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## FOURTH ANNUAL REPORT

OF THE

## BOARD

OF

## RAILROAD COMMISSIONERS,

FOR THE

YEAR ENDING JUNE 30, 1881.

STATE OF IOWA.

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

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1881.

# ANNUAL REPORT.

STATE OF IOWA,  
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, November 30, 1881. }

To HONORABLE JOHN H. GEAR, *Governor of the State of Iowa:*

OBEIENT to section 4, of chapter 77, of the acts of the Seventeenth General Assembly, the Board of Railroad Commissioners herewith transmit to you their fourth annual report, including the annual returns of the several railway corporations in the State, a series of important tables compiled from such returns, an epitome or syllabus of the cases of complaint investigated by them during the year, a digest of the decisions of the Supreme Court of the State compiled from such announced opinions as have been published, a carefully prepared map of all the railways in the State, an accurate profile of the grades of several of the more important lines, and a brief treatise upon the subject of coal supply and distribution.

On the 8th of March last, Commissioner J. W. McDill resigned his office in order to accept a seat in the United States Senate, to which the Governor had appointed him. On the 12th of March, A. R. Anderson, of Fremont county, was appointed to the vacancy on this Board, and has been reappointed for the full term commencing April 1, 1881. At the time of his resignation Judge McDill had entered upon the last month of his three years' term, having been the first person chosen to the Board after the enactment of the commissioner law. During his term of service on this Board his apt intelligence, profound knowledge of the law, great good sense, and his tireless devotion to the duties of the position, won for him not only the unalloyed esteem and affection of his colleagues, but the admiration and confidence of the people in like measure. It affords this Board peculiar pleasure to say in this public manner that very much of the success attending the administration of this untried experiment of railway control by a State commission was due to the wisdom of their late companion, Senator J. W. McDill.

The Commissioners see very much in the condition of the railways and in their operations during the current year upon which to congratulate your Excellency and the people of Iowa. For a long time there has not been so large an extension of railroad mileage in all parts of the State as during the past four years, and certainly there is no parallel in our history to the volume of operations performed by our transportation lines for the past twelve months. During the year 449 miles of railway have been constructed and put into operation, while about 950 miles in addition have been partially graded and only await the favoring influences of the weather to complete them. But for the long-continued rain-storms, covering about one-half of the working time of the past summer, the mileage of operating railways at this date would be fully 600 more than it now is. Only two of the ninety-nine counties in the State are now without railways in operation, while both of these already have two or more projected and partially constructed lines. Iowa has now five thousand four hundred and twenty-six miles in operation, and when the uncompleted lines shall have been finished, which is almost certain to be done before the close of another year, Iowa's railroad system will comprise something over six thousand three hundred and fifty miles, equalling if not actually outstripping both New York and Pennsylvania, surpassing all New England, and standing only second in the entire Union, with Illinois only having a greater mileage. Notwithstanding this striking exhibit of railway construction in our State, the end is not yet, it would seem, for other enterprises are on foot affording more or less certainty of early accomplishment. Besides the extension of old and established lines into territory theretofore unoccupied, many new and independent corporations have been organized, the records of the office of the Secretary of State showing the organization of twenty-nine companies in 1878, of eighteen in 1879, of seventeen in 1880, and of thirty-eight in 1881, or 102 for the four years. Some of these are mere reorganizations of existing companies, but more than five-sixths of them are new enterprises. A few have proceeded with construction, some have grown to completion, while others have obtained more or less local tax aid in preparation for vigorous work another year. These numerous organizations attest the public desire for, if not the need of, more railway facilities than the State now enjoys, and the extent and vigor of the spirit of enterprise which pervades the public mind in all departments of endeavor.

## MAGNITUDE OF RAILWAY BUSINESS.

The business done by all the operating lines in the State has also grown to enormous proportions, the gross amount for the last year being 9,114,914 tons carried, the gross receipts for which, including passengers, amount to nearly twenty-eight and a half million dollars, an increase over the receipts of 1880 of more than three million six hundred thousand dollars. The figures indicate to what vast proportions our rail commerce has reached, and will not fail to impress the public with the importance of a business of such magnitude and such a steady ratio of annual increase. So vast a business, it would seem, ought to appeal with effective force alike to the sense of justice of railway managers and the best-wisdom of the State in the matter of public control. Indeed, it has become so vast and so universal in its influence upon the welfare of the people and corporations alike that neither can for itself safely presume to ignore substantial justice and equity in its relations to the other. The only permanent security to both lies in the prompt and mutual recognition of the rights of each.

## CONDITION OF THE RAILWAYS.

Much expenditure has been made during the year past in the improvement of the road-bed, grades, rails, and rolling-stock of nearly all the lines in the State. The increased business has resulted in unusual wear and waste, and diligence in repair has been a necessity that could not safely be omitted. Every corporation feels more and more each year that much of its success and prosperity depend upon the condition in which its roads and rolling-stock are kept. While the public are ever anxious for lower rates, they are quite as insistent upon having luxurious coaches for travel, and prompt and rapid dispatch of their freight. This necessitates reduced grades, lessened curvatures, perfect rails, ballasted road-bed, abundance of cars, and constant attention to repairs in everything. The Commissioners are enabled to report that more than usual diligence has been exercised the past year in these respects, and that as a rule the railways are in excellent condition. The repeated snow blockades of last winter were sources of great damage to road-beds, cars, and locomotives, the expense entailed upon twelve of the larger corporations on this account amounting to near a million of dollars. Following these snow-storms came the rainy summer with its destruction of bridges, culverts, road-

bed, and rolling-stock. If the hundreds of thousands of loss thus occasioned be added to that of snow blockades, the balance-sheet will doubtless show a larger percentage of expenses to receipts than has ever before been known in the State. But, despite these multiplied misfortunes the various roads are kept in a condition which commands the "well done" of the public. Many new bridges have taken the place of old and less substantial ones, and steel rail is being rapidly substituted for iron. Large numbers of new freight and passenger cars have been added to the rolling-stock, and the supply even yet is insufficient. It has been found impossible for railway companies to procure all the new cars needed, as the demand for them has been so great and universal that all the car factories in the United States have been behind their orders for many months, and in many instances refuse to take orders for earlier delivery than six to eighteen months ahead. Answering the hypercritical that as all railway companies are required by law to "furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight," it was their duty to have them on hand, it may justly be said that neither the railway companies nor the public could by any reasonable stretch of imagination have anticipated either the marvelous growth in the volume of our rail commerce or the exceptional storms of both winter and summer which disabled or destroyed so many of their cars and locomotives. We are very clear that all the companies are anxious to meet every demand in this regard which the law and reason prescribe.

#### RATES OF TRANSPORTATION.

That the volume of business has much to do with determining the rates charged will hardly be disputed. The National Bureau of Statistics for the current year furnishes information on this head which will be read with interest. Treating of the "Railroad Problem" the chief of the Bureau instances thirteen of the leading lines of the country, giving the increase in the volume of freight, and the aggregate receipts therefor, together with the percentage of increase. These roads are the Boston & Albany, the New York Central & Hudson River, the New York, Lake Erie & Western, the Pennsylvania, the Pittsburgh, Fort Wayne & Chicago, the Lake Shore & Michigan Southern, the Michigan Central, the Chicago & Alton, the Chicago, Burlington & Quincy, the Chicago, Milwaukee & St. Paul, the Chicago, Rock Island & Pacific, and the Illinois Central. We quote:

It appears that the number of tons of freight carried on the railroads mentioned \* \* \* increased from 45,557,002 tons during the year 1873 to 78,150,913 tons during the year 1880, an increase of about 71.5 per cent. The receipts from freight, however, increased from \$112,004,648 in 1873 to \$143,388,178 in 1880, an increase of \$31,383,530, or only about twenty-eight per cent. This small rate of increase of receipts in proportion to the increase of traffic was due to the fact that the average rate per ton charged on these thirteen railroads fell from 1.77 cents per ton per mile in 1873 to 1.07 cents per ton per mile in 1880, a decrease of 39.5 per cent.

These figures show that owing to the large decrease in the charges made on freight, the percentage of increase in receipts is very much less than the increase in the percentage of traffic. While this exhibit refers mainly to through business and the larger lines of road, it includes four of the five lines which traverse the State of Iowa east and west. Hence our people are directly the beneficiaries of a steadily and continually falling rate. This reduction in rates is not confined to the through traffic; it applies—in a somewhat smaller ratio, it is true—to the local traffic as well, which is demonstrated in tables to be found further on, prepared from reliable data by the Commissioners. What it is that has produced these reductions in charges is a question rather for the economist; it suffices us to be able to point them out and to know that they are welcome tidings alike to producer and consumer. It is probable, however, that improved methods in railway operations, and a better knowledge of the economies of transportation developed by experience, together with the rivalries of competing rail and water lines, have had far more to do in effecting this gratifying result than all other considerations combined.

#### GRADUAL REDUCTION OF RATES.

With the view of demonstrating the gradual reduction in railroad rates or charges on freight, we submit the following table:

## FREIGHT CHARGES AND REDUCTIONS

Showing the amount of freight charges per ton per mile of fifteen of the most important lines of the country, including the Iowa trunk lines, for a series of years.

	RATE PER TON PER MILE IN CENTS AND DECIMALS OF A CENT.														Per cent of reductions.
	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	
New York Central Railroad.....	872	924	835	1,027	1,016	887	749	668	679	564	420	400	400	400	44
New York Central Railroad.....	2,743	2,587	1,853	1,649	1,563	1,573	1,462	1,275	1,051	1,014	930	796	879	879	68
New York, Lake Erie & W. Railroad.....	1,810	1,539	1,333	1,442	1,326	1,464	1,312	1,269	1,069	955	973	780	836	836	53
Pennsylvania Railroad.....	1,906	1,718	1,549	1,389	1,416	1,416	1,265	1,058	892	980	918	796	880	880	54
Pittsburgh, Fort Wayne & Chicago Railroad.....	1,700	1,620	1,450	1,430	1,400	1,400	1,269	1,170	930	1,010	880	760	910	910	47
Boston & Albany Railroad.....	2,811	2,435	2,163	2,090	2,016	1,958	1,818	1,533	1,288	1,208	1,129	1,130	1,171	1,171	58
Lake Shore & Michigan Southern Railroad.....	2,339	1,714	1,504	1,391	1,374	1,335	1,180	1,010	817	864	734	640	768	768	68
Michigan Central Railroad.....	2,450	2,000	1,982	1,747	1,867	1,801	1,500	1,398	1,115	878	848	678	842	842	66
Chicago, Burlington & Quincy Railroad.....	3,248	3,063	2,392	2,200	2,076	1,924	1,901	1,880	1,603	1,428	1,247	957	907	1,050	68
Chicago, Rock Island & Pacific Railroad.....	3,740	2,640	2,490	2,070	1,930	1,910	1,910	1,710	1,600	1,430	1,210	1,210	1,230	1,230	55
Chicago & Northwestern Railroad.....	3,168	3,003	2,809	2,614	2,351	2,220	1,940	1,780	1,702	1,724	1,530	1,460	1,470	1,470	54
Chicago, Milwaukee & St. Paul Railroad.....	3,100	2,820	2,540	2,430	2,380	2,100	2,000	2,040	2,080	1,800	1,720	1,600	1,770	1,770	43
Burlington, Cedar Rapids & Northern Railway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
Illinois Central (Iowa Division).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
Central Iowa Railway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7

\* This column shows the per cent of the reductions of each line between the years first and last named in the table.

The Lake Shore & Michigan Southern road since 1871 has carried its freight per ton per mile lower than any of the roads reported, the Michigan Central and the Pittsburgh & Fort Wayne following very closely. The lake competition between Chicago and Buffalo has regulated the former, and the others as competitors have been compelled to make like concessions to this water route. The New York Central road has been compelled by canal competition to keep its rates down; the same cause has reduced the rates on the New York, Lake Erie & Western and the Pennsylvania road, as will be seen by the table.

The Chicago, Burlington & Quincy road has advanced its rates 14-100 of a cent over those reported last year, the Chicago & Northwestern 10-100, the Chicago, Milwaukee & St. Paul 17-100, the Chicago, Rock Island & Pacific 10-100, and the Illinois Central 2-100. The Burlington, Cedar Rapids & Northern has reduced its rates 22-100 of a cent, and the Central Iowa 8-100. The advance, where it has been made, is the only exception to the regular reduction in Iowa roads as far back as this table reaches, and is much below the advance in labor and all the material that goes to make up the railroad plant.

A careful study of the foregoing table will show that the fourteen railroad lines mentioned have, almost without exception, steadily reduced their rates in a substantially fixed ratio during all the successive years from 1868 to 1878, inclusive. The few exceptions to this rule, as previously mentioned, show the slight average increase of only nine hundredths of a cent per ton per mile—an increase which bears but a slender ratio to the increase in the cost of labor, supplies, and all forms of material entering into railroad use. In the average, the Erie Canal rates show a decrease of forty-four per cent from the rates of 1868. The New York Central, and the Lake Shore & Michigan Southern, which are practically one continuous line of road, and the Chicago, Burlington & Quincy, show the greatest decrease in charges; to-wit, sixty-eight per cent. The Michigan Central comes next, sixty-six per cent; the Boston & Albany, the Chicago, Rock Island & Pacific, the Chicago & Northwestern, the Pennsylvania, the New York, Lake Erie & Western following in the order named. The average per cent of decrease in the Illinois Central charges, as shown in the four years noted in the table, is found to be equal to those showing the largest decrease for the thirteen years of their exhibits respectively. Another fact prominently appears in this table, which is that the largest ratio of decrease has been made during the last five years; more in the average than during the preceding eight years. From all these deductions it is evi-

dent that the cost of transporting the great bulk of all the food productions, and lumber, coal, manufactures, merchandise, and indeed of everything moved by rail, is steadily undergoing a marked decrease from year to year, the reduction of the last four or five years being equal in the average of the largest made by any company during the whole time covered by the table. Besides this exhibit of decrease in present charges as compared with those of a series of former years, we are enabled to state that the average of the present rate per ton per mile is lower than the rate fixed by the government in Bavaria on grain shipped from Austria-Hungary and from Bavaria to Switzerland and the Rhine. These lines are government railways, and the rates are therefore fixed by the government authorities, and are presumably as near cost as can well be made. This rate on grain is 1.42 cents per ton per mile, while the average rate on all traffic of the fourteen railways named in the foregoing table is 1.34 cents per ton per mile. As the latter is the average upon *traffic of all kinds*, and as it is lower than the Bavarian government rate on *grain*, the comparison will appear all the more striking. As the population per square mile of Bavaria is much greater than the average of the American States through which the roads named in the table pass, still greater emphasis will be given to the comparison. The Bavarian rate is equivalent to a rate of sixty-seven cents per one hundred pounds from Chicago to New York. As bearing upon this subject of reduced rates during the past few years, the Chief of the National Bureau of Statistics, in his report just issued, uses this language:

It is impossible to estimate the magnitude of the benefits which the reductions made in charges for transportation on railroads have conferred upon the interests of agriculture, of mining, and of commerce. That the increase in the value of the domestic exports of the United States to foreign countries—from \$442,820,178 during the year ended June 30, 1871, to \$902,319,473 during the year ended June 30, 1881—has been largely due to such reductions is evident from the fact that such exports are chiefly the products of the Western and Northwestern States, a large proportion of which is transported to the sea-board on railroads.

