company.

Stock Yards, Condition of.

Complaint withdrawn.

Filed September 9, 1909. Closed November 8, 1909.

No. 4165.—1909.

John Roach, Manson, vs. Chicago, Rock Island & Pacific Railway Company.

Alleged Dangerous Farm Crossing.

Dismissed.

Filed September 14, 1909. Closed December 6, 1909.

No. 4166.—1909.

J. C. White, et al., Maloy, vs. Chicago Great Western Railroad Company.

Train Service on C. G. W. on Kansas City-Chicago-St. Paul Line.

Adjusted.

Filed September 28, 1909. Closed October 28, 1909.

No. 4167.—1909.

Geo. South, De Kalb, vs. Chicago, Burlington & Quincy Railroad Company.

Failure to Furnish Cars.

Adjusted.

Filed September 30, 1909. Closed October 23, 1909.

No. 4168.—1909.

Farmers Co-operative Grain Co., Hartley, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Cars of Size Ordered.

Commission no jurisdiction. Interstate.

Filed September 30, 1909. Closed October 23, 1909.

No. 4169.—1909.

Kiddle Grain Co., Omaha, Neb., vs. Chicago, Milwaukee & St. Paul Railway Company.

Site for Portable Grain Loader.

Adjusted.

Filed October 1, 1909. Closed December 3, 1909.

No. 4170.—1909.

Farmers' Grain Company, Colo, vs. Chicago & North Western Railway Company.

Industry Track.

Adjusted.

Filed October 4, 1909. Closed October 12, 1909.

No. 4171.—1909.

New State Telephone Co., Sioux City, vs. Chicago & North Western Railway Company,

Telephone in Depot. (Whiting.)

Installed.

Filed October 7, 1909. Closed December 6, 1909.

No. 4172.—1909.

New State Telephone Co., Sioux City, vs. Illinois Central Railroad Company.

Telephone in Depot (Onawa).

Installed.

Filed October 7, 1909. Closed December 3, 1909.

No. 4173.—1909.

New State Telephone Co., Sioux City, vs. Chicago & North-Western Railway Company.

Telephone in Depot (Mapleton).

Installed.

Filed October 7, 1909. Closed December 6, 1909.

No. 4174.—1909.

New State Telephone Co., Sioux City, vs. Chicago & North Western Railway Company.

Telephone in Depot (Danbury).

Contract.

Filed October 7, 1909. Closed December 6, 1909.

No. 4175.—1909.

J. R. Plummer, Clearfield, vs. Chicago, Burlington & Quincy Railroad Company.

Station Service.

Adjusted.

Filed October 11, 1909. Closed November 12, 1909.

No. 4176—1909.

Farmers' Grain Co., Akron, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Cars.

Filed October 11, 1909. Closed October 29, 1909.

No. 4177.—1909.

Citizens of Zearing, Roland, Clemons and Collins vs. Iowa Central Railway Company.

Train Service. Story City Branch.

Adjusted.

Filed October 12, 1909. Closed November 6, 1909.

No. 4178.—1909.

Iowa Iron & Metal Co., Des Moines, vs. Chicago, Rock Island & Pacific Railway Company and Des Moines Union Railway Company.

Freight Service.

Investigated and dismissed.

Filed October 20, 1909. Closed October 30, 1909.

No. 4179.—1909.

W. W. Goodykoontz, Boone, vs. Chicago & North Western Railway Company.

Toilet Facilities at Station.

Adjusted satisfactorily.

Filed October 30, 1909. Closed November 26, 1909.

No. 4180.—1909.

F. D. Cathcart, Kingsley, vs. Chicago & North Western Railway Company.

Refusal to Accept Shipments.

Adjusted.

Filed November 2, 1909. Closed November 11, 1909.

No. 4181.—1909.

Cumberland Commercial Club vs. Chicago, Burlington & Quincy Railroad Company.

Train Service. Cumberland Branch.

Adjusted satisfactorily.

Filed November 10, 1909. Closed December 6, 1909.

No. 4182.—1909.

J. J. Bahstedt, Victor, vs. Chicago, Rock Island & Pacific Railway Company.

Telephone in Depot.

Installed.

Filed November 11, 1909. Closed December 3, 1909.

No. 4183.—1909.

New State Telephone Company, Sioux City, vs. Chicago & North Western Railway Company.

Telephone in Station (Moorhead).

Installed.

Filed November 15, 1909. Closed December 6, 1909.

No. 4184—1909.

Northwestern States Portland Cement Company, Mason City, vs. Minneapolis & St. Louis Railway Company and Chicago Great Western Railway Company.

Overcharge, Absorption of Transfer Charges.

Ruling made that transfer charge by intermediate carrier in joint shipment over two or more lines may be added to joint rate.

Filed January 9, 1909. Closed August 12, 1909.

No. 4185—1909.

R. W. Taylor & Company, Cordova, vs. Chicago, Rock Island & Pacific Railway Company.

Claim for Overcharge on Shipment of Corn.

Investigation disclosed no overcharge.

Filed February 20, 1909. Closed November 12, 1909.

No. 4186—1909.

H. O. Chambers, Corwith, vs. Minneapolis & St. Louis Railroad Company.

Claim for Overcharge. Minimum Weight on Live Stock.

Upon investigation it was found no overcharge had been made.

Filed March 23, 1909. Closed October 5, 1909.

No. 4187—1909.

Roddewig Schmidt Candy Company, Davenport, vs. Railroad Companies.

Application of Rule Regarding Confectionery.

Adjusted.

Filed March 26, 1909. Closed August 12, 1909.

No. 4188—1909.