#### THROUGH AND LOCAL CHARGES COMPARED.

The foregoing table and observations relate entirely to rates on through traffic. Feeling that a similar exhibit of local rates and reductions would be of value to the people of the State and to the General Assembly, the Commissioners have compiled the following tables with that view. That the details of the showing might be made more clear,

and that the average ratio of the local and through charges might appear in comparison, they have arranged the two classes of tables in companions for each of the six railways mentioned. As the great bulk of the freight business of the State, both through and local, is transported over these lines, the Commissioners limited the showing to them. They are the Chicago, Burlington & Quincy, the Chicago, Rock Island & Pacific, the Chicago & Northwestern, the Illinois Central, the Chicago, Milwaukee & St. Paul, and the Burlington, Cedar Rapids & Northern railways. In the compilation of these tables it was thought advisable, in order to economize space, to ascertain the through and local rates for alternate years, running from 1867 to 1881, between the stations named, which embrace terminal, competitive, and non-competitive points, feeling assured they would serve every practical purpose which more extended tables could. In the showing of some of these roads blanks appear for one or more of the years named. This is explained by the fact that the roads at the interior points named were not constructed at those dates.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Statement of passenger tariff rates, and rates per mile, between principal Iowa stations and Burlington and Chicago, in each alternate year since 1873.

FROM AND TO	1873.		1875.		1877.		1879.		1881.	
	Rate.	Rate per mile—cents.	Rate.	Rate per mile—cents.	Rate.	Rate per mile—cents.	Rate.	Rate per mile—cents.	Rate.	Rate per mile—cents.
Council Bluffs to Chicago.....	\$ 19.20	3.848	\$ 15.50	3.100	\$ 15.50	3.100	\$ 15.50	3.100	\$ 14.80	2.960
Council Bluffs to Burlington.....	11.70	4.000	8.73	3.000	8.73	3.000	8.73	3.000	8.73	3.000
Corning to Chicago.....	10.25	3.887	13.58	3.249	13.58	3.249	13.58	3.249	12.53	3.000
Corning to Burlington.....	9.00	4.265	6.33	3.000	6.33	3.000	6.33	3.000	6.33	3.000
Chariton to Chicago.....	12.65	3.753	11.15	3.300	11.15	3.300	11.15	3.300	10.10	3.000
Chariton to Burlington.....	5.40	4.153	3.90	3.000	3.90	3.000	3.90	3.000	3.90	3.000
Albia to Chicago.....	11.25	3.664	10.25	3.339	10.25	3.339	10.25	3.339	9.20	3.000
Albia to Burlington.....	4.00	4.000	3.00	3.000	3.00	3.000	3.00	3.000	3.00	3.000
Ottumwa to Chicago.....	10.25	3.631	9.50	3.368	9.50	3.368	9.50	3.368	8.45	3.000
Ottumwa to Burlington.....	3.00	4.000	2.25	3.000	2.25	3.000	2.25	3.000	2.25	3.000
Mt. Pleasant to Chicago.....	8.50	3.617	8.09	3.443	8.09	3.443	8.09	3.443	7.04	3.000
Mt. Pleasant to Burlington.....	1.25	4.464	.84	3.000	.84	3.000	.84	3.000	.84	3.000

COMPARATIVE STATEMENT.

BETWEEN CHICAGO AND	YEARS.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.									
		Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.		Other grain and mill-stuffe per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
		Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
Mt. Pleasant, Iowa (335 miles).....	1873	85	7.22	70	5.95	58	4.93	45	3.82	36	3.06	30	2.55	30	1.70	80	2.27	7.50	2.13	47.50	2.02
	1875	85	7.22	70	5.9	57	4.84	45	3.82	34	2.89	25	2.12	30	1.70	70	1.94	22.50	1.91	47.50	2.02
	1877	84	7.14	66	5.63	52	4.42	39	3.31	36	3.06	21	1.78	30	1.70	50	1.42	18	1.53	47.50	2.02
Ottumwa, Iowa (282 miles).....	1873	84	7.14	66	5.61	52	4.42	39	3.31	36	3.06	21	1.78	30	1.70	50	1.42	18	1.53	47.50	2.02
	1875	83	5.52	55	4.67	45	3.82	39	2.50	32	2.72	18	1.53	16	1.36	50	1.42	17	1.44	40.00	1.70
	1877	69	4.26	50	3.53	40	2.84	31	2.13	27.50	1.95	25	1.77	30	1.42	60	1.42	25	1.77	47.50	1.69
Albia, Iowa (304 miles).....	1873	85	6.45	77	5.07	62	4.08	46	3.03	43	2.83	27	1.78	25	1.64	60	1.33	24	1.58	52.50	1.73
	1875	80	5.26	70	4.61	60	3.95	40	2.63	37	2.43	25	1.64	20	1.32	59	1.32	20	1.58	52.50	1.73
	1877	115	6.82	100	5.93	85	5.04	70	4.15	50	2.95	35	2.07	25	1.48	100	1.08	11.00	2.17	55.00	1.63
Chariton, Iowa (337 miles).....	1873	115	6.82	100	5.93	85	5.04	70	4.15	50	2.95	35	2.07	25	1.48	95	1.88	28.50	1.66	63.00	1.87
	1875	103	6.11	82	4.86	65	3.85	49	2.91	45	2.67	25	1.48	20	1.19	60	1.19	21	1.34	55.00	1.63
	1877	103	6.11	82	4.86	65	3.85	49	2.91	45	2.67	25	1.48	20	1.19	60	1.19	21	1.34	55.00	1.63
Corning, Iowa (496 miles).....	1873	130	6.34	118	5.66	95	4.56	75	3.69	53	2.55	38	1.82	25	1.20	110	1.77	13.50	2.16	75.00	1.80
	1875	114	5.47	91	4.37	73	3.50	55	2.64	47.50	2.29	30	1.44	25	1.29	75	1.29	28	1.34	71.00	1.71
	1877	100	4.07	.....	.....	70	2.85	45	1.81	45	1.81	30	1.22	30	1.22	85	1.25	35	1.42	70.00	1.43
Council Bluffs, Iowa (497 miles).....	1873	130	6.34	118	5.66	95	4.56	75	3.69	53.50	2.57	37	1.77	30	1.44	115	1.92	34	1.23	75.00	1.80
	1875	114	5.47	91	4.37	73	3.50	55	2.64	47.50	2.29	30	1.44	25	1.29	75	1.29	28	1.34	71.00	1.71
	1877	100	4.07	.....	.....	70	2.85	45	1.81	45	1.81	30	1.22	30	1.22	85	1.25	35	1.42	70.00	1.43

\*The rate given on lumber for 1873 at Mt. Pleasant, Albia, Chariton and Corning, is in dollars and cents per car load; the remainder of the column is cents per 100 lbs.

This table of passenger rates extends back only to 1873, the records of the company previous to that date having been destroyed in the great Chicago fire. It shows that for the eight years given the reduction in the through passenger rate from Council Bluffs to Chicago is twenty-three per cent, and the local rate from Council Bluffs to Burlington twenty-five. The Corning reduction to Chicago is twenty-three, and the State rate to Burlington twenty-nine per cent. From Chariton the through reduction is twelve, and the local twenty-eight per cent. Albia's through rate is reduced eighteen and the local rate twenty-five per cent. The reduction of the inter-State rate from Ottumwa is eighteen and the local rate twenty-five per cent. The Mt. Pleasant through charge is reduced seventeen and the local thirty-three per cent. The average reduction on the through rate from the six stations named is 18.5 per cent; on the local rate 27.5 per cent. The average reduction per annum on the inter-State charge is 2.3 per cent; that on the local or Iowa rate is 3.4 per cent.

The table of freight rates of the Chicago, Burlington & Quincy relates to the through or inter-State traffic only, the local rate data not having been furnished to the Board as requested. But as the through shipments comprise so very large a percentage of all the rail traffic it will serve the purpose of showing the general reductions in charges. From Council Bluffs the reduction on wheat during the eight years has been nothing, the rate of 1873 being relatively very low. On lumber the reduction is thirty-nine per cent, on fourth-class merchandise thirty-three and one-third per cent, and nothing on cattle and hogs for the same reason that wheat rates have not been lowered. The charge on wheat from Corning shows a reduction of twenty-one per cent; of forty-two per cent on lumber, forty per cent on fourth-class merchandise, and six and one-half on cattle and hogs. From Chariton the reduction on wheat is twenty-eight, on lumber thirty-four, on fourth-class merchandise forty per cent, but nothing on cattle and hogs. The Albia charge on wheat shows a reduction of twenty-eight per cent, on lumber forty, on fourth-class thirty-three, and nothing on cattle and hogs. The reductions between Ottumwa and Chicago are ten per cent on wheat, forty on lumber, three on fourth-class merchandise, and nothing on cattle and hogs. The Mt. Pleasant rates show a reduction of forty per cent on wheat, thirty-two on lumber, thirty-three and one-third on fourth-class merchandise, and sixteen on cattle and hogs. The average reduction on wheat between all these stations and Chicago is twenty-one per cent, on lumber thirty-eight,

on fourth-class merchandise thirty and five-tenths, and three and six-tenths on cattle and hogs. The average reduction on wheat per annum for the eight years shown is two and six-tenths per cent, on lumber four and seventy-five one-hundredths, on fourth-class goods three and eight-tenths, and on cattle and hogs forty-five.



STATEMENT

Showing first-class passenger rates, and average rate per mile received per passenger, between the points and for the years named.

STATIONS.		Total miles.	1860.		1871.		1873.		1875.		1877.		1879.		1881.	
FROM	TO		Rate.	Av. rate per mile, cents.	Rate.	Av. rate per mile, cents.	Rate.	Av. rate per mile, cents.	Rate.	Av. rate per mile, cents.	Rate.	Av. rate per mile, cents.	Rate.	Av. rate per mile, cents.	Rate.	Av. rate per mile, cents.
Council Bluffs	Chicago	500	19.50	3.90	19.20	3.84	19.20	3.84	15.50	3.10	15.50	3.10	15.50	3.10	14.80	2.96
Council Bluffs	Davenport	317	13.80	4.35	12.60	3.97	11.10	3.50	9.51	3.00	9.51	3.00	9.50	3.00	9.50	3.00
Atlantic	Chicago	440			16.85	3.80	16.85	3.80	13.66	3.10	13.66	3.10	13.66	3.10	13.14	2.98
Atlantic	Davenport	257	11.40	4.43	10.25	3.98	9.10	3.54	7.71	3.00	7.71	3.00	7.71	3.00	7.71	3.00
Stuart	Chicago	399			15.15	3.79	13.40	3.35	12.43	3.11	12.43	3.11	12.43	3.11	11.91	2.98
Stuart	Davenport	216	9.65	4.46	8.55	3.95	7.65	3.54	6.48	3.00	6.48	3.00	6.48	3.00	6.48	3.00
Des Moines	Chicago	358	14.95	4.17	13.55	3.78	13.55	3.78	11.20	3.12	11.20	3.12	11.20	3.12	10.70	2.98
Des Moines	Davenport	175	7.85	4.48	6.95	3.97	6.15	3.51	5.25	3.00	5.25	3.00	5.25	3.00	5.25	3.00
Kellogg	Chicago	314	13.25	4.21	11.80	3.75	11.80	3.75	9.88	3.14	9.88	3.14	9.88	3.14	9.36	2.98
Kellogg	Davenport	131	5.85	4.46	5.20	3.96	4.65	3.54	3.93	3.00	3.93	3.00	3.93	3.00	3.93	3.00
Marengo	Chicago	268	11.20	4.17	9.95	3.71	9.95	3.71	8.50	3.17	8.50	3.17	8.50	3.17	7.98	2.97
Marengo	Davenport	85	3.80	4.47	3.35	3.94	3.10	3.64	2.55	3.00	2.55	3.00	2.55	3.00	2.55	3.00
Iowa City	Chicago	237	9.85	4.15	8.75	3.69	8.75	3.69	7.57	3.19	7.57	3.19	7.57	3.19	7.05	2.97
Iowa City	Davenport	54	2.45	4.53	2.15	3.98	2.00	3.70	1.62	3.00	1.62	3.00	1.62	3.00	1.62	3.00
Durant	Chicago	202			7.35	3.63	6.90	3.41	6.52	3.22	6.52	3.22	6.52	3.22	6.00	2.97
Durant	Davenport	19	.85	4.47	.75	3.94	.75	3.94	.57	3.00	.57	3.00	.57	3.00	.57	3.00

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Comparative statement of THROUGH freight rates between Council Bluffs and Chicago—distance 500 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.		Other grain and mill-stuffs per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1869	120	4.80	105	4.20	85	3.40	65	2.00	60	2.40	44	1.76	34	1.36	120	1.60	37.50	1.50	\$94.00	2.00
1871	100	4.00			70	2.80	45	1.80	50	2.00	35	1.40	30	1.20	100	1.33	40	1.60	94.00	2.00
1873	100	4.00			70	2.80	45	1.80	45	1.80	30	1.20	30	1.20	85	1.13	35	1.40	70.00	1.55
1875	100	4.00	75	3.00	60	2.40	45	1.80	45	1.80	35	1.40	35	1.40	90	1.20	35	1.40	75.00	1.66
1877	85	3.40	70	2.80	45	1.80	30	1.20	37.50	1.15	30	1.20	25	1.00	70	.93	29	1.04	70.00	1.55
1879	85	3.40	70	2.80	45	1.80	30	1.20	37.50	1.15	30	1.20	25	1.00	65	.86	21.75	.80	67.50	1.50
1881	85	3.40	70	2.80	45	1.80	30	1.20	37.50	1.15	30	1.20	25	1.00	60	.80	21.75	.80	67.50	1.50

Comparative statement of LOCAL freight rates between Council Bluffs and Davenport—distance 317 miles.