Cohen Brothers, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Shipment of Steel Rails. Interstate.

Charges made according to tariff.

Filed April 2, 1909. Closed August 12, 1909.

No. 4189—1909.

Sioux City Stock Yards Company, Sioux City, vs. Chicago & North-Western Railway Company.

Rule 36 to Iowa Classification No. 14. Stopping Car to Finish Loading Under Terms of W. T. L. Rules Circular.

Adjusted.

Filed April 6, 1909. Closed August 12, 1909.

No. 4190—1909.

I. K. Wise, Blairstown, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge on Shipment of Trees.

Adjusted.

Filed April 12, 1909. Closed August 12, 1909.

No. 4191—1909.

H. G. Loudenslager, Broadview, Montana, vs. Chicago, Milwaukee & St. Paul Railway Company.

Damage to Household Goods in Transit.

Adjusted.

Filed April 15, 1909. Closed August 12, 1909.

No. 4192—1909.

W. B. Martin, Dubuque, vs. Chicago Great Western Railway Company.

Continuous Mileage. Dubuque to Tripoli and Bremer.

Complaint adjusted.

Filed April 28, 1909. Closed August 12, 1909.

No. 4193—1909.

J. D. Blair, Jefferson, vs. Chicago, Milwaukee & St. Paul Railway Company

Overcharge on Shipment of Merchandise.

Adjusted.

Filed May 7, 1909. Closed August 12, 1909.

No 4194—1909.

Clark Coal & Coke Company, Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

Excessive Charge on Coal Shipments.

Adjusted.

Filed May 14, 1909. Closed August 12, 1909.

No. 4195—1909.

J. C. Guthrie, Shenandoah, vs. Wabash Railroad Company.

Excessive Baggage Rate on Milk and Cream.

Adjusted.

Filed May 25, 1909. Closed November 23, 1909.

No. 4196—1909.

Giles W. Brown, Minneapolis, Minn., vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge on Shipment of Corn.

Investigation disclosed no overcharge.

Filed May 26, 1909. Closed October 7, 1909.

No. 4197—1909.

H. R. Markley, Colfax, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge on Household Goods.

Adjusted.

Filed May 29, 1909. Closed December 3, 1909.

No. 4198—1909.

W. T. Boyer, Farmington, vs. Chicago, Burlington & Quincy Railroad Company.

Claim for Damages on Shipment of Horses—Interstate.

Claim for greater amount than agreed valuation. Claim declined.

Filed June 4, 1909. Closed October 7, 1909.

No. 4199—1909.

Lehigh Clay Products Company, Lehigh, vs. Minneapolis & St. Louis Railway Company, Chicago Great Western Railway Company.

Overcharge on Coal Shipments.

Adjusted.

Filed June 26, 1909. Closed August 12, 1909.

No. 4200—1909.

W. B. Martin, Dubuque, vs. Chicago, Milwaukee & St. Paul Railway Company.

Refusal to Apply Commissioners' Rates.

Error of Agent. Corrected.

Filed June 28, 1909. Closed June 29, 1909.

No. 4201—1909.

Sioux City Stock Yards Company, Sioux City, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Refusal to Apply Rate.

Adjusted.

Filed July 3, 1909. Closed July 17, 1909.

No. 4202—1909.

Cownie Glove Company, Des Moines, vs. Illinois Central Railroad Company.

Overcharge on Shipment of Leather.

Adjusted.

Filed June 7, 1909. Closed July 6, 1909.

No. 4203—1909.

Marshall Oil Company, Marshalltown, vs. Chicago & North-Western Railway Company.

Refusal to Forward Shipments of Petroleum.

Adjusted.

Filed July 14, 1909. Closed October 6, 1909.

No. 4204—1909.

Fort Dodge Iron & Metal Company, Fort Dodge, vs. Chicago & North-Western Railway Company.

Loading Mixed and Sorted Iron—Discrimination.

Adjusted.

Filed July 16, 1909. Closed August 11, 1909.

No. 4205—1909.

J. G. Cherry Company, Cedar Rapids, vs. Chicago & North-Western Railway Company.

Overcharge.

Refund made.

Filed July 28, 1909. Closed October 16, 1909.

No. 4206—1909.

Economy Farm Record Company, Newton, vs. Chicago, Rock Island & Pacific Railway Company.

Claim for Loss in Transit. Interstate.

Filed July 28, 1909. Closed September 23, 1909.

No. 4207—1909.

Rauch Grain & Seed Company, Lamoni, vs. Chicago, Burlington & Quincy Railroad Company.

Claim for Cost of Lumber for Car Doors.

Adjusted.

Filed August 2, 1909. Closed September 23, 1909.

No. 4208—1909.

A. B. Brownlee, Shannon City, vs. Chicago Great Western Railway Company.

Claim for Loss of Property.

Refund made.

Filed August 16, 1909. Closed October 14, 1909.

No. 4209—1909.

J. J. Anthony, Argyle, vs. Atchison, Topeka & Santa Fe Railway Company.

Excess Charge. Passenger Fare.

Passenger tariff amended to correct error.

Filed September 14, 1909. Closed October 23, 1909.

No. 4210—1909.

C. R. Bartine, Zearing, vs. Iowa Central Railway Company.

Overcharge on Shipment of Household Goods.

On investigation it was found that charges made were in accordance with tariff.

Filed August 24, 1909. Closed December 6, 1909.

No. 4211—1909.

H. E. Whitney, Newell, vs. Illinois Central Railroad Company.

Refusal to Check Baggage.

Explanations made.

Filed September 15, 1909. Closed October 14, 1909.

No. 4212—1909.