1869	112	7.06	102	6.43	92	5.80	82	5.17	49	3.09	39	2.46	34	2.14	102	2.14	29	1.82	\$90.00	3.15
1871	105	6.62	95	5.99	87	5.48	80	5.04	45	2.83	30	1.89	30	1.89	85	1.78	29	1.82	70.00	2.45
1873	105	6.62	95	5.99	87	5.48	80	5.04	45	2.83	30	1.89	30	1.89	85	1.78	29	1.82	70.00	2.45
1875	61.55	3.88	51.29	3.23	41.03	2.58	30.78	1.92	22.68	1.43	20.35	1.28	18.50	1.16	55.21	1.16	35.96	2.26	36.53	1.28
1877	63	3.94	55	3.47	41	2.58	31	1.95	23.25	1.49	25	1.57	20	1.26	52	1.09	17	1.07	38.50	1.35
1879	63	3.94	55	3.47	41	2.58	31	1.95	23.25	1.49	25	1.57	20	1.26	52	1.09	17	1.07	38.50	1.35
1881	63	3.94	55	3.47	41	2.58	31	1.95	23.25	1.49	25	1.57	20	1.26	52	1.09	17	1.07	38.50	1.35

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Atlantic and Chicago—distance 440 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.									
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.	Other grain and mill-stuffs per 100 pounds.	Salt per barrel.	Lumber per 100 lbs.	Cattle and hogs per car.					
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.				
1869	130	5.90	118	5.39	98	4.45	74	3.39	59	2.68	40	1.81	35	1.59	120	1.81	45	2.04	90.00	2.27
1871	130	5.90	118	5.36	98	4.45	74	3.36	59	2.68	40	1.81	35	1.59	120	1.81	36	2.04	90.00	2.27
1873	105	4.77	95	4.31	85	3.86	64	2.90	49.50	2.25	35	1.59	30	1.36	110	1.66	34	1.54	80.00	2.02
1875	105	4.77	95	4.31	85	3.86	64	2.90	49.50	2.25	37	1.59	32	1.36	92	1.39	34	1.54	69.30	1.75
1877	105	4.77	95	4.31	85	3.86	64	2.90	49.50	2.25	37.50	1.59	32	1.36	92	1.39	34	1.54	70.00	1.76
1879	105	4.77	95	4.31	85	3.86	64	2.90	49.50	2.25	37.50	1.59	32	1.36	92	1.39	34	1.54	70.00	1.77
1881	98	4.45	79	4.31	65	2.95	45	2.04	44	2.00	30	1.36	25	1.13	60	.90	21.50	.97	70.00	1.77

Comparative statement of LOCAL freight rates between Atlantic and Davenport—distance 257 miles.

1869	100	7.77	90	7.00	80	6.22	71	5.52	44	3.42	37	2.97	32	2.40	92	2.39	30	2.33	70.00	3.02
1871	100	7.77	90	7.00	80	6.22	71	5.52	44	3.42	37	2.97	32	2.40	92	2.39	26.75	2.08	70.00	3.02
1873	95	7.39	85	6.61	75	5.83	55	4.28	41	3.14	30	2.33	25	1.94	90	2.33	21.50	1.67	67.00	2.89
1875	56.11	4.36	46.76	3.63	37.41	2.91	28.06	2.18	21.04	1.67	18.79	1.46	17.09	1.32	50.99	1.32	16.61	1.29	32.78	1.41
1877	56.11	4.36	46.76	3.63	37.41	2.91	28.06	2.18	21.04	1.67	18.79	1.46	17.09	1.32	50.99	1.32	16.61	1.29	32.78	1.41
1879	57	4.43	50	3.81	38	2.95	28	2.17	21.75	1.69	25	1.94	20	1.55	49	1.28	17	1.32	35.50	1.53
1881	57	4.43	50	3.81	38	2.95	28	2.17	21.75	1.69	25	1.94	20	1.55	49	1.28	17	1.32	35.50	1.53

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Des Moines and Chicago—distance 356 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.									
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.	Other grain and mill-stuffs per 100 lbs.	Salt, per barrel.	Lumber, per 100 lbs.	Cattle and hogs, per car.					
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.				
1867	125	7.02	110	6.18	90	5.06	75	4.21	57.50	3.23	50	2.80	45	2.52	110	2.03	35	1.96	90.00	2.80
1869	125	7.02	110	6.18	90	5.06	75	4.21	57.50	3.23	40	2.24	32	1.79	110	2.03	32.50	1.82	90.00	2.80
1871	112	6.29	100	5.62	82	4.60	68	3.82	49	2.75	35	1.96	30	1.68	100	1.87	27.50	1.54	75.00	2.34
1873	75	4.21	65	3.65	55	3.08	40	2.24	40	2.24	30	1.69	25	1.40	60	1.12	22.50	1.26	60.00	1.87
1875	75	4.21	65	3.65	55	3.08	40	2.24	40	2.24	35	1.96	25	1.40	60	1.12	20	1.12	65.25	2.03
1877	75	4.21	65	3.65	55	3.08	40	2.24	40	2.24	25	1.40	20	1.12	60	1.12	20	1.12	65.25	2.03
1879	75	4.21	65	3.65	55	3.08	40	2.24	40	2.24	25	1.40	20	1.12	58	1.08	17	.95	60.00	1.87
1881	75	4.21	65	3.65	55	3.08	40	2.24	40	2.24	25	1.40	20	1.12	58	1.08	17	.95	60.00	1.87

Comparative statement of LOCAL freight rates between Des Moines and Davenport—distance 175 miles.

1867	86	9.83	77	8.80	69	7.88	61	6.97	40	4.57	31	3.54	26	2.97	76	2.02	23.10	2.64	70.00	4.4
1869	86	9.83	77	8.80	69	7.88	61	6.97	40	4.57	31	3.54	26	2.97	76	2.02	23.10	2.64	70.00	4.4
1871	81	9.25	72	8.22	64	7.31	56	6.40	35	4.00	31	3.54	26	2.97	74	1.97	21.87	2.44	66.00	4.12
1873	65	7.42	55	6.28	45	5.14	38	4.34	32	3.65	25	2.85	20	2.28	45	1.20	17	1.94	55.00	3.49
1875	45.23	5.16	37.70	4.30	30.15	3.44	22.62	2.58	17.38	1.98	15.94	1.82	14.49	1.65	43.24	1.11	14.08	1.60	26.00	1.65
1877	45.23	5.16	37.70	4.30	30.15	3.44	22.62	2.58	17.38	1.98	15.94	1.82	14.49	1.65	43.24	1.11	14.08	1.60	26.00	1.65
1879	49	5.60	42	4.22	33	3.77	24	2.74	19.75	2.25	21	2.40	19	2.17	41	1.09	14	1.08	30.00	1.90
1881	49	5.60	42	4.22	33	3.77	24	2.74	19.75	2.25	21	2.40	19	2.17	41	1.09	14	1.08	30.00	1.90

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Chicago and Marengo—distance 98 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.							
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.	Other grain and mill-stuffs per 100 lbs.		Salt per barrel.	Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1867	94	7.01 84	6.12 73	5.45	63	4.74 45	3.36 43	3.21	38	2.84	100	2.49 27.80	2.08	875.00	3.11			
1869	94	7.01 84	6.12 73	5.45	63	4.74 45	3.36 43	3.21	38	2.84	100	2.49 27.80	2.08	75.00	3.11			
1871	94	7.01 84	6.12 72	5.37	62	4.63 41	3.06 33	2.46	28	2.19	90	2.24 23	1.72	70.00	2.90			
1873	82	6.12 72	5.37 62	4.63	51	3.81 41	3.06 33	2.46	28	2.19	83	2.07 21	1.57	51.50	2.11			
1875	82	6.12 72	5.37 62	4.63	51	3.81 36	2.60 29.50	2.20	25.50	1.90	69	1.72 19	1.42	57.00	2.31			
1877	82	6.12 72	5.37 62	4.63	51	3.81 36	2.60 29.50	2.20	25.50	1.90	69	1.72 19	1.42	57.00	2.31			
1879	82	6.12 72	5.37 62	4.63	51	3.81 36	2.60 29.50	2.20	25.50	1.90	69	1.72 19	1.42	57.00	2.31			
1881	79	5.90 64	4.77 54	4.03	39	2.91 34	2.54 22.50	1.60	17.50	1.31	50	1.32 17.50	1.31	57.00	2.31			

Comparative statement of LOCAL freight rates between Marengo and Davenport—distance 85 miles.

1867	58	13.65 50	11.76 43	10.12 37	8.71 27	6.35 25	5.88	22	5.18	62	4.86 17.60	4.14	46.00	6.01
1869	58	13.65 50	11.76 43	10.12 37	8.71 27	6.35 25	5.88	22	5.18	62	4.86 17.60	4.14	46.00	6.01
1871	58	13.65 50	11.76 43	10.12 37	8.71 25	6.35 22	5.18	19	4.47	57	4.47 15.60	3.67	46.00	6.01
1873	51	12.00 45	10.50 40	9.41 33	6.48 23.50	5.53 19	4.47	16	3.76	53	4.16 11.50	2.70	41.00	5.36
1875	30.60	7.20 25.50	6.00 20.40	4.80 15.30	3.60 12.79	3.01 11.54	2.72	10.50	2.47	31.30	2.45 10.20	2.31	17.90	2.34
1877	30.60	7.20 25.50	6.00 20.40	4.80 15.30	3.60 12.79	3.01 11.54	2.72	10.50	2.47	31.30	2.45 10.20	2.31	17.90	2.34
1879	38	8.94 31	7.29 24.	5.64 18	4.23 15	3.53 14	3.29	12	2.80	30	2.35 10.50	2.47	20.50	2.68
1881	38	8.94 31	7.29 24.	5.64 18	4.23 15	3.53 14	3.29	12	2.80	30	2.35 10.50	2.47	20.50	2.68

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Iowa City and Chicago—distance 237 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.							
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.	Other grain and mill-stuffs per 100 lbs.		Salt per barrel.	Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1867	90	7.59	80 6.75 70	5.90	60	5.06 42	3.54 40	3.37	35	2.95	90	2.53 25.57	2.15	72.00	3.37			
1869	90	7.59	80 6.75 70	5.90	60	5.06 42	3.54 40	3.37	35	2.95	90	2.53 25.57	2.15	72.00	3.37			
1871	85	7.17	75 6.32 65	5.48	55	4.64 38	3.20 31	2.61	26	2.19	80	2.24 23.75	2.00	64.00	3.00			
1873	85	7.17	75 6.32 65	5.48	55	4.64 38	3.20 31	2.61	26	2.19	75	2.25 21.50	2.00	56.00	3.00			
1875	75	6.32	65 5.48 56	4.72	47	3.96 33.30	2.81 27.20	2.54 22.80	1.92	62	1.74 19	1.60	55.50	2.60				
1877	75	6.32	65 5.48 56	4.72	47	3.96 33.30	2.81 27.20	2.54 22.80	1.92	62	1.74 19	1.60	55.50	2.60				
1879	75	6.32	65 5.48 56	4.72	47	3.96 33.30	2.81 27.20	2.54 22.80	1.92	62	1.74 19	1.60	55.50	2.60				
1881	75	6.32	60 5.06 50	4.21	38	3.20 32.50	2.74 20	1.68 15	1.26	48	1.35 16	1.35	52.00	2.43				

Comparative statement of LOCAL freight rates between Iowa City and Davenport—distance 55 miles.

1867	44	15.9	38 13.8 33	12	28	10.1	22	8.00	20	7.27	17	6.18	50	6.07	11.80	4.29	34.00	6.86
1869	44	15.9	38 13.8 33	12	28	10.10	22	8.00	20	7.27	17	6.18	50	6.07	11.80	4.29	34.00	6.86
1871	41	14.9	35 12.7 30	10.90	25	9.09	19	6.90	19	6.00	16	5.82	50	6.07	11.80	4.29	34.00	6.86
1873	40	14.5	35 12.7 30	10.90	25	9.09	18	6.54	15	5.45	14	5.09	41	4.97	8.75	3.18	33.00	6.66
1875	25.20	9.81	21 7.63 16.80	6.10	12.60	4.58	15.57	5.66	8.93	3.24	8.12	2.95	24.21	2.94	7.89	2.87	15.20	3.07
1877	25.20	9.81	21 7.63 16.80	6.10	12.60	4.58	15.57	5.66	8.93	3.24	8.12	2.95	24.21	2.94	7.89	2.90	15.20	3.07
1879	29	10.54	23 8.36 18	6.55	15	5.45	12	4.36	11	4.00	9.00	3.45	23	2.79	8.00	2.90	17.50	3.53
1881	29	10.54	23 8.36 18	6.55	15	5.45	12	4.36	11	4.00	9.50	3.45	23	2.79	8.00	2.90	17.50	3.53

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED.  
Comparative statement of THROUGH freight rates between Chicago and Durant—distance 293 miles.

YEAR.	CAR LOAD RATES.																			
	MERCHANDISE PER 100 POUNDS.						WHEAT IN BULK PER 100 LBS.						SALT PER BAUREL.		LUMBER PER 100 LBS.		CATTLE AND HOGS PER CAR.			
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Other grain and mill-stuffs per 100 lbs.		Rate, cts.		Rate, cts.		Rate, cts.		Rate, cts.	
1867	80	7.92	70	6.93	60	5.94	50	4.90	33.50	3.31	36	3.16	75	2.47	18.88	1.87	58.00	3.10		
1869	80	7.92	70	6.93	60	5.94	50	4.90	33.50	3.31	31	2.57	75	2.47	18.88	1.86	58.70	3.10		
1871	73	7.12	63	6.29	53	5.24	43	4.25	31	3.07	28	1.98	63	2.08	18.75	1.85	56.00	3.08		
1873	65	6.43	55	5.44	45	4.45	37	3.66	31	3.07	25	2.47	55	1.81	18	1.78	44.50	2.44		
1875	65	6.43	55	5.44	45	4.45	37	3.66	30.50	2.99	24.2	2.39	54	1.78	16.80	1.69	49.30	2.71		
1877	65	6.43	54	5.44	45	4.45	36	3.56	30	2.97	24.2	2.09	44	1.45	15	1.48	44.50	2.44		
1879	65	6.43	54	5.44	45	4.45	36	3.56	30	2.97	19	1.88	44	1.45	15	1.48	44.50	2.44		
1881	65	6.43	54	5.44	45	4.45	36	3.56	30	2.97	19	1.88	44	1.45	15	1.48	44.50	2.44		

Comparative statement of LOCAL freight rates between Davenport and Durant—distance 20 miles.