Hiram Barney, Keokuk, vs. Wabash Railroad Company.

Refusal to Refund on Unused Portion of Passenger Ticket.

Refund made.

Filed September 16, 1909. Closed September 27, 1909.

No. 4213—1909.

Eugene Hardy, Grinnell, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge on Popcorn Wagon.

No overcharge was made.

Filed September 28, 1909. Closed October 14, 1909.

No. 4214—1909.

Vernier Manufacturing Company, Cedar Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

Excessive Charge on Steel Cistern.

Adjusted.

Filed September 27, 1909. Closed October 30, 1909.

No. 4215—1909.

W. C. Church Lumber Company, Des Moines, vs. Northern Pacific Railroad Company.

Demurrage.

Withdrawn.

Filed September 27, 1909. Closed October 1, 1909.

No. 4216—1909.

M. B. Winnard, Wyoming, vs. Chicago & North-Western Railway Company.

Overcharge, Household Goods.

Refund made.

Filed September 30, 1909. Closed October 4, 1909.

No. 4217—1909.

Martin & Nurre, Minden, vs. Chicago, Rock Island & Pacific Railway Company.

Freight Rate on Canned Goods—Interstate.

Adjusted.

Filed September 31, 1909. Closed October 2, 1909.

No. 4218—1909.

Herman Frerichs, Remsen, vs. Illinois Central Railroad Company.

Failure to Furnish Grain Doors.

Adjusted.

Filed October 4, 1909. Closed December 6, 1909.

No. 4219—1909.

State Board of Control, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Refusal to Switch Cars.

Mistake corrected.

Filed October 5, 1909. Closed October 14, 1909.

No. 4220—1909.

E. G. Wylie, Des Moines, vs. Iowa Central Railway Company.

Delay in Transit—Brick.

Brick delivered.

Filed October 6, 1909. Closed October 15, 1909.

No. 4221—1909.

Walter Boyt Co., Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

Delay in Transit.

Adjusted.

Filed October 7, 1909. Closed November 19, 1909.

No. 4222—1909.

R. S. Japp, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Household Goods.

On investigation it was found no delay had occurred in transit. Consignee was not informed goods were at station.

Filed October 8, 1909. Closed October 14, 1909.

No. 4223—1909.

Harger & Blish, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Adjusted.

Filed October 11, 1909. Closed October 23, 1909.

No. 4224—1909.

Harger & Blish, Des Moines, vs. Minneapolis & St. Louis Railroad Company.

Delay in Transit.

Goods traced and delivered.

Filed October 11, 1909. Closed December 1, 1909.

No. 4225—1909.

Barney Bunkers, Remsen, vs. Illinois Central Railroad Company.

Failure to Furnish Grain Doors—Rate, Interstate, on.

Adjusted.

Filed October 11, 1909. Closed December 6, 1909.

No. 4226—1909.

Chicago, Anamosa & Northern Railway Company, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Service—Discrimination.

Adjusted.

Filed October 11, 1909. Closed December 3, 1909.

No. 4227—1909.

A. E. Price, Van Wert, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge—Emigrant Movables.

Investigated. No overcharge.

Filed October 11, 1909. Closed December 6, 1909.

No. 4228—1909.

H. O. Esty, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Goods located and delivered.

Filed October 18, 1909. Closed October 30, 1909.

No. 4229—1909.

L. M. Lowenthal, Mt. Ayr, vs. Chicago, Burlington & Quincy Railroad Company.

Charge for Carrying Invalid's Chair.

Investigated and found charge made in accordance with tariff.

Filed October 18, 1909. Closed December 3, 1909.

No. 4230—1909.

F. A. Sawyer, Omaha, vs. Chicago, Burlington & Quincy Railroad Company.

Passenger Fare—Interstate.

Withdrawn.

Filed October 19, 1909. Closed October 25, 1909.

No. 4231—1909.

McCrary Lumber Company, Douds Leando, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Investigated.

Filed October 22, 1909. Closed October 29, 1909.

No. 4232.

J. E. Trotter, Secretary, Iowa Commercial Coal Association, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Coal.

Investigated.

Filed October 22, 1909. Closed December 6, 1909.

No. 4233—1909.

National Petroleum Association, Cleveland, Ohio, vs. Chicago, Rock Island & Pacific Railway Company and the Chicago, Burlington & Quincy Railroad Company.

Refusal to Accept Shipment.

Dismissed by request of complainant.

Filed November 13, 1909. Closed December 4, 1909.

No. 4234—1909.

Randall Lumber Company, Ellsworth, vs. Chicago & North-Western Railway Company.

Delay in Transit—Lumber, C. L.

Car traced and delivered.

Filed December 1, 1909. Closed December 6, 1909.

CASES RELATING

TO

Classification Matters Closed During the Year

Cases Relating to Classification Matters.

No. 4235—1909.

Curtis Bros. Company, Clinton.

Commodity Rates on Lumber and Its Products.

See Supplement No. 3 to Iowa Classification No. 14.

Filed March 27, 1907. Closed March 19, 1909.

No. 4236—1909.

Monarch Manufacturing Company, Council Bluffs.

Rates on Lubricating Oil—N. O. S,. C. L.

See Supplement No. 2 to Iowa Classification No. 14.

Filed October 31, 1907. Closed February 24, 1909.

No. 4237—1909.

Wm. Tackaberry Company, Sioux City.

Notice to Consignor of Refused Freight.

See Supplement No. 2 to Iowa Classification No. 14.

Filed November 4, 1907. Closed February 24, 1909.

No. 4238—1909.

Robert Donahue Iron & Hardware Company, Burlington, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge on Buggy Poles in the White.

Adjusted.

Filed January 27, 1908. Closed January 4, 1909.

No. 4239—1909.

J. H. Davis, Mitchell, South Dakota, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overcharge—Passenger Fare.

Dismissed.

Filed March 2, 1908. Closed April 16, 1909.

No. 4240—1909.

T. E. Fawcett & Sons, West Branch, vs. Chicago, Rock Island & Pacific Railway Company.

Claim for Rebate of Switching Charge.

Adjusted.

Filed March 5, 1908. Closed January 1, 1909.

No. 4241—1909.

O. N. Kimball, Odebolt, vs. Chicago & North Western Railway Company.

Overcharge—Interstate.

Adjusted.

Filed March 9, 1908. Closed December 24, 1908.

No. 4242—1909.

J. M. Baker, Carroll, vs. Chicago & North Western Railway Company.

Overcharge—Interstate.

Claim declined.

Filed April 23, 1908. Closed April 16, 1909.

No. 4243—1909.

E. G. Wylie, Freight Commissioner, Des Moines.

Classification on Glove Leather and Glove Splits.

See Supplement No. 2 to Iowa Classification No. 14.

Filed May 9, 1908. Closed February 24, 1909.

No. 4244—1909.

C. J. Holman and Brother, Sargeant's Bluff, vs. Chicago, Milwaukee & St. Paul Railway Company.

Discrimination in Rates.

Complaint filed June 10, 1908. Case closed January 14, 1909.

Complainant in this case stated that the C. M. & St. P. Ry. Company was discriminating against the complainants in that it had a switching rate in force applying to North Riverside, which enabled shippers from that district to get better rates via Sioux City to points on other lines than were at the same time accorded the complainants. The Board had considerable correspondence with reference to the matter, the railway company denying that it was discriminating against the complainants.

While hearing was fixed in Sioux City in this case for December 15th, 1908, before the date for hearing arrived, the Board was advised by William Ellis, Commercial Counsel of the C. M. & St. P. Ry Co., that the rates complained of in the above entitled case had been withdrawn. The Board thereupon cancelled date for hearing and closed the case without prejudice.

No. 4245—1909.

C. J. Holman & Brother, Sargeant's Bluff, vs. Chicago & North Western Railway Company, et al.

Discrimination in Rates.

Filed June 10, 1908. Closed April 2, 1909.

Complainant in this case was similar to complaint of same company against the C., M. & St. P. Ry. Co. (see case No. 4244) and the same statement will practically apply to this case.

No. 4246—1909.

Iowa State Manufacturers Association, Des Moines.

Rule for Minimum C. L. Weight.

Petition withdrawn. See Supplement No. 3 to Iowa Classification No. 14.

Filed July 13, 1908. Closed March 19, 1909.

No. 4247—1909.

Musgrave Fence Company, Des Moines.

Classification on Junk (Paper.)

See Supplement No. 2 to Iowa Classification No. 14.

Filed July 10, 1908. Closed February 24, 1909.

No. 4248—1909.

E. G. Wylie, Des Moines.

Application for C. L. Rate on Boots and Shoes.

See Supplement No. 3 to Iowa Classification No. 14.

Filed July 10, 1908. Closed March 19, 1909.

No. 4249—1909.

Downing Electrical Company, Fort Dodge.

Absorption of Transfer Charges by Railways on Joint L. C. L. Shipments Taking Minimum Rate.

Dismissed.

Filed July 31, 1908. Closed June 30, 1909.

No. 4250—1909.

M. D. Smiley, et al., Clinton.

Classification on Rag Wrapping Papers.

See Supplement No. 2 to Iowa Classification No. 14.

Filed August 4, 1908. Closed February 24, 1909.

No. 4251—1909.

Burlington Basket Company, Burlington.

Classification on Baskets.

See Supplement No. 2 to Iowa Classification No. 14.

Filed August 10, 1908. Closed February 24, 1909.

No. 4252—1909.

M. D. Smiley, et al., Clinton.

Rate on Molasses Feed.

See Supplement No. 3 to Iowa Classification No. 14.

Filed August 11, 1908. Closed March 19, 1909.

No. 4253—1909.

Hawkeye Lumber Company, Oskaloosa, vs. Illinois and Iowa Car Service Association.

Overcharge—Demurrage.

Adjusted.

Filed August 31, 1908. Closed April 2, 1909.

No. 4254—1909.

International Harvester Company, Des Moines.

Classification on Gasoline Engines with Corn Shellers.

See Supplement No. 2 to Iowa Classification No. 14.

Filed August 12, 1908. Closed February 24, 1909.

No. 4255—1909.

Chicago, Milwaukee & St. Paul Railway Company.

Rate on Stone Ware.

See Supplement No. 2 to Iowa Classification No. 14.

Filed August 13, 1908. Closed February 24, 1909.

No. 4256—1909.

M. D. Smiley, et al., Clinton.

Classification on Turned Wooden Columns, Solid or Hollow.

See Supplement No. 2 to Iowa Classification No. 14.

Filed September 16, 1908. Closed February 24, 1909.

No. 4257—1909.

P. H. Van Wyk, Hull, vs. Chicago & North Western Railway Company, et al.

Interstate Rate on Sheep in Double Deck Cars.

Investigation made and results reported to complainant.

Filed September 18, 1908. Closed April 2, 1909.

No. 4258—1909.

Northey Manufacturing Company, Waterloo.

Classification on Cooling Rooms, K. D.

See Supplement No. 3 to Iowa Classification No. 14.

Filed October 9, 1908. Closed March 19, 1909.

No. 4259—1909.

Keith Furnace Company, Des Moines.