1867	28	28	24	24	20	15	12	12	14	13	13	84	11.33	7.50	7.50	\$21.00	11.66	
1869	28	28	24	24	20	15	12	12	14	14	13	13	84	11.33	7.50	7.50	21.00	11.66
1871	28	28	24	24	20	15	12	12	12	11	11	11	84	11.33	7.50	7.50	21.00	11.66
1873	27	27	22	22	18	14	14	14	12	11	10	10	30	10	6.50	6.50	22.00	12.22
1875	18	15	15	12	12	12	12	9.45	6.77	6.77	5.88	5.35	15.94	5.31	3.19	5.19	11.31	6.28
1877	18	15	15	12	12	12	12	9.45	6.77	6.77	5.88	5.35	15.94	5.31	3.19	5.19	11.31	6.28
1879	19	19	16	16	13	13	10	10	8.50	8.50	7	6	16	5.33	5.30	5.00	14	7.77
1881	19	19	16	16	13	13	10	10	8.50	8.50	7	6	16	5.33	5.30	5.50	14	7.77

In the passenger table of the Rock Island the rate from Council Bluffs to Chicago has been reduced in 1881 twenty-four per cent from the rate of 1869; Council Bluffs to Davenport the reduction is thirty-one per cent. The Chicago charge from Des Moines is reduced twenty-eight per cent; the Davenport charge, thirty-three; the Chicago charge from Kellogg, twenty-nine; the Davenport charge from Kellogg, thirty-two; the Chicago rate from Iowa City, twenty-eight per cent; the Davenport charge, thirty-four. The Durant rate to Davenport is reduced thirty-three per cent.

In the freight rate tables of this road we select the article of wheat as the most important one on which to make some running observations. The road not having reached Council Bluffs until after 1867, the first rate begins with 1869. The Council Bluffs' Chicago rate is seen to have been reduced thirty-two per cent; the local or Davenport charge, thirty-six per cent; the Atlantic through rate, twenty-five; the local rate, thirty-two; the Des Moines through rate, fifty; the local rate, thirty-two; the Marengo through rate, forty-five; the local rate, forty four; the Iowa City through rate, fifty, and the local rate forty-five; the Durant through rate, forty-seven, and the local rate fifty. The average reduction on through charges from the six stations named is forty-one and five-tenths per cent. The average reduction on local rates is thirty-nine and eighty-three one-hundredths per cent. The average reduction on the through rate on cattle and hogs is twenty-eight per cent; the average on local or State charges, cattle and hogs, is fifty and five-tenths per cent.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

First-class passenger rates per mile obtaining between the stations named below during the fiscal years ending May 31, for the years named.

BETWEEN	1867.		1869.		1871.		1873.		1875.		1877.		1879.		1881.		Per cent of reductions.*
	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	Through rate.	Rate per mile, cts.	
Council Bluffs and Chicago.....	\$21.50	4.40	\$21.50	4.40	\$19.20	3.93	\$19.20	3.93	\$15.50	3.17	\$15.50	3.17	\$15.50	3.17	\$14.80	3.00	31
Council Bluffs and Clinton.....	15.75	4.50	15.75	4.50	14.00	4.00	14.00	4.00	10.52	3.00	10.52	3.00	10.52	3.00	10.52	3.00	33
Denison and Chicago.....	18.55	4.38	18.55	4.38	17.05	4.00	17.05	4.00	13.50	3.18	13.50	3.18	13.55	3.19	12.85	3.00	30
Denison and Clinton.....	12.95	4.52	12.95	4.53	11.40	4.00	11.40	4.00	8.57	3.00	8.57	3.00	8.57	3.00	8.57	3.00	34
Boone and Chicago.....	14.85	4.37	14.85	4.37	13.75	4.00	13.75	4.00	11.00	3.24	11.00	3.24	11.05	3.25	10.35	3.00	30
Boone and Clinton.....	9.25	4.53	9.25	4.53	8.10	4.00	8.10	4.00	6.07	3.00	6.07	3.00	6.07	3.00	6.07	3.00	34
Marshalltown and Chicago.....	12.55	4.34	12.55	4.34	11.65	4.00	11.65	4.00	9.45	3.28	9.45	3.28	9.50	3.29	8.80	3.00	30
Marshalltown and Clinton.....	6.80	4.53	6.80	4.53	6.00	4.00	6.00	4.00	4.52	3.00	4.52	3.00	4.52	3.00	4.52	3.00	33
Belle Plaine and Chicago.....	10.95	4.31	10.95	4.31	10.25	4.00	10.25	4.00	8.45	3.32	8.45	3.32	8.45	3.32	7.75	3.00	30
Belle Plaine and Clinton.....	5.25	4.53	5.25	4.53	4.60	4.00	4.60	4.00	3.48	3.00	3.48	3.00	3.48	3.00	3.48	3.00	34
Cedar Rapids and Chicago.....	9.40	4.30	9.40	4.30	8.90	4.00	8.90	4.00	7.40	3.38	7.40	3.38	7.40	3.38	6.75	3.00	28
Cedar Rapids and Clinton.....	3.70	4.63	3.70	4.63	3.25	4.00	3.25	4.00	2.44	3.00	2.44	3.00	2.44	3.00	2.44	3.00	34
Louden and Chicago.....	7.70	4.30	7.70	4.30	7.25	4.00	7.25	4.00	6.15	3.45	6.15	3.45	6.15	3.45	5.50	3.00	28
Louden and Clinton.....	2.10	5.00	2.10	5.00	1.60	4.00	1.60	4.00	1.20	3.00	1.20	3.00	1.20	3.00	1.20	3.00	43

\*This column shows the per cent of the reductions between the first and last years named in the table.

CHICAGO & NORTHWESTERN RAILWAY.

Comparative statement of THROUGH freight rates between Council Bluffs and Chicago—distance 489 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat per 100 lbs.		Other grain per 100 lbs.		Salt, per barrel.		Lumber, per 100 lbs.		Cattle or hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per 100 lbs, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile, cts.
1871, average.....	100	4.09	.....	.....	70	2.86	45	1.84	50	2.04	30	1.23	30	1.23	100	1.36	.....	.....	\$94.00	1.92
1871, average.....	100	4.09	.....	.....	70	2.86	45	1.84	34	1.38	30	1.23	30	1.23	89	1.21	40	1.64	76.00	1.55
1873, average.....	99	4.05	78	3.19	66	2.70	43	1.76	45	1.84	31	1.27	30	1.23	86	1.17	39	1.59	71.04	1.45
1875, average.....	85	3.48	67	2.74	49	2.00	36	1.47	39	1.60	32	1.31	29	1.20	70	.95	31	1.27	70.40	1.44
1877, average.....	85	3.48	70	2.86	45	1.84	30	1.23	38	1.53	29	1.20	24	.98	65	.89	27	1.10	68.12	1.40
1879, average.....	85	3.48	70	2.86	45	1.84	30	1.23	38	1.53	30	1.23	25	1.02	60	.82	25	1.02	70.00	1.43
1881, in effect October 24..	85	3.48	70	2.86	45	1.84	30	1.23	38	1.53	30	1.23	25	1.02	60	.82	21.75	.89	70.00	1.43
Per ct. decrease since 1871	15	10.26	35.70	33.33	25	.....	.....	.....	.....	.....	.....	.....	.....	16.67	40	45.63	.....	.....	25.53	.....

Comparative statement of LOCAL freight rates between Council Bluffs and Clinton—distance 350 miles.

1869, average.....	120	6.85	100	5.71	80	4.51	70	4.00	45	2.57	40	2.28	40	2.28	100	1.89	40	2.29	\$80.00	2.28
1869, average.....	120	6.85	100	5.71	80	4.51	70	4.00	45	2.57	40	2.28	40	2.28	100	1.89	40	2.29	80.00	2.28
1871, average.....	123	7.00	103	5.85	83	4.71	73	4.14	46	2.64	41	2.35	41	2.35	103	1.95	42	2.40	82.50	2.35
1873, average.....	114	6.50	96	5.48	78	4.47	68	3.89	43	2.48	39	2.23	39	2.23	97	1.84	40	2.29	77.37	2.21
1875, average.....	65	3.72	54	3.10	43	2.48	33	1.86	24	1.36	21	1.22	19	1.11	58	1.10	19	1.09	39.47	1.12
1877, average.....	65	3.72	54	3.10	43	2.48	33	1.86	24	1.36	21	1.22	19	1.11	58	1.10	19	1.09	39.47	1.12
1879, average.....	66	3.76	55	3.14	43	2.48	33	1.86	24	1.36	20	1.14	57	1.08	58	1.08	19	1.09	39.91	1.14
1881, in effect October 24..	66	3.76	55	3.14	43	2.48	33	1.86	24	1.36	25	1.42	20	1.14	57	1.08	20	1.14	40.00	1.15
Per ct. decrease since 1869	45	45	46.25	52.86	46.70	37.50	50	.....	.....	.....	.....	.....	.....	.....	43	50	.....	.....	50	.....

CHICAGO & NORTHWESTERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Denison and Chicago—distance 424 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.	Other grain per 100 lbs.	Salt per barrel.	Lumber per 100 lbs.	Cattle and hogs per car.					
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate per 100 lbs., cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile.				
1871, average	135	6.36	120	5.66	100	4.72	75	3.54	60	2.83	53	2.50	43	2.03	120	1.89	50	2.36	82.00	2.17
1871, average	132	6.22	115	5.41	96	4.51	73	3.44	60	2.83	53	2.50	43	2.03	118	1.85	39	1.84	88.36	2.08
1873, average	110	5.17	95	4.46	83	3.91	64	3.03	51	2.38	41	1.91	34	1.60	102	1.60	30	1.39	72.15	1.70
1875, average	104	4.89	91	4.33	80	3.75	61	2.88	46	2.19	38	1.79	32	1.55	83	1.31	21	.97	72.75	1.79
1877, average	102	4.79	85	3.98	70	3.30	55	2.58	45	2.12	38	1.79	33	1.56	64	1.00	21	.97	72.50	1.71
1879, average	100	4.72	81	3.76	66	3.10	47	2.23	45	2.12	33	1.54	28	1.31	64	1.00	21	.97	70.83	1.67
1881, average	100	4.72	81	3.76	64	3.02	45	2.12	45	2.12	30	1.42	25	1.18	64	1.00	23	1.00	70.00	1.65
Per ct. decrease since 1871	25.92		32.5		36		40		25		43.4		41.86		46.67		54		23.9	

Comparative statement of LOCAL freight rates between Denison and Clinton—distance 424 miles.

1869, average	120	8.39	100	6.99	80	5.59	70	4.82	45	3.14	40	2.79	40	2.79	100	2.34	40	2.80	80.00	2.70
1870, average	120	8.39	100	6.99	80	5.59	70	4.82	45	3.14	40	2.79	40	2.79	100	2.34	40	2.80	80.00	2.70
1871, average	118	8.25	98	6.89	80	5.59	70	4.82	45	3.14	41	2.89	41	2.86	100	2.34	40	2.80	79.75	2.78
1873, average	99	6.90	82	5.73	69	4.76	59	4.06	38	2.69	38	2.65	37	2.62	87	2.00	32	2.24	67.97	2.37
1875, average	59	4.14	49	3.44	39	2.67	30	2.07	22	1.53	20	1.38	18	1.25	54	1.24	17	1.19	34.87	1.21
1877, average	59	4.14	49	3.44	39	2.67	30	2.07	22	1.53	20	1.38	18	1.25	54	1.24	17	1.19	34.87	1.21
1879, average	60	4.19	52	3.66	40	2.71	30	2.07	22	1.53	24	1.68	20	1.37	52	1.21	17	1.19	36.36	1.27
1881, average	60	4.19	53	3.70	40	2.71	30	2.07	23	1.57	25	1.73	20	1.38	52	1.21	18	1.26	37.00	1.29
Per ct. decrease since 1871	50		47		50		42.86		50		37.5		50		48		55		53.75	

CHICAGO & NORTHWESTERN RAILWAY COMPANY—CONTINUED

Comparative statement of THROUGH freight rates between Boone and Chicago—distance 340 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat per 100 lbs.	Other grain per 100 lbs.	Salt per barrel.	Lumber per 100 lbs.	Cattle and hogs per car.					
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate per 100 lbs., cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile, cts.				
1871, average	115	6.76	100	5.87	85	5.00	70	4.11	51	3.00	46	2.70	41	2.41	100	1.95	40	2.35	76.00	2.23
1871, average	114	6.70	99	5.83	84	4.93	69	4.05	51	2.97	46	2.70	41	2.41	98	1.92	40	2.35	73.86	2.17
1873, average	100	5.87	89	5.20	77	4.50	61	3.58	44	2.61	36	2.13	31	1.84	85	1.68	33	1.88	64.25	1.88
1875, average	95	5.57	82	4.86	71	4.18	56	3.28	42	2.47	36	2.13	31	1.84	74	1.45	25	1.45	66.47	1.95
1877, average	94	5.51	77	4.48	64	3.74	49	2.85	41	2.41	31	1.84	30	1.76	58	1.13	19	1.09	66.50	1.95
1879, average	91	5.34	74	4.35	60	3.51	44	2.53	41	2.41	28	1.63	25	1.45	58	1.13	19	1.09	63.50	1.87
1881, average	88	5.17	72	4.23	59	3.48	42	2.47	41	2.41	26	1.52	21	1.23	58	1.13	19.50	1.16	61.00	1.79
Per ct. decrease since 1879	23.48		28		30.59		40		19.60		43.50		49		42		53.75		19.90	

Comparative statement of LOCAL freight rates between Boone and Clinton—distance 202 miles.

1870, average	80	7.92	70	6.93	60	5.94	53	5.25	34	3.86	35	3.47	35	3.47	80	2.64	28	2.77	62.00	3.07
1870, average	80	7.92	70	6.93	60	5.94	53	5.25	34	3.86	35	3.47	35	3.47	80	2.64	28	2.77	62.00	3.07
1871, average	81	8.04	71	7.00	61	5.98	53	5.25	34	3.83	35	3.47	35	3.47	80	2.64	29	2.87	62.00	3.07
1873, average	76	7.52	65	6.40	55	5.41	40	4.04	31	3.06	31	3.08	31	3.08	71	2.35	28	2.77	53.60	2.65
1875, average	49	4.83	41	4.03	33	3.22	24	2.41	19	1.84	17	1.67	15	1.51	46	1.51	15	1.48	28.40	1.40
1877, average	49	4.83	41	4.03	33	3.22	24	2.41	19	1.84	17	1.67	15	1.51	46	1.51	15	1.48	28.40	1.40
1879, average	51	5.09	44	4.38	35	3.50	26	2.87	20	1.99	22	2.12	19	1.90	44	1.45	15	1.48	32.23	1.59
1881, average	52	5.15	45	4.45	36	3.67	26	2.67	20.50	2.03	23	2.28	20	1.98	44	1.45	15.50	1.53	33.00	1.63
Per ct. decrease since 1869	35		35.70		40		51		39.70		34.30		42.86		45		44.64		46.80	

CHICAGO & NORTHWESTERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Marshalltown and Chicago—distance 289 miles.