Classification on Furnaces, Castings, etc.

See Supplement No. 4 to Iowa Classification No. 14.

Filed October 12, 1908. Closed July 21, 1909.

No. 4260—1909.

Pioneer Implement Company, Council Bluffs.

Classification on Parts of Implements, etc.

See Supplement No. 2 to Iowa Classification No. 14.

Filed August 20, 1908. Closed February 24, 1909.

No. 4261—1909.

Hite Raff, Ames, vs. Chicago & North Western Railway Company.

Overcharge—Interstate.

Adjusted.

Filed October 23, 1908. Closed April 19, 1909.

No. 4262—1909.

Creamery Package Mfg. Company, Chicago, Ill.

Classification on Box Material.

See Supplement No. 2 to Iowa Classification No. 14.

Filed October 24, 1908. Closed February 24, 1909.

No. 4263—1909.

Wm. Lawther Co., et al., Dubuque.

Classification on Candy—Failure of Railway Companies to Apply Commissioners' Rates.

Adjusted.

Filed October 27, 1908. Closed May 3, 1909.

No. 4264—1909.

Ulbrich Seed Corn Tester Co., Atlantic.

Classification on Seed Corn Testers.

See Supplement No. 2 to Iowa Classification No. 14.

Filed October 28, 1908. Closed February 24, 1909.

No. 4265—1909.

Beatrice Creamery Company, Des Moines, vs. Chicago & North Western Railway Company and the Chicago, Milwaukee & St. Paul Railway Company.

Refusal to Give Receipt for Empty Milk Cans Returned.

Adjusted.

Filed November 1, 1908. Closed April 2, 1909.

No. 4266—1909.

T. J. O'Neill, et al., Harpers Ferry.

Classification on White Oak Fence Posts.

See Supplement No. 4 to Iowa Classification No. 14.

Filed November 2, 1908. Closed July 21, 1909.

No. 4267—1909.

C. L. Percival Co., Des Moines.

Classification on Tallow.

See Supplement No. 2 to Iowa Classification No. 14.

Filed November 2, 1908. Closed February 24, 1909.

No. 4268—1909.

D. Rothschild Grain Company, Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

Shelling in Transit Privilege—Claim for Overcharge.

Adjusted.

Filed November 2, 1908. Closed April 2, 1909.

No. 4269—1909.

E. G. Wylie, et al., Des Moines.

Rate on Copperas.

See Supplement No. 3 to Iowa Classification No. 14.

Filed November 15, 1908. Closed March 19, 1909.

No. 4270—1909.

W. B. Martin, et al., Dubuque.

Classification on Sash, Glazed with Leaded Glass.

See Supplement No. 2 to Iowa Classification No. 14.

Filed November 19, 1908. Closed February 24, 1909.

No. 4271—1909.

Iowa State Manufacturers Association and Greater Des Moines Committee.

Commodity Rates Based on W. T. L. No. 1-a, Glucose and Allied Products and Harness and Saddlery.

See Amendment No. 2 to Commodity Rates.

Filed November 30, 1908. Closed February 24, 1909.

No. 4272—1909.

Iowa State Manufacturers' Association and E. G. Wylie, et al., Des Moines.

Application for Carlot Ratings in Iowa Classification where one now exist, based on Official Classification Ratings.

Withdrawn.

Filed November 30, 1908. Closed March 16, 1909.

No. 4273—1909.

Sunderland Bros. Company, et al., Omaha, Neb., vs. Minneapolis & St. Louis Railway Company.

Rate on Brick and other Clay Products, Switching.

Adjusted.

Filed December 3, 1908. Closed April 2, 1909.

No. 4274—1909.

H. E. Binkley, Cherokee, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Refund of Demurrage Charges Wrongfully Collected at Ashton.

Claim declined.

Filed December 5, 1908. Closed April 2, 1909.

No. 4275—1909.

Witwer Bros. Company, et al., Cedar Rapids.

Rule for Marking Packages.

Dismissed without prejudice.

Filed December 9, 1908. Closed April 2, 1909.

No. 4276—1909.

Chicago, Rock Island & Pacific Railway Company.

Rate on Corn Cribs, S. U.

See Supplement No. 3 to Iowa Classification No. 14.

Filed December 9, 1908. Closed March 19, 1909.

No. 4277—1909.

J. W. Abrams, Keithsburg, Ill., vs. Muscatine North & South Railway Company.

Interstate Rate on Poultry.

Investigated.

Filed December 10, 1908. Closed April 2, 1909.

No. 4278—1909.

Sioux City Seed & Nursery Company, Sioux City.

Commodity Rate on Rape Seed.

Withdrawn.

Filed December 17, 1908. Closed January 23, 1909.

No. 4279—1909.

E. B. Cook, Wapello, vs. Muscatine North & South Railway Company.

Alleged Discrimination in Interstate Rates.

Investigated and case closed.

Filed December 18, 1908. Closed April 2, 1909.

No. 4280—1909.

Des Moines Hosiery Mills, Des Moines.

Rate on Hosiery.

Withdrawn.

Filed December 28, 1908. Closed February 24, 1909.

No. 4281—1909.

F. A. Newman, Stratford, vs. Chicago & North Western Railway Company.

Overcharge, Interstate.

Adjusted.

Filed December 31, 1908. Closed April 19, 1909.

No. 4282—1909.

Snyder, Son & Company, Sioux City, vs. Great Northern Railway Company.

Claim for Overcharge.

Adjusted.

Filed December 31, 1908. Closed April 2, 1909.

No. 4283—1909.

E. S. Ketchum, Marshalltown, vs. Iowa Central Railway Company.

Minimum Weight on Coal.