YEAR.	MERCHANDISE PER 100 LBS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat per 100 lbs.		Other grain per 100 lbs.		Salt, per barrel.		Lumber per 100 lbs.		Cattle or hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate per 100 lbs., cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1871, average.....	102	7.05	92	6.36	78	5.39	65	4.49	46	3.12	43	2.97	38	2.63	95	2.19	35	2.42	75.00	2.58
1871, average.....	102	7.05	92	6.36	78	5.39	65	4.49	27	1.87	43	2.97	38	2.63	93	2.14	35	2.42	73.07	2.52
1873, average.....	92	6.36	79	5.44	82	5.67	57	3.96	41	2.90	34	2.33	29	2.00	72	1.79	27	1.87	61.29	2.12
1875, average.....	87	6.02	75	5.16	65	4.47	51	3.51	39	2.67	32	2.18	28	1.92	67	1.55	21	1.45	61.95	2.14
1877, average.....	87	6.02	69	4.80	60	4.12	45	3.12	38	2.59	29	2.00	29	2.00	54	1.24	18	1.21	62.00	2.14
1879, average.....	82	5.65	66	4.60	56	3.87	40	2.77	38	2.59	28	1.92	26	1.79	57	1.31	18	1.21	60.67	2.09
1881, in effect October 21.	80	5.53	65	4.49	55	3.84	40	2.77	37.50	2.59	25	1.72	20	1.88	57	1.32	18	1.21	60.00	2.07
Per ct. decrease since 1871.	21.61		29.35		29.90		38.46		18.48		41.86		47.37		40		48.57		20	

Comparative statement of LOCAL freight rates between Marshalltown and Clinton—distance 151 miles.

1869, average.....	70	9.20	60	7.94	52	6.88	47	6.22	29	3.84	30	3.97	30	3.97	70	3.04	25	3.31	\$55.00	3.64
1870, average.....	70	9.20	60	7.94	52	6.88	47	6.22	29	3.84	30	3.97	30	3.97	70	3.04	25	3.31	55.00	3.64
1871, average.....	71	9.43	61	8.11	53	6.98	47	6.22	29	3.84	31	3.97	31	3.97	70	3.04	25	3.31	54.75	3.62
1873, average.....	68	8.97	58	7.61	48	6.39	41	5.36	27	3.51	28	3.67	27	3.63	63	2.77	23	3.04	46.46	3.07
1875, average.....	42	5.56	35	4.63	28	3.70	21	2.78	16	2.15	15	1.99	14	1.81	41	1.80	13	1.72	23.83	1.57
1877, average.....	42	5.56	35	4.63	28	3.70	21	2.78	16	2.15	15	1.99	14	1.81	41	1.80	13	1.72	23.83	1.57
1879, average.....	46	6.11	39	5.18	31	4.08	23	3.04	19	2.48	19	2.54	17	2.29	39	1.73	13	1.72	27.31	1.80
1881, in effect October 21.	47	6.22	40	5.29	31	4.10	23	3.04	19.25	2.54	20	2.64	18	2.38	39	1.73	13.50	1.70	28.04	1.85
Per ct. decrease since 1869.	32.85		33.33		40.38		51.06		23.62		33.33		40		44.28		46		40	

CHICAGO & NORTHWESTERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Belle Plaine and Chicago—distance 254 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat in bulk per 100 lbs.		Other grain per 100 lbs.		Salt, per barrel.		Lumber per 100 lbs.		Cattle or hogs, per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate per 100 lbs., cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1871, average.....	97	7.64	86	6.75	73	5.75	62	4.88	42	3.30	41	3.23	37	2.87	84	2.20	33	2.60	\$72.00	2.83
1871, average.....	96	7.54	85	6.70	73	5.75	62	4.88	42	3.30	41	3.23	37	2.87	84	2.20	33	2.60	70.29	2.76
1873, average.....	86	6.75	76	5.99	66	5.20	55	4.33	39	3.05	32	2.52	28	2.20	75	1.91	25	1.97	58.66	2.31
1875, average.....	82	6.46	71	5.59	61	4.80	49	3.86	37	2.87	30	2.36	26	2.05	64	1.68	20	1.58	58.57	2.30
1877, average.....	81	6.38	66	5.20	56	4.41	43	3.39	35	2.77	24	1.89	21	1.65	51	1.34	17	1.20	58.50	2.30
1879, average.....	80	6.30	65	5.12	55	4.33	39	3.07	35	2.77	23	1.81	18	1.41	53	1.39	17	1.20	58.17	2.29
1881, in effect October 24.	80	6.30	65	5.12	54	4.25	39	3.07	35	2.77	23	1.81	18	1.41	52	1.37	17.5	1.28	58.00	2.21
Per ct. decrease since 1871.	17.54		24.42		26		37.1		16.67		43.9		51.35		38.1		47		16.67	

Comparative statement of LOCAL freight rates between Belle Plaine and Clinton—distance 116 miles.

1869, average.....	58	10.00	53	9.13	46	7.92	38	6.55	23	3.87	25	4.31	25	4.31	55	3.10	21	3.62	\$40.00	3.44
1869, average.....	58	10.00	53	9.13	46	7.92	38	6.55	23	3.87	25	4.31	25	4.31	55	3.10	21	3.62	40.00	3.44
1871, average.....	61	10.42	54	9.35	47	8.01	39	6.68	24	4.05	26	4.48	26	4.48	57	3.27	21	3.58	41.50	3.57
1873, average.....	60	10.35	51	8.80	42	7.34	35	6.08	24	4.05	25	4.31	25	4.31	57	3.27	20	3.36	39.67	3.41
1875, average.....	36	6.23	30	5.19	24	4.15	18	3.11	15	2.50	14	2.33	12	2.12	37	2.11	12	2.07	26.68	1.78
1877, average.....	36	6.23	30	5.19	24	4.15	18	3.11	15	2.50	14	2.33	12	2.12	37	2.11	12	2.07	26.68	1.78
1879, average.....	42	7.21	35	6.03	27	4.65	20	3.44	17	2.93	16	2.83	14	2.44	36	2.07	12	2.07	23.45	2.02
1881, in effect October 24.	43	7.41	36	6.20	27	4.65	20	3.44	17	2.93	15	2.83	15	2.50	36	2.07	12.5	2.15	24.00	2.06
Per ct. decrease since 1869.	25.86		32.08		41.30		47.37		22.22		32		40		34.54		40.48		40	

CHICAGO & NORTHWESTERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Cedar Rapids and Chicago—distance 219 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.										
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat per 100 lbs.	Other grain per 100 lbs.		Salt per barrel.	Lumber per 100 lbs.	Cattle or hogs per car.					
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate per 100 lbs., cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile, cts.			
1871, average	90	8.22	80	7.31	65	5.94	55	5.02	37	3.38	39	3.56	34	3.11	80	2.44	29	2.65	\$64.00	2.92	
1871, average	88	8.04	78	7.12	64	5.85	54	4.93	37	3.38	39	3.56	34	3.11	80	2.44	29	2.65	62.29	2.84	
1873, average	77	7.03	67	6.08	58	5.26	49	4.47	36	3.24	30	2.73	25	2.24	68	2.07	22	2.01	53.54	2.44	
1875, average	75	6.88	63	5.79	54	4.93	45	4.08	34	3.08	27	2.48	23	2.13	55	1.67	18	1.65	55.34	2.52	
1877, average	75	6.88	60	5.48	50	4.57	40	3.65	33	2.99	24	2.19	24	2.19	48	1.45	16	1.41	55.00	2.51	
1879, average	67	6.12	52	4.75	42	3.84	35	3.20	33	2.99	21	1.90	16	1.46	50	1.52	15	1.37	48.25	2.21	
1881, in effect October 24.	70	6.39	55	5.02	45	4.11	35	3.20	32.5	2.97	20	1.83	15	1.57	50	1.52	15	1.37	45.00	2.05	
Per ct. decrease since 1871.	22.22		31.25		30.77		36.4		12.16		48.7		56		37.5		48.28			29.7	

Comparative statement of LOCAL freight rates between Cedar Rapids and Clinton—distance 81 miles.

1869, average	48	11.87	42	10.37	37	9.13	29	7.16	18	4.32	20	4.91	20	4.91	50	4.11	17	4.11	\$30.00	3.71	
1869, average	48	11.87	42	10.37	37	9.13	29	7.16	18	4.32	20	4.91	20	4.91	50	4.11	17	4.11	30.00	3.71	
1871, average	53	12.84	46	11.29	39	9.50	31	7.71	19	4.69	21	5.12	21	5.12	52	4.22	17	4.11	32.25	3.98	
1873, average	48	11.84	41	10.24	34	8.45	28	6.85	18	4.32	19	4.58	18	4.50	47	3.83	15	3.70	29.13	3.59	
1875, average	30	7.37	25	6.14	20	4.91	15	3.68	13	3.08	11	2.76	10	2.47	30	2.40	10	2.47	17.53	2.16	
1877, average	30	7.37	25	6.14	20	4.91	15	3.68	13	3.08	11	2.76	10	2.47	30	2.40	10	2.47	17.53	2.16	
1879, average	37	9.05	30	7.40	23	5.75	18	4.32	15	3.60	13	3.28	12	2.96	38	3.15	10	2.47	20.00	2.46	
1881, in effect October 24.	38	9.37	31	7.65	24	5.92	18	4.44	15	3.60	14	3.45	12	2.96	40	3.21	10.5	2.61	20.50	2.53	
Per ct. decrease since 1869.	20.83		26.19		35.14		38		14.29		30		40		20		37			31.6	

CHICAGO & NORTHWESTERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Loudon and Chicago—distance 178 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.										CAR LOAD RATES.										
	Class 1.		Class 2.		Class 3.		Class 4.		Class A.		Wheat per 100 lbs.	Other grain per 100 lbs.		Salt per barrel.	Lumber per 100 lbs.	Cattle or hogs per car.					
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate per 100 lbs., cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile, cts.			
1871, average	78	8.76	68	7.64	59	6.63	49	5.51	32	3.60	36	4.05	30	3.37	70	2.62	25	2.81	\$60.00	3.37	
1871, average	78	8.76	67	7.57	58	6.56	48	5.44	32	3.60	36	4.05	30	3.37	70	2.62	19	2.17	58.93	3.31	
1873, average	69	7.72	61	6.84	50	5.62	43	4.79	31	3.53	28	3.09	22	2.48	50	2.22			49.77	2.86	
1875, average	65	7.30	59	6.33	42	4.76	37	4.12	31	3.53	23	2.67	19	2.15	51	1.89	16	1.80	48.67	2.73	
1877, average	65	7.30	53	5.95	43	4.83	34	3.83	30	3.39	21	2.30	21	2.30	43	1.63	14	1.57	48.50	2.72	
1879, average	65	7.30	53	5.95	43	4.83	34	3.83	30	3.39	21	2.30	21	2.30	43	1.63	14	1.57	48.17	2.71	
1881, average	64	7.19	52	5.84	42	4.72	30	3.37	30	3.37	1.68	18.5	2.08	13.5	1.52	42	1.57	13.25	1.49	38.50	2.16
Per ct. decrease since 1871.	21.88		23.50		28.81		38.78		.063		48.61		55		40		46			35.83	

Comparative statement of LOCAL freight rates between Loudon and Clinton—distance 40 miles.

1870, average	32	16.00	27	13.50	23	11.50	18	9.00	12	6.00	14	7.00	14	7.00	38	6.25	12	6.00	\$20.00	5.00	
1870, average	32	16.00	27	13.50	23	11.50	18	9.00	12	6.00	14	7.00	14	7.00	38	6.25	12	6.00	20.00	5.00	
1871, average	33	16.51	28	14.01	24	12.00	19	9.51	12	6.00	14	7.00	14	7.00	39	6.50	12	6.00	20.25	5.06	
1873, average	33	16.51	29	14.34	24	12.00	20	9.90	12	6.00	13	6.58	13	6.50	37	6.11	11	5.50	19.14	4.78	
1875, average	23	11.25	19	9.37	15	7.48	11	5.62	9	4.54	8	3.81	7	3.45	21	3.44	7	3.37	13.57	3.39	
1877, average	23	11.25	19	9.37	15	7.48	11	5.62	9	4.54	8	3.81	7	3.45	21	3.44	7	3.37	13.57	3.39	
1879, average	25	12.50	20	10.00	16	8.00	13	6.50	10	5.13	9	4.50	8	4.00	20	3.35	7	3.37	15.59	3.89	
1881, average	25	12.50	20	10.00	16	8.00	13	6.50	10.5	5.25	9	4.50	8	4.00	20	3.35	7	3.37	16.00	4.00	
Per ct. decrease since 1869.	21.88		25.93		30.44		27.78		.087		.357		42.9		47.6		41.6			25	



On this road the through passenger or Chicago rate from Council Bluffs has been reduced thirty-one per cent from 1867, while that from all the other places named is twenty-nine and thirty-three one-hundredths per cent. The local or Clinton rate from each point, except Loudon, is a fraction over thirty-three per cent, while the Loudon rate is reduced forty-three per cent. The average reduction of the local charge from all points to Clinton is thirty-four and seventy-one one hundredths per cent.