Adjusted.

Filed January 7, 1909. Closed April 2, 1909.

No. 4284—1909.

W. F. Leinbaugh, Iowa City, vs. Chicago, Rock Island & Pacific Railway Company and Cedar Rapids & Iowa City Railway Company.

Overcharge. Switching Charges, Transfer Charges, Joint Rate, etc.

Adjusted satisfactorily to complainant.

Filed January 8, 1909. Closed April 2, 1909.

No. 4285—1909.

Litchfield Manufacturing Company, Waterloo vs. Chicago & North Western Railway Company, et al.

Routing of Shipments.

Right of shipper to direct routing sustained.

Filed January 9, 1909. Closed April 2, 1909.

No. 4286—1909.

Des Moines Tent & Awning Co., Des Moines.

Classification on Chautauqua Outfits and Camping Outfits, etc.

Granted by Supplement No. 3 to Iowa Classification No. 14.

Filed January 11, 1909. Closed March 19, 1909.

No. 4287—1909.

Creamery Package Manufacturing Company, Des Moines.

Classification on Butter Box Material.

See Supplement No. 2 to Iowa Classification No. 14.

Filed January 12, 1909. Closed February 24, 1909.

No. 4288—1909.

Sheffield Brick & Tile Company, Sheffield, vs. Iowa Central Railway Company.

Claim for Overcharge.

Adjusted.

Filed January 16, 1909. Closed April 2, 1909.

No. 4289—1909.

United States Gypsum Company et al., Chicago, Ill.

Classification on Gypsum Rock.

See Supplement No. 3 to Iowa Classification No. 14.

Filed January 16, 1909. Closed March 19, 1909.

No. 4290—1909.

Marshalltown Sugar & Syrup Company, Marshalltown.

Classification on Maple Sugar Substitute, etc.

See Supplement No. 2 to Iowa Classification No. 14.

Filed January 16, 1909. Closed February 24, 1909.

No. 4291—1909.

M. A. Moore, Le Mars, vs. Chicago, Milwaukee & St. Paul Railway Company.

Undercharge, Interstate.

Investigation disclosed additional charge made was in accordance with published tariff.

Filed January 18, 1909. Closed April 2, 1909.

No. 4292—1909.

Chicago & North Western Railway Company.

Transfer Charges.

Board ruled that intermediate carriers in joint shipments are entitled to compensation for services, such charges to be added to freight rate.

Filed January 19, 1909. Closed April 2, 1909.

No. 4293—1909.

Van Nostrand Saddlery Co., Muscatine.

Classification on Harness and Saddlery, etc.

Closed by adoption of Harness & Saddlery rate in Amendment No. 2 to Commodity rates.

Filed January 21, 1909. Closed February 24, 1909.

No. 4294—1909.

Davis & Means, Delmar, vs. Chicago & North Western Railway Company.

Overcharge, Interstate.

On investigation it was found that rate charged was according to tariff.

Filed January 22, 1909. Closed February 16, 1909.

No. 4295—1909.

K. K. K. Medicine Company, Keokuk.

Classification on Condition Powders, etc.

Closed by adoption of Supplement No. 2 to Iowa Classification No. 14.

Filed January 25, 1909. Closed February 24, 1909.

No. 4296—1909.

Lehigh Clay Products Co., Lehigh.

Shipments in Excess of one or more Full Carloads.

Request for ruling that when car is loaded to full visible capacity, but weight does not amount to minimum established, another car must be furnished in which to load balance of minimum weight. Denied. See Supplement No. 3.

Filed January 25, 1909. Closed March 19, 1909.

No. 4297—1909.

Corn Belt Meat Producers Association vs. Railway Companies.

Minimum Weights on Live Stock.

Amendment to Rule 35 of Iowa Classification as asked for, granted.

See Supplement No. 2 to Iowa Classification No. 14.

Filed January 26, 1909. Closed February 24, 1909.

No. 4298—1909.

C. L. Percival Co., Des Moines.

Classification on Hides.

Closed by Supplement No. 2 to Iowa Classification No. 14.

Filed January 28, 1909. Closed February 24, 1909.

No. 4299—1909.

Heider Manufacturing Company, Carroll.

Classification on Eveners, etc.

Closed by Supplement No. 2 to Classification No. 14.

Filed January 29, 1909. Closed February 24, 1909.

No. 4300—1909.

John Wunderlich, et al., Cedar Rapids.

L. C. L. Rate on Alum, Sulphur, Borax and Epsom Salts.

Denied as to Alum and Borax. Granted as to Sulphur and Epsom Salts. See Supplement No. 3 to Iowa Classification No. 14.

Filed February 3, 1909. Closed March 19, 1909.

No. 4301—1909.

Pittsburgh Plate Glass Company, Pittsburgh, Pa.

Mirrors and Plate Glass, etc.

Mistaken application for rate already in force in Iowa.

Filed February 12, 1909. Closed February 18, 1909.

No. 4302—1909.

Fullerton Lumber Company, Minneapolis, Minn.

Classification on Oak Fence Posts, Ruling on.

Oak fence posts take same rates as cedar fence posts.

Filed February 15, 1909. Closed April 2, 1909.

No. 4303—1909.

Marshall Oil Co., Marshalltown.

L. C. L. Shipments of Oil. Concerning Rights of Railway Companies to Limit such Shipments to Certain Days of the Week.

Dismissed without prejudice.

Filed February 16, 1909. Closed April 2, 1909.

No. 4304—1909.

G. D. Doud, et al., Ottumwa, vs. Chicago & North Western Railway Company, et al.

Brick Rate, Interstate.