The table of freight reductions on this road reaches back only to 1871, as all the records of its freight department prior to that year were burned up in the great Chicago fire. The through or Chicago rate on wheat from Council Bluffs shows no reduction at all, as the rate in 1871 was already down to the exceedingly low rate of thirty cents per one hundred pounds, where it yet remains. But on cattle and hogs the through rate is reduced twenty-five and fifty-two one-hundredths per cent; on lumber, forty-five and sixty-three one-hundredths; on class A merchandise, twenty-five; on fourth class freight, thirty-three and thirty-three one-hundredths per cent. The local or Clinton rate on wheat from Council Bluffs shows a reduction of thirty-seven and one-half per cent; cattle and hogs, fifty; lumber, fifty. The through rate from Denison on wheat shows a reduction of forty-three per cent, while the local rate to Clinton is thirty-seven and one-half per cent. The through rate from Boone to Chicago is reduced forty-three and one-half per cent on wheat, fifty-three and three-fourths on lumber, forty-nine on corn, and twenty on cattle and hogs. The local rate to Clinton shows a wheat reduction of thirty-four and three-tenths per cent; cattle, forty-six and eight-tenths, and lumber, forty-four and six-tenths. The Chicago rate from Marshalltown is reduced forty-one and eight-tenths per cent on wheat; corn, forty-seven and three-tenths; cattle and hogs, twenty. The local or Clinton charge is reduced thirty-three and one-third on wheat, forty on corn, forty-six on lumber, and forty-nine on cattle and hogs. The Belle Plaine charge to Chicago is reduced forty-four per cent on wheat, fifty-one on corn, forty-seven on lumber, and seventeen on cattle and hogs; while the Clinton rate from the same place shows a reduction of thirty-two per cent on wheat, and forty on corn, lumber, and cattle and hogs. The Chicago rate from Cedar Rapids is reduced forty-eight and seven-tenths on wheat, fifty-six on corn, forty-eight on lumber, and twenty-nine and seven-tenths on cattle and hogs; while the rate to Clinton shows a reduction of thirty per cent on wheat, forty on corn, thirty-

seven on lumber, and thirty-one and six-tenths on cattle and hogs. From Loudon the rate to Chicago is reduced forty-eight and six-tenths on wheat, fifty-five on corn, forty-six on lumber, and thirty-five and eight-tenths on cattle and hogs; while the Clinton charge from the same station is reduced thirty-five and seven-tenths on wheat, forty-three on corn, forty-one and six-tenths on lumber, and twenty-five on live stock. The average reduction on wheat from all the stations named to Chicago is thirty-eight and one-fourth per cent; to Clinton, thirty-four and one-third per cent.

ILLINOIS CENTRAL RAILROAD—IOWA DIVISION.

Statement of passenger, through and local freight rates for the years named.

	1881.		1880.		1871.		1872.		1875.		1877.		1879.		1881.	
	Through freight per ton per mile, cents.	Local freight per ton per mile, cents.	Through freight per ton per mile, cents.	Local freight per ton per mile, cents.	Passenger, dollars.	Through freight per ton per mile, cents.	Local freight per ton per mile, cents.	Passenger, dollars.	Through freight per ton per mile, cents.	Local freight per ton per mile, cents.	Passenger, dollars.	Through freight per ton per mile, cents.	Local freight per ton per mile, cents.	Passenger, dollars.	Through freight per ton per mile, cents.	Local freight per ton per mile, cents.
Sioux City to Chicago.....	3.70	2.70	3.00	2.00	12.80	19.70	2.10	11.80	17.80	1.40	16.25	1.70	10.25	1.40	10.75	1.60
Sioux City to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Chicago to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Cherokee to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Fort Dodge to Chicago.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Fort Dodge to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Iowa Falls to Chicago.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Iowa Falls to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Waterloo to Chicago.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Waterloo to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Manchester to Chicago.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50
Manchester to Dubuque.....	3.00	2.00	2.50	1.50	12.40	19.30	2.00	11.40	17.40	1.30	16.25	1.60	10.25	1.30	10.75	1.50

FROM

\*This column shows the per cent of reductions on through freight between the first and last years named.

†This column shows the per cent of reductions on local freight between the first and last years named.

‡This column shows the per cent of reductions on passenger fares.

In the table of reductions of this road we make calculation on the average freight rates, not taking the article of wheat or any other for illustration. The reduction on the Chicago or through rate from Sioux City from 1871 to 1881 is found to be only eleven per cent, the rate in 1871 being already very low owing to the sharp competition of a rival line. But the local or State rate to Dubuque shows a reduction of sixty-two per cent. The through rate from the non-competing station of Cherokee is reduced thirty-eight per cent, while the local rate to Dubuque shows fifty-four per cent. The charge to Chicago from Fort Dodge has been reduced thirty-eight and eight-tenths per cent, while the local rate has been let down twenty-three per cent. The Iowa Falls charge to Chicago from 1867 to 1881 was reduced only fourteen and eight-tenths per cent, but the Dubuque rate dropped fifty-one per cent. The through or Chicago rate from Waterloo was reduced twenty-three and three-tenths per cent, while the local rate between that station and Dubuque shows a reduction of fifty-three and seven-tenths per cent. The reduction in the Manchester rate to Chicago is twenty-one and eight-tenths per cent, while the State rate reduction is fifty-one and four-tenths per cent. The average of the reduction for all the stations named on through business has been twenty-four and five-tenths per cent; the average on State or local business is a fraction over forty-nine per cent.

In the reduction on passenger charges from year to year as mentioned in the table it will be noted that in the rate of 1879 there is a slight increase over 1877, which is accounted for by the change in classification of the road as determined by the earnings in virtue of the unrepealed section 2 of chapter 68 of the acts of the Fifteenth General Assembly commonly known as the "Iowa Granger law." The rate as shown for 1877 was based on the first or "A" classification, while that shown for 1879 was based on the second or "B" classification, that law providing a rate fifteen per cent higher for class "B" roads. The average reduction between all the stations named and Chicago is twenty-five and sixteen-hundredths per cent, while the reduction in State or local charges—between the several stations and Dubuque—is thirty-one and sixty-six hundredths per cent. Now if we take the Waterloo reductions to be a fair average of all named, on both through and local charges, we find that the average annual reduction on the through rate is one and fifty-five one hundredths per cent, and three and fifty-six one hundredths per cent on the local. We venture to say that this average percentage of reduction for the last

fifteen consecutive years will be a matter of no little surprise to everybody who does not make the study of freight tariffs a somewhat regular habit. Although we have made no calculation to demonstrate it, we venture to affirm that an equal average reduction in the cost of any kind of service for which the people pay a money consideration cannot be found during the past fifteen years.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Comparative statement of passenger, through, and local freight rates for years named.

	1869.				1871.				1873.				1875.			
	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Passenger, per mile.	
Sheldon to Chicago	110	85	70	110	100	85	70	125	110	85	70	125	110	85	70	
Sheldon to McGregor	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Spencer to Chicago	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Spencer to McGregor	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Algona to Chicago	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Algona to McGregor	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
New Hampton to Chicago	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
New Hampton to McGregor	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Calmar to Chicago	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Calmar to McGregor	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Postville to Chicago	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	
Postville to McGregor	100	75	65	100	75	65	100	75	65	100	75	65	100	75	65	

\* The figures in the columns of passenger rates are in cents and decimals of a cent.

Comparative statement of passenger, through, and local freight rates for years named.

	1877.				1879.				1881.				Per cent of reduction on through freight.		Per cent of reduction on local freight.	
	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Through freight, in cents per 100 lbs.	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Through freight, in cents per 100 lbs.	Passenger, per mile.	Through freight, in cents per 100 lbs.	Local freight, in cents per 100 lbs.	Through freight, in cents per 100 lbs.	Class 1.	Class 2.	Class 3.	Class 4.
Sheldon to Chicago	3.1	90	72	90	3.1	90	72	90	3.0	100	90	72	76	64	50	59
Sheldon to McGregor	3.0	88	70	88	3.0	88	70	88	2.9	105	90	72	76	64	50	59
Spencer to Chicago	4.0	90	72	90	4.0	90	72	90	3.9	105	90	72	68	57	46	38
Spencer to McGregor	3.1	100	80	100	3.1	100	80	100	3.0	100	80	100	89	67	50	59
Algona to Chicago	3.0	88	70	88	3.0	88	70	88	2.7	100	89	67	89	49	41	31
Algona to McGregor	3.1	100	80	100	3.1	100	80	100	3.0	88	70	88	87	51	35	39
New Hampton to Chicago	3.1	88	72	88	3.1	88	72	88	3.0	88	70	88	87	51	35	39
New Hampton to McGregor	3.1	88	72	88	3.1	88	72	88	3.0	88	70	88	87	51	35	39
Calmar to Chicago	3.1	88	72	88	3.1	88	72	88	3.0	88	70	88	87	51	35	39
Calmar to McGregor	3.1	88	72	88	3.1	88	72	88	3.0	88	70	88	87	51	35	39
Postville to Chicago	3.1	88	72	88	3.1	88	72	88	3.0	88	70	88	87	51	35	39
Postville to McGregor	4.0	90	72	90	4.0	90	72	90	3.0	88	70	88	87	51	35	39
	4.0	90	72	90	4.0	90	72	90	3.0	88	70	88	87	51	35	39

\* The figures in the columns of passenger rates are in cents and decimals of a cent.

The table of this company shows a reduction of the through passenger rate of 1881, as compared with that of 1879, of twelve and one-tenth per cent, the local rate being unchanged between those years, as this road has never earned enough per mile to take it out of class "C" —four cents per mile being the legal charge for all roads of that class. The reduction in the through rate from 1869 is ten and four-tenths per cent, and in the local rates for the same time the reduction is twenty-three per cent.

In the freight charges the reduction on through hauls from Algona is twenty-eight and five-tenths per cent, and the local, or State rate, is reduced forty per cent. The New Hampton through rate is reduced thirty-eight and four-tenths per cent, and the local rate thirty-six and six-tenths per cent. The Calmar reduction to Chicago is thirty-three and three-tenths per cent, and the local twenty-five. From Postville the through rate is reduced twenty-seven and two-tenths, and the local rate seven and fourteen one-hundredths per cent. The average reduction from the four stations of Postville, Calmar, New Hampton and Algona, is thirty-one and eight-tenths per cent on through freight, or two and one-half per cent per annum for the thirteen years past. The average reduction from the same stations on local business is twenty-seven per cent, or an average of two and seven-tenths per cent per annum. Our calculations on this table are all based on fourth class freight.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

Comparative statement of THROUGH freight rates between Northwood and Chicago—average distance 400 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1877.....	115	5.75	100	5	75	3.75	62	3.10	35.25	1.76	35	1.75	31	1.55	100	1.75	27.50	1.38	\$70.00	1.75
1879.....	100	5	87	4.35	67	3.35	50	2.50	35.25	1.76	30	1.50	25	1.25	80	1.40	25	1.25	68.00	1.70
1881.....	100	5	87	4.35	67	3.35	50	2.50	35.25	1.76	30	1.50	25	1.25	70	1.22	25	1.25	68.00	1.70

Comparative statement of LOCAL freight rates between Northwood and Burlington—distance 236 miles.

1877.....	71.1	6.02	59.24	5.02	47.40	4.02	35.55	3.01	23.19	1.96	24.03	2.04	21.85	1.85	65.20	1.93	21.24	1.80	\$41.42	1.75
1879.....	72	6.10	60	5.08	48	4.06	36	3.05	21.75	1.84	24	2.03	21	1.78	50	1.49	21.50	1.82	42.00	1.78
1881.....	72	6.10	60	5.08	48	4.06	36	3.05	21.75	1.84	24	2.03	21	1.78	50	1.49	21.50	1.82	42.00	1.78

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Nora Springs and Chicago—average distance 375 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1873.....	115	6.13	100	5	75	4	65	3.46	42.75	2.30	35	1.87	30	1.60	100	1.87	30	1.60	\$70.00	1.87
1875.....	115	6.13	100	5	75	4	65	3.46	41.00	2.19	35	1.87	30	1.60	90	1.69	30	1.60	70.00	1.87
1877.....	93	4.96	75	4	63	3.36	45	2.40	33.40	1.78	35	1.87	30	1.60	78	1.46	25	1.30	68.00	1.81
1879.....	93	4.96	75	4	63	3.36	45	2.40	33.40	1.78	30	1.60	30	1.60	70	1.30	24	1.28	67.00	1.78
1881.....	93	4.96	75	4	63	3.36	45	2.40	33.40	1.78	30	1.60	25	1.30	70	1.30	24	1.28	67.00	1.78

Comparative statement of LOCAL freight rates between Nora Springs and Burlington—distance 211 miles.

1871.....	85	8.06	70	6.63	59	5.59	49	4.65	34.00	3.22	31	2.94	26	2.46	80	2.65	16	1.51	\$62.00	2.93
1873.....	80	7.58	70	6.63	59	5.59	48	4.55	26.75	2.53	26	2.46	23	2.18	55	1.82	16	1.51	44.00	2.09
1875.....	66.60	6.31	55.50	5.26	44.40	4.21	33.30	3.15	21.68	2.03	22.87	2.17	20.79	1.97	62.05	2.06	20.21	1.91	38.72	1.83
1877.....	66.60	6.31	55.50	5.26	44.40	4.21	33.30	3.15	21.68	2.03	22.87	2.17	20.79	1.97	62.05	2.06	20.21	1.91	38.72	1.83
1879.....	68	6.44	57	5.40	46	4.36	34	3.22	20.62	1.95	23	2.18	20	1.90	58	1.92	20.50	1.94	39.00	1.84
1881.....	68	6.44	57	5.40	46	4.36	34	3.22	20.62	1.95	23	2.18	20	1.90	55	1.82	20.50	1.94	39.00	1.84

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Clarksville and Chicago—average distance 343 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuffs per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1873	108	6.30	95	5.54	75	4.37	62	3.61	42.50	2.47	35	2.04	30	1.74	85	1.74	27	1.57	70.00	2.04
1875	108	6.30	95	5.54	75	4.37	62	3.61	40.75	2.37	35	2.04	30	1.74	81	1.65	27	1.57	70.00	2.04
1877	84	4.90	68	3.96	58	3.40	41	2.40	31.75	1.85	34	2.00	29	1.69	64	1.31	22	1.28	66.00	1.92
1879	82	4.78	66	3.85	56	3.26	39	2.27	31.50	1.84	30	1.74	29	1.69	62	1.27	22	1.28	64.00	1.86
1881	82	4.78	66	3.85	56	3.26	39	2.27	31.50	1.84	30	1.74	22	1.28	55	1.12	22	1.28	64.00	1.86

Comparative statement of LOCAL freight rates between Clarksville and Burlington—distance 179 miles.

1871	76	8.49	63	7.04	53	5.92	43	4.80	30	3.35	27	3.02	23	2.57	72	2.81	16	1.79	\$54.00	3.02
1873	75	8.38	65	7.26	54	6.03	44	4.91	23.10	2.58	24	2.68	21	2.35	52	2.03	15	1.67	36.00	2.01
1875	60.84	6.80	50.70	5.06	40.56	4.53	30.42	3.40	18.46	2.06	21.38	2.39	19.44	2.17	58.02	2.27	18.89	2.11	35.01	1.96
1877	60.84	6.80	50.70	5.06	40.56	4.53	30.42	3.40	18.46	2.06	21.38	2.39	19.44	2.17	58.02	2.27	18.89	2.11	35.01	1.95
1879	61	6.81	51	5.09	41	4.58	31	3.46	18.37	2.05	22	2.45	18	2.01	47.50	1.85	19	2.12	35.00	1.95
1881	61	6.81	51	5.09	41	4.58	31	3.46	18.37	2.05	22	2.45	18	2.01	47.50	1.85	19	2.12	35.00	1.95

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Cedar Falls and Chicago—average distance 320 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1873	100	6.25	90	5.63	75	4.69	60	3.75	42.50	2.66	35	2.19	30	1.90	85	1.86	25	1.56	68.00	2.13
1875	100	6.25	90	5.63	75	4.69	60	3.75	39.40	2.47	35	2.19	30	1.90	75	1.64	25	1.56	68.00	2.13
1877	80	5.00	64	4.00	54	3.38	39	2.44	30.50	1.90	35	2.19	30	1.90	57	1.25	21	1.31	64.00	2.00
1879	77	4.81	62	3.87	53	3.31	36	2.26	29.75	1.86	31	1.94	30	1.90	57	1.25	20.50	1.28	63.00	1.97
1881	77	4.81	62	3.87	53	3.31	36	2.26	29.75	1.86	29	1.81	22	1.37	52	1.14	20.50	1.28	63.00	1.97

Comparative statement of LOCAL freight rates between Cedar Falls and Burlington—distance 156 miles.

1871	70	8.97	60	7.69	50	6.41	40	5.13	28.50	3.65	25	3.20	22	2.82	66	2.96	14	1.79	\$ 48.00	3.07
1873	70	8.97	60	7.69	50	6.41	40	5.13	20.25	2.60	23	2.95	20	2.56	45	2.01	14	1.79	35.00	2.24
1875	56.88	7.29	47.40	6.07	37.92	4.86	28.44	3.64	17.50	2.24	20.37	2.61	18.51	2.37	55.24	2.48	17.99	2.30	32.37	2.07
1877	56.88	7.29	47.40	6.07	37.92	4.86	28.44	3.64	17.50	2.24	20.37	2.61	18.51	2.37	55.24	2.48	17.99	2.30	32.37	2.07
1879	58	7.53	48	6.15	39	5.00	29	3.71	17.12	2.19	22	2.82	18	2.30	44.50	1.98	18	2.30	32.00	2.05
1881	58	7.53	48	6.15	39	5.00	29	3.71	17.12	2.19	22	2.82	18	2.30	44.50	1.98	18	2.30	32.00	2.05

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Vinton and Chicago—average distance 285 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt, per barrel.		Lumber, per 100 lbs.		Cattle and hogs, per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile, cts.
1873.....	90	6.31	80	5.61	75	5.29	60	4.21	38.00	2.00	32.00	2.25	28	2.00	84	2.06	25	1.70	\$ 62.00	2.18
1875.....	88	6.18	78	5.47	65	4.56	55	3.86	32.75	2.30	29.50	2.07	25.50	1.80	69	1.70	25	1.70	57.80	2.02
1877.....	77	5.40	61	4.28	52	3.65	40	2.81	28.00	2.00	27.50	1.93	22.50	1.58	57	1.40	20	1.40	57.50	2.01
1879.....	77	5.40	61	4.28	52	3.65	40	2.81	27.90	1.95	27	1.90	22	1.54	57	1.40	20	1.40	57.50	2.01
1881.....	75	5.26	60	4.21	51	3.58	35	2.45	26.90	1.95	23	1.61	18	1.26	50	1.23	20	1.40	57.00	2.00

Comparative statement of LOCAL freight rates between Vinton and Burlington—distance 121 miles.

1871.....	62	10.24	52	8.59	42	6.94	32	5.29	23.00	3.80	21	3.47	18	2.97	60	3.47	13	2.15	40	3.31
1873.....	62	10.24	53	8.76	43	7.10	36	5.95	16.37	2.71	21	3.47	18	2.97	39	3.25	13	2.15	30	2.48
1875.....	49.2	8.13	41	6.77	32.79	5.42	24.6	4.06	15.23	2.51	18.28	3.02	16.63	2.75	49.6	2.87	16.15	2.67	28.05	2.32
1877.....	49.2	8.13	41	6.77	32.79	5.42	24.6	4.06	15.23	2.51	18.28	3.02	16.63	2.75	49.6	2.87	16.15	2.67	28.05	2.32
1879.....	52	8.59	43	7.10	34	5.62	26	4.29	15.13	2.49	20	3.30	17	2.81	40.5	2.34	16.50	2.72	29	2.39
1881.....	52	8.59	43	7.10	34	5.62	26	4.29	15.13	2.49	21	3.47	17	2.81	40.5	2.34	16.50	2.72	29	2.39

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Cedar Rapids and Chicago—distance 305 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate.	Rate per ton per mile, cts.
1873.....	80	5.24	70	4.59	60	3.93	50	3.28	32.50	2.13	31	2.03	26	1.70	80	1.84	20	1.31	\$56.00	1.84
1875.....	75	4.92	65	4.29	56	3.67	47	3.08	28.75	1.89	27.50	1.80	23.50	1.54	62	1.19	19	1.25	55.55	1.82
1877.....	60	3.96	50	3.2	45	2.95	35	2.29	26.25	1.72	25	1.64	20	1.31	50	1.15	15.50	1.02	50.00	1.64
1879.....	60	3.93	50	3.28	40	2.62	35	2.29	26.25	1.72	25	1.64	20	1.31	50	1.15	15.50	1.02	50.00	1.64
1881.....	70	4.59	55	3.60	45	2.95	35	2.29	26.25	1.72	20	1.31	15	1.00	50	1.15	15	1.00	45.00	1.48

Comparative statement of LOCAL freight rates between Cedar Rapids and Burlington—distance 98 miles.

1871.....	50	10.20	42	8.57	33	6.74	28	5.72	20.00	4.08	18	3.07	15	3.06	50	3.57	12	2.45	\$34.00	3.47
1873.....	53	10.81	43	8.77	35	7.14	31	6.35	14.50	2.96	18	3.67	15	3.06	35	2.50	12	2.45	28.00	2.86
1875.....	43.92	8.96	36.57	7.46	29.26	5.97	21.96	4.48	13.62	2.78	16.89	3.45	15.36	3.13	45.82	3.27	14.92	3.04	25.41	2.59
1877.....	43.92	8.96	36.57	7.46	29.26	5.97	21.96	4.48	13.62	2.78	16.89	3.45	15.36	3.13	45.82	3.27	14.92	3.04	25.41	2.59
1879.....	45	9.18	37	7.55	30	6.12	23	4.60	13.50	2.75	19	3.88	16	3.26	34.50	2.46	15	3.06	26.00	2.65
1881.....	45	9.18	37	7.55	30	6.12	23	4.60	13.50	2.75	19	3.88	16	3.26	34.50	2.46	15	3.06	26.00	2.65

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between Solon and Chicago—average distance 262 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle and hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1873.....	87	6.64	77	5.88	65	4.96	55	4.20	34.75	2.65	31	2.37	26	2.00	80	2.14	22	1.68	\$56.00	2.13
1875.....	73	5.57	63	4.81	54	4.12	45	3.44	27.56	2.10	27	2.06	22.50	1.72	60	1.60	22	1.68	55.50	2.10
1877.....	74	5.65	60	4.58	50	3.82	40	3.05	25.87	1.97	24	1.83	19	1.45	49	1.31	16.50	1.26	53.00	2.02
1879.....	74	5.65	60	4.58	50	3.82	38	2.90	25.87	1.97	24	1.83	19	1.45	49	1.31	16.50	1.26	50.00	1.91
1881.....	74	5.65	60	4.58	50	3.82	38	2.90	26.62	2.03	20	1.53	15	1.15	48	1.28	16	1.22	44.00	1.68

Comparative statement of LOCAL freight rates between Solon and Burlington—distance 82 miles.

1871.....	46	11.22	38	9.27	29	7.07	24	5.85	18.00	4.40	17	4.14	14	3.42	45	3.84	11	2.70	\$30.00	3.66
1873.....	46	11.22	39	9.51	33	8.04	29	7.07	13.25	3.35	17	4.14	12	2.92	32	2.73	11	2.70	24.00	2.92
1875.....	40.08	9.77	33.39	8.14	26.71	6.51	20.04	4.88	12.51	3.05	15.02	3.66	13.66	3.33	40.78	3.48	13.27	3.23	23.49	2.86
1877.....	40.08	9.77	33.39	8.14	26.71	6.51	20.04	4.88	12.51	3.05	15.02	3.66	13.66	3.33	40.78	3.48	13.27	3.23	23.49	2.86
1879.....	41	10	34	8.29	27	6.58	21	5.12	12.62	3.08	17	4.14	15	3.66	31.50	2.69	13.50	3.29	24.00	2.92
1881.....	41	10	34	8.29	27	6.58	21	5.12	12.62	3.08	17	4.14	15	3.66	31.50	2.69	13.50	3.29	24.00	2.92

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY—CONTINUED.

Comparative statement of THROUGH freight rates between West Liberty and Chicago—average distance 262 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., classes A B C D.		Wheat per 100 lbs.		Other grain and mill-stuff per 100 lbs.		Salt per barrel.		Lumber per 100 lbs.		Cattle or hogs per car.	
	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.	Rate, cts.	Rate per ton per mile, cts.
1873.....	81	6.18	71	5.42	61	4.66	51	3.89	31.00	2.36	31.00	2.36	25.00	1.91	65	1.74	21	1.60	\$53.00	2.02
1875.....	72	5.50	62	4.73	53	4.05	44	3.36	26.31	2.02	26.20	2.00	21.80	1.66	58	1.16	21	1.60	53.00	2.02
1877.....	72	5.50	58	4.42	49	3.74	39	3.00	25.87	1.97	23	1.75	18	1.37	46	1.23	15.50	1.18	53.00	2.02
1879.....	72	5.50	58	4.42	49	3.74	38	2.90	25.87	1.97	23	1.75	18	1.37	46	1.23	15.50	1.18	50.00	1.91
1881.....	72	5.50	58	4.42	49	3.74	38	2.90	26.25	2.00	20	1.52	15	1.14	46	1.23	15.50	1.18	42.00	1.60

Comparative statement of LOCAL freight rates between West Liberty and Burlington—distance 62 miles.

1871.....	36	11.61	30	9.68	25	8.06	20	6.45	14	4.51	14	4.51	10	3.23	36	4.06	12	3.87	\$22.00	3.55
1873.....	39	12.58	34	10.97	30	9.68	27	8.71	12.25	3.95	15	4.84	11	3.55	26	3.00	10	3.23	22.00	3.55
1875.....	35.28	11.38	29.40	9.48	23.52	7.59	17.64	5.69	11.20	3.61	12.70	4.09	11.55	3.72	34.48	3.89	11.23	3.62	21.09	3.40
1877.....	35.28	11.38	29.40	9.48	23.52	7.59	17.64	5.69	11.20	3.61	12.70	4.09	11.55	3.72	34.48	3.89	11.23	3.62	21.09	3.40
1879.....	36	11.61	30	9.68	24	7.74	19	6.13	11.25	3.63	15	4.84	13	4.19	28.50	3.21	11.50	3.71	21.00	3.38
1881.....	36	11.61	30	9.68	24	7.74	19	6.13	11.25	3.63	15	4.84	13	4.19	28.50	3.21	11.50	3.71	21.00	3.38



Comparative statement of THROUGH freight rates between Wapello and Chicago—average distance 362 miles.

YEAR.	MERCHANDISE PER 100 POUNDS.								CAR LOAD RATES.											
	Class 1.		Class 2.		Class 3.		Class 4.		Average rate per 100 lbs., A. B. C. D.		Wheat in bulk per 100 lbs.		Other grain and mill-stuffs per 100 pounds.		Salt, 1 <sup>st</sup> barrel.		Lumber per 100 lbs.		Cattle and hogs, per car.	
	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.	Rate per ton	Rate, cts.
1873.....	75	5.72	65	4.06	55	4.20	45	3.44	28.50	2.17	30	2.29	25	1.91	75	2.00	21	1.00	\$30.00	1.91
1875.....	70	5.34	60	4.58	50	3.81	40	3.05	20.00	2.00	25	1.91	20	1.32	58	1.53	21	1.00	50.00	1.91
1877.....	65	5	55	4.20	45	3.43	38	2.90	24.50	1.87	20	1.52	18	1.37	46	1.25	16	1.22	47.00	1.79
1879.....	65	5	55	4.20	45	3.43	38	2.90	24.50	1.87	20	1.52	18	1.37	46	1.25	16	1.22	45.00	1.71
1881.....	65	5	55	4.20	45	3.43	38	2.90	24.25	1.85	20	1.52	15	1.34	45	1.20	15	1.14	40.00	1.53

Comparative statement of LOCAL freight rates between Wapello and Burlington—distance 30 miles.

1871.....	26	17.30	21	14	17	11.30	15	10	8.00	5.33	10	6	8	5.33	28	6.53	8	5.33	\$14.00	4.66
1873.....	26	17.30	21	14	18	12.00	16	10.00	9.12	6.04	12	8	9	6.00	19	4.43	7	4.60	18.00	6.00
1875.....	27.6	18.40	22.99	15.32	18.39	12.26	13.8	9.20	8.59	5.72	9	6	8.18	6.45	24.4	5.09	7.85	5.30	16.65	5.55
1877.....	28	18.40	22.99	15.32	18.39	12.26	13.8	9.20	8.59	5.72	9	6	8.18	6.45	24.4	5.09	7.85	5.30	16.65	5.55
1879.....	28	18.60	23	15.33	18	12	15	10	8.25	5.83	12	8	10	6.00	21	4.90	8	5.33	17.00	5.06
1881.....	28	18.50	23	15.33	18	12	15	10	8.23	5.82	12	8	10	6.00	21	4.90	8	5.33	17.00	5.06

This railway is located almost wholly within this State, but it does and maintains a regular through business between its stations and Chicago via the Chicago, Rock Island & Pacific, and the Chicago, Burlington & Quincy. From Northwood station the table extends back only to 1877, as the road was not completed to that place until that year. We take the article of wheat as the basis of our calculations on this table. The decrease in the through rate from Northwood for the five years mentioned is fourteen and three-tenths per cent, or two and eight-tenths per cent per annum. In the Northwood local rate to Burlington there has been practically no reduction since 1877. The through rate from Nora Springs to Chicago shows a reduction of fourteen and three-tenths per cent since 1873; but the local rate to Burlington shows a decrease from 1871 of twenty-five and eight-tenths per cent. The Clarksville reduction on through business is the same as on that of Nora Springs and Northwood, and the reduction to Burlington is only eight per cent. The reduction on through hauls from Cedar Falls is seventeen per cent, and on the State or Burlington rate, twelve. On the Vinton rate to Chicago the reduction from 1873 is twenty-eight per cent, and on the local rate there is no reduction at all. Between Cedar Rapids and Chicago the reduction is thirty-five per cent; but the rate to Burlington is increased by one cent per one hundred pounds over that of 1871. The through rate from Solon is reduced thirty-five per cent, while the local rate is unchanged. The through charge from West Liberty shows a reduction of thirty-five per cent, while the local rate shows an increase of two cents per one hundred pounds. From Wapello the Chicago rate is reduced thirty-three per cent, and the Burlington rate is increased two cents a hundred. To one versed in the philosophy of the distribution of railroad rates at competing and non-competing points, and particularly to such points as will best secure a long haul, this want of proportionate reduction to Burlington from all stations south of Cedar Falls is no enigma. It is not improbable also that this proportionate distribution of rates on wheat, being eight cents per ton per mile from Wapello to Burlington (30 miles), and only one and fifty-two one-hundredths cents per mile to Chicago (262 miles), is a part of the consideration in the traffic arrangement between this company and the Chicago, Rock Island & Pacific, and the Chicago, Burlington & Quincy, which transport its through business. All three of these roads, therefore, are either directly or indirectly interested in so adjusting rates on grain and live stock as will draw them to Chicago rather than the Missis-

Mississippi River markets. It should be said, however, that on the several classes of general merchandise, salt, etc., this forcing local rate at short haul stations is not imposed, as will appear by an examination of the table.