Adjusted.

Filed February 22, 1909. Closed April 20, 1909.

No. 4305—1909.

Iowa Coffin Company, et al., Dubuque.

Classification on Grave Vaults. Granted.

See Supplement No. 3 to Iowa Classification No. 14.

Filed March 1, 1909. Closed March 19, 1909.

No. 4306—1909.

Dubuque Mattress Company, et al., Dubuque.

Classification on Mattresses, etc.

Granted. See Supplement No. 3 to Iowa Classification No. 14.

Filed March 1, 1909. Closed March 19, 1909.

No. 4307—1909.

Sheffield Brick & Tile Co., Sheffield, vs. Iowa Central Railway Company.

Overcharge on Account of Minimum Weight.

On investigation it was found overcharge had been made and railway company made refund.

Filed March 5, 1909. Closed April 2, 1909.

No. 4308—1909.

M. D. Smiley, et al., Clinton.

Rule for Marking L. C. L. Shipments of Brick, Exception to Rule 27.

Granted. See Supplement No. 4 to Iowa Classification No. 14.

Filed March 8, 1909. Closed July 21, 1909.

No. 4309—1909.

Excelsior Steel Furnace Company, Chicago, Ill.

Classification on Sheet Iron, Tin Plate, etc.

Granted. See Supplement No. 3 to Iowa Classification No. 14.

Filed March 11, 1909. Closed March 19, 1909.

No. 4310—1909.

Fairmont Creamery Co., Omaha, Neb.

Commodity Rate on Butter.

Application withdrawn.

Filed March 12, 1909. Closed July 16, 1909.

No. 4311—1909.

Ketchum & Gaston, Marshalltown.

Classification on Potato Planters.

Granted. See Supplement No. 3 to Iowa Classification No. 14.

Filed March 12, 1909. Closed March 19, 1909.

No. 4312—1909.

Geis Botsford, et al., Des Moines, vs. Wabash Railroad Company, et al.

Interstate Rate on Coal to Iowa Points.

Inquiry, not intended as complaint.

Filed March 17, 1909. Closed March 22, 1909.

No. 4313—1909.

Hardsocg Manufacturing Company, Ottumwa.

Classification on Coal Drills in Bundles.

Closed by adoption of Supplement No. 4 to Iowa Classification No. 14.

Filed March 19, 1909. Closed July 21, 1909.

No. 4314—1909.

A. M. White, Fort Dodge.

Classification on Household Goods. Desired that requirement "prepaid" be eliminated.

Denied. See Supplement No. 4 to Iowa Classification No. 14.

Filed March 20, 1909. Closed July 21, 1909.

No. 4315—1909.

Chicago, Burlington & Quincy Railroad Company, et al.

Petition Requesting Change in Classification in Items found in Supplement No. 2 to Iowa Classification No. 14.

Filed April 28, 1909. Closed July 21, 1909.

This was a petition requesting that Index Nos. 35, 36, 40, 42, 43, 44, 48, 50, 53, 55, 56 and 57 be amended as set forth in their petition.

Petition was denied, except as to Index No. 36, which was granted. See Supplement No. 4 to Iowa Classification No. 14, effective September 1, 1909.

No. 4316—1909.

E. G. Wylie, et al., Des Moines.

Rate on Rails, etc.

Withdrawn.

Filed May 1, 1909. Closed July 20, 1909.

No. 4317—1909.

International Harvester Co., Chicago, Ill.

Classification on Agricultural Implements and Vehicles and Gasoline Engines returned to Manufacturers, original Point of Shipment or Branch House.

Granted. See Supplement No. 4 to Iowa Classification No. 14.

Filed May 7, 1909. Closed July 21, 1909.

No. 4318—1909.

Amazon Vinegar & Pickling Works, Clinton.

Commodity Rate on Vinegar on Basis of "River to River" Interstate Rate.

Granted. See Supplement No. 4 to Iowa Classification No. 14.

Filed May 8, 1909. Closed July 21, 1909.

No. 4319—1909.

Des Moines Casket Company, Des Moines.

Protest to Rehearing on Classification on Grave Vaults.

Board decided rate named in Supplement No. 3 to remain in effect on and after July 13, 1909.

Filed May 12, 1909. Closed June 29, 1909.

No. 4320—1909.

Iowa Cold Storage Co., et al., Clinton.

Classification on Poultry Coops, returned to Shippers, although new, as second hand.

Denied. See Supplement No. 4 to Iowa Classification No. 14.

Filed May 15, 1909. Closed July 21, 1909.

No. 4321—1909.

L. H. Kurtz Co., Des Moines.

Classification on Sinks and Wash Stands.

Continued for further investigation.

Filed May 26, 1909. Closed July 21, 1909.

No. 4322—1909.

Otis Elevator Co., New York City.

Classification on Hoisting Machines, etc.

Granted. See Supplement No. 4 to Iowa Classification No. 14.

Filed June 14, 1909. Closed July 21, 1909.

No. 4323—1909.

Minneapolis & St. Louis Railroad Company and Iowa Central Railway Company.

Classification on Sash Weights and Wall Cleaning Compound.

See Supplement No. 4 to Iowa Classification No. 14.

Filed June 25, 1909. Closed July 21, 1909.

No. 4324—1909.

Chicago, Burlington & Quincy Railroad Company.

Classification on Sash Weights and Wall Cleaning Compound.

See Supplement No. 4 to Iowa Classification No. 14.

Filed June 18, 1909. Closed July 21, 1909.

No. 4325—1909.

Chicago Great Western Railway Company.

Classification on Wall Cleaning Compound and Sash Weights.