It is proper to add here that terminal expenses are relatively much higher on short hauls than on long, and this fact should be kept in mind when considering the relatively high local charges on short distances. It is also proper to remember that what is true of the Burlington, Cedar Rapids & Northern as to increased relative charges on certain east-bound freight from stations near the Mississippi River, is also true of all east and west lines—on all lines doing a through business with that market. The intention evidently is to avoid breaking bulk at the river and take the chances of river competition to other markets over other routes.

It may not be amiss right here to ask what are the results of this steady reduction of railway charges? Some hints of the savings in whole may be gathered from a calculation of the savings on our exports of grain, meats, and dairy products. A careful statistician, Hon. Edward Atkinson, of Boston, puts the grain and meat product for export in 1880 of these Northwestern States, which finds its first market in Chicago, at eight million tons. The average distance from these States to the sea-board he estimates at 1,300 miles. The reduction in rates from 1866 on the transportation lines by which this body of produce was carried to the sea-board, is shown to have been fully one cent per ton per mile. The saving, therefore, is seen to reach the enormous sum of one hundred and four millions of dollars. But as the rate of 1866 partook somewhat of the high prices of everything for the three or four years following the war, let us take the time from January 1, 1874. Present rates in the average from the point of production to the sea-board have been reduced half a cent per ton per mile, which affords a net saving of fifty-two millions of dollars on the exported portion of the grain, meat, and dairy product of the Northwest for the year 1880! The same authority puts the value of these exported products at \$389,000,000. The saving in the cost of rail transportation, therefore, at half a cent a ton a mile, on this body of exports, amounts to a fraction more than thirteen and one-third per cent of their total value! We think it safe to say that one-sixth of this saving passed to the credit of Iowa producers—over \$8,000,000 on our exported grain, meat, and dairy product for the year 1880!

In concluding this branch of the report, the Commissioners venture

to assert that freight is now carried at a rate which no competent railway manager or transportation expert would have thought possible half a dozen years ago. The public everywhere will welcome the facts, and from them learn to value the means by which they have been obtained. Great confidence must also be felt in the continued operation of these effective forces. While it is true that the reduced rates are more marked on the long hauls between the points of production and consumption—the farm and the sea-board—the factory and the consumer—the jobber and the retailer—it will not be forgotten that these through hauls comprise over eighty per cent of the entire volume of Iowa's rail transportation.

We have devoted considerable space, time, and work to this subject of tariff rates and reductions, but we are confident that the exhibit will be found of great value alike for reference and instruction upon a branch of the "Railway Problem" less understood perhaps among the mass than any other on which they seek information. While it is shown that on the principal or main lines in the State the ratio of reductions is much larger than any one would have supposed, and that as a consequence the producer and manufacturer, as well as the consumer, have been largely benefited by the saving, the Commissioners do not wish to be understood that the rates on some of the roads named in this connection, may not be still further reduced without doing injustice to the corporations. Indeed, they are led to believe from the pregnant experience of the past few years that further reductions, through and local, will be made in future as the business from year to year shall demonstrate it as reasonable and just.

#### MAP AND PROFILES.

The Board of Commissioners have prepared to accompany this report a map of the State showing the railways built, and as far as they were able to obtain them, the projected lines. The main roads are in different colors to show the extent of each system and the proportion of the roads of the State that are under such management. It was the intention to put no road on the map as completed that they did not have reason to believe would be finished before this report was published. The extremely unfavorable weather for railroad building during the entire year will compel the leaving of some roads unfinished when the winter comes, that are marked on the map as completed, but we believe they will be finished early next year. The extreme activity in construction was more than counterbalanced by the wet

weather. For the year ending June 30, 1880, five hundred and eighty-one miles was built; for the year ending June 30, 1881, four hundred and forty-nine. In an ordinary year and under favorable circumstances it is probable, from the apparent anxiety to reach and occupy new territory, that the roads built in 1881, would have far exceeded the number of miles of the previous year. The map was prepared from data furnished by the railroad companies and should be very nearly accurate.

In addition to the map the Board has prepared a profile of grades of the leading trunk lines and some of the north and south roads. This was prompted by a wish to show the elevations to be overcome in crossing the State and the grades with which each of the roads had to contend. The gradients, or the rate of ascent and descent and their length and relative location, are among the important factors that go to make up the cost of railroad transportation. For an intelligent understanding of the subject a thorough knowledge of the gradients is necessary, and the Board feel that in placing before the public in this simple and easily understood form one of the elements that go to make up the cost, they have rendered it a service, and that the legislative mind can approach this branch of the subject with the material for acquiring the same knowledge that is required by the railway manager.

That we do not overrate the importance of this, we are sure. Human ingenuity as yet has only been able to utilize and control the laws of gravity, not to overcome them. The New York and Lake Shore railway companies are, we understand, expending immense sums of money to reduce their grades from Chicago to New York to a maximum of sixteen feet to the mile, expecting thereby to materially reduce the cost of moving their trains. The distance by this route is fifty-eight miles longer than the Pennsylvania Central, and thirty miles longer than the Erie. The grades on the shorter routes at points differ but little from the maximum grades of the Iowa trunk lines. By reference to the table of freight charges inserted in the text of this report, it will be seen that the Lake Shore road has for a series of years hauled its freight for the lowest rate per ton per mile of any of the roads, and the New York Central generally among the lowest. In the struggle that is now going on between the trunk lines, Mr. Vanderbilt, it is stated, claims, even for his passenger traffic, that his gradients and alignment make his route fully equal to the Pennsylvania Central for fast passenger time notwithstanding the difference of distance.

## CAPITAL STOCK.

The total number of miles of railroad in Iowa reported by the various companies to the Board is five thousand four hundred and twenty-six. The report of the capital stock and debt is based on the entire lines of those roads which run into other States and amounts in all to fifteen thousand and seventy-seven miles. The Commissioners estimated that the stock representing the part of the roads in Iowa, added to the stock of the roads entirely in Iowa, amounts to \$103,905,021.05, or, \$19,149.54 per mile. Of this amount \$1,286,493.91 is held by parties living in the State. The total number of stockholders living in the State is one hundred and ninety-five; the total amount of stock held in the State is nearly three hundred thousand dollars less than was reported last year.

In the States of Indiana, Iowa, Mississippi, New Jersey, Ohio, Rhode Island, Texas, Vermont, and Virginia, the stock of railway corporations held by individuals is subject to taxation; in all the other States, in which probably ninety per cent of the railway property of the nation is held and owned, the taxes are collected from the corporation. The stock in the hands of individuals is not taxed. This double taxation may possibly have had some weight in preventing our people from investing in the stock of our own roads.

## DEBT.

The total debt of the roads in Iowa as reported and estimated by the Commissioners, is \$110,766,483.66, or \$20,413.91 per mile. Of this amount \$103,202,075.79 is funded debt; \$7,564,407.87 is unfunded or floating debt.

## STOCK AND DEBT.

The stock and debt of the roads in Iowa amount to \$214,671,504.71, or \$39,563.45 per mile. The following table shows the amount of stock and debt per mile of each company as returned to this office:

NAME OF RAILROAD.	AMOUNT.
Burlington, Cedar Rapids & Northern	\$ 25,264.87
Central Iowa	41,476.87
Chicago, Burlington & Quincy	33,602.14
Kansas City, St. Joseph & Council Bluffs	37,158.54
Chicago, Milwaukee & St. Paul	27,196.54
Chicago & Northwestern	52,315.00
Chicago, Iowa & Nebraska	53,602.97
Cedar Rapids & Missouri River	41,496.51
Des Moines & Minneapolis	14,917.36
Maple River	17,130.08
Chicago, Rock Island & Pacific	54,889.08
Keokuk & Des Moines	42,586.00
Chicago, St. Paul, Minneapolis & Omaha	32,433.48
Crooked Creek	10,764.70
Des Moines & Fort Dodge	70,048.17
Dubuque & Dakota	19,797.99
Cedar Falls & Minnesota	41,988.62
Sioux City & Pacific	66,335.73
Wabash, St. Louis & Pacific	64,244.59
NARROW-GAUGE ROADS.	
Burlington & Northwestern	9,487.38
Des Moines & Northwestern	14,907.66
Fort Madison & Northwestern	3,333.33
Cedar Rapids & Marion	5,280.00

## INCREASE OR DECREASE OF CAPITAL STOCK.

The following table shows the added mileage and the increase or decrease of capital stock within the year for all roads reported:

NAMES OF ROADS.	MILES.	INCREASE.	DECREASE.
Burlington, Cedar Rapids & Northern	71.38		
Chicago, Burlington & Quincy	1,306.80	\$ 3,688,320.00	
Kansas City, St. Joseph & Council Bluffs	58.58	409,000.00	
Chicago, Milwaukee & St. Paul	464.81		\$7,880,440.00
Chicago & Northwestern	1,116.96	21,755,660.00	
Des Moines & Northwestern		354,100.00	
Chicago, Rock Island & Pacific	42.37		
Chicago, St. Paul, Minneapolis & Omaha	195.99	3,760,000.00	
Des Moines & Fort Dodge		1,915,180.00	
Dubuque & Dakota	7.94	1,000.00	
Wabash, St. Louis & Pacific	76.00	1,203,100.00	
Burlington & Northwestern		3,157.45	
Cedar Rapids & Marion	5.00	18,000.00	
Total	3,346.83	\$ 33,107,517.45	\$7,880,440.00

The increased mileage is 3,345.83; the increase of stock is \$33,107,517.45, from which deduct the decrease of stock, \$7,880,440, and we have the actual increase of stock, \$25,227,077.45, or \$7,537.31 per mile.

## INCREASE OR DECREASE OF DEBT.

The following table shows the increase or decrease of debt during the year for all roads reported:

NAMES OF ROADS.	MILES.	INCREASE.	DECREASE.
Burlington, Cedar Rapids & Northern	71.38	\$ 1,189,973.64	
Chicago, Burlington & Quincy	1,306.80	21,778,500.00	
Kansas City, St. Joseph & Council Bluffs	58.58	818,000.00	
Chicago, Milwaukee & St. Paul	464.81	27,039,500.00	
Chicago & Northwestern	1,116.96	23,172,446.30	
Chicago, Iowa & Nebraska			164,592.87
Cedar Rapids & Missouri River		14,578.23	
Des Moines & Minneapolis			49,925.32
Maple River			21,982.50
Chicago, Rock Island & Pacific	42.37	2,500,000.00	
Chicago, St. Paul, Minneapolis & Omaha	195.99	1,375,383.79	
Des Moines & Fort Dodge		139,250.00	
Dubuque & Dakota	7.94	91,648.89	
Cedar Falls & Minnesota	10.00	109,000.00	
Sioux City & Pacific		1,471,307.26	
Wabash, St. Louis & Pacific	76.00	10,631,997.09	
Cedar Rapids & Marion	5.00	8,400.00	
Total	3,345.83	\$ 90,339,985.20	\$ 236,500.69

The increased mileage reported for the year is 3,345.83; the increased indebtedness, \$90,339,985.20, from which deduct the decrease of indebtedness, \$236,500.69, and we have the total increase, \$90,103,484.51, or \$26,865.93 per mile of added road.

## COST OF ROADS.

It has been the wish of the Commissioners to show the actual cost of the roads, and the percentage of representative capital to actual cost, but every effort in that direction has been a failure. Very few of the companies are able to give any data that are reliable, most of the organizations that control them having come into possession through the instrumentality of construction companies, or by foreclosure of mortgage.

The cost as reported for the proportion for Iowa is \$173,998,790.02.

NAME OF ROAD.	COST OF ROAD AND EQUIPMENT.
Burlington, Cedar Rapids & Northern.....	\$ 13,027,502.67
Central Iowa .....	8,024,800.00
Kansas City, St. Joseph & Council Bluffs .....	2,208,226.18
Chicago & Northwestern .....	10,416,663.16
Chicago, Iowa & Nebraska.....	4,022,122.50
Cedar Rapids & Missouri River.....	11,432,210.86
Des Moines & Minneapolis .....	826,228.28
Maple River.....	1,121,537.31
Chicago, Rock Island and Pacific.....	37,610,031.81
Chicago, St. Paul, Minneapolis & Omaha.....	2,353,285.71
Crooked Creek .....	91,500.00
Des Moines & Fort Dodge .....	5,400,000.00
Dubuque & Dakota.....	1,237,767.35
Cedar Falls & Minnesota .....	3,173,500.00
Dubuque & Sioux City.....	5,880,800.00
Iowa Falls & Sioux City.....	7,585,000.00
Sioux City & Pacific .....	4,040,485.28
Wabash, St. Louis & Pacific .....	1,021,401.91
Burlington & Northwestern .....	382,187.43
Des Moines & Northwestern.....	442,443.55
Fort Madison & Northwestern.....	40,000.00
Cedar Rapids & Marion.....	33,903.27
Chicago, Burlington & Quincy (estimated by Board).....	25,532,586.08
Chicago, Milwaukee & St. Paul (estimated by Board).....	26,844,606.97
Total reported.....	\$173,998,790.02

This amount is \$40,672,814.69 less than the reported capital