See Supplement No. 4 to Iowa Classification No. 14.

Filed June 29, 1909. Closed July 21, 1909.

No. 4326—1909.

Chicago, Milwaukee & St. Paul Railway Company.

Classification on Wall Cleaning Compound and Sash Weights.

See Supplement No. 4 to Iowa Classification No. 14.

Filed June 29, 1909. Closed July 21, 1909.

No. 4327—1909.

Chicago & North Western Railway Company.

Classification on Wall Cleaning Paste or Compound.

See Supplement No. 4 to Iowa Classification No. 14.

Filed July 9, 1909. Closed September 1, 1909.

No. 4328—1909.

E. G. Wylie, et al., Des Moines.

Rule for Marking L. C. L. Shipments. Exception to Rule 27.

Granted as to Brick. See Supplement No. 4 to Iowa Classification No. 14.

Filed July 14, 1909. Closed July 21, 1909.

No. 4329—1909.

Keith Furnace Company, Des Moines.

Classification on Furnaces Complete.

Granted. See Supplement No. 4 to Iowa Classification No. 14.

Filed July 15, 1909. Closed July 21, 1909.

No. 4330—1909.

Chicago & North Western Railway Company.

Classification on Sash Weights, Iron or Cement.

See Supplement No. 4 to Iowa Classification No. 14.

Filed July 9, 1909. Closed September 1, 1909.

CASES RELATING

TO

Complaints Against Express Companies Closed by Correspondence

Complaints Against Express Companies

No. 4331—1909.

Brubaker Brothers, Spring Hill, vs. United States Express Company.

Excessive Rate on Milk and Cream.

Adjusted.

Filed December 23, 1908. Closed January 2, 1909.

No. 4332—1909.

Fairmont Creamery Company, Omaha, vs. American Express Company.

Receipting for Milk and Cream Cans.

Adjusted.

Filed December 24, 1908. Closed April 8, 1909.

No. 4333—1909.

E. E. Strawn, Estherville, vs. United States Express Company.

Loss and Damage in Transit.

Adjustment proposed by company and case closed.

Filed January 12, 1909. Closed February 8, 1909.

No. 4334—1909.

J. O. Loring, Dallas Center, vs. Adams Express Company.

Claim for Loss and Damage in Transit.

Adjusted.

Filed February 8, 1909. Closed April 3, 1909.

No. 4335—1909.

F. A. Strong, Orient, vs. Adams Express Company.

Claims for Overcharge on Hogs—Interstate.

Investigation disclosed no overcharge.

Filed February 9, 1909. Closed April 5, 1909.

No. 4336—1909.

B. A. Roberts, Des Moines, vs. Adams Express Company.

Overcharge on Angora Cat.

Dismissed without prejudice.

Filed February 17, 1909. Closed April 5, 1909.

No. 4337—1909.

O. W. Lacey, Kirkman, vs. Adams Express Company, et al.

Overcharge on Chickens.

Refund made.

Filed February 24, 1909. Closed April 5, 1909.

No. 4338—1909.

State Railroad Commission vs. American Express Company.

Agent at Almont.

Agent installed.

Filed March 4, 1909. Closed March 30, 1909.

No. 4339—1909.

E. B. Higley Company, Mason City, vs. Adams Express Company.

Interstate Rate on Cream.

Closed without prejudice.

Filed March 5, 1909. Closed August 12, 1909.

No. 4340—1909.

Ketchum & Gaston Company, Marshalltown, vs. Adams Express Company.

Establishment of Agency at Abbott's Crossing.

Station established as requested.

Filed March 24, 1909. Closed July 6, 1909.

No. 4341—1909.

J. C. Marshall, Somerset, vs. United States Express Company.

Delay in Returning Milk Cans.

Adjusted.

Filed April 27, 1909. Closed August 12, 1909.

No. 4342—1909.

E. B. Higley Company, Mason City.

Rates on Milk and Cream.

Withdrawn.

Filed May 8, 1907. Closed September 27, 1909.

No. 4343—1909.

J. C. Guthrie, Shenandoah, vs. Pacific Express Company.

Excessive Rate on Milk and Cream.

Adjusted.

Filed May 25, 1909. Closed November 23, 1909.

No. 4344—1909.

E. B. Higley Company, Mason City, vs. Express Companies.

Empty Milk and Cream Cans Returned.

Complaint that express companies now decline to return such cans free as formerly. Express companies restored this privilege in Iowa.

Filed July 16, 1909. Closed August 12, 1909.

No. 4345—1909.

Leo E. Mulgrew, Dubuque, vs. Express Companies.

Charge on Bread Carriers Returned.

Express companies restored former provisions relating to return of bread carriers.

Filed August 19, 1909. Closed September 22, 1909.

No. 4346—1909.

F. C. Schroeder, Wellman, vs. Express Companies.

Empty Bread Baskets Returned.

Complaint that provision formerly in effect has been cancelled. Privilege restored by amendment promulgated by express companies.

Filed August 24, 1909. Closed September 22, 1909.

No. 4347—1909.

J. C. Marshall, Somerset, vs. United States Express Company.

Excessive Rate on Milk and Cream.

Adjusted.

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TO

Wire Over Railroad Tracks

Cases Relating to Wires over Tracks.

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Chicago, Milwaukee & St. Paul Railway Company, vs. Lytton Switch Board Company.

Wires Over Railroad Tracks.

Adjusted.

Filed November 16, 1908. Closed April 14, 1909.

No. 4349—1909.

Chicago, Milwaukee & St. Paul Railway Company, vs. Peoples' Telephone Company, Madrid.

Wires Over Railroad Tracks.

Adjusted.

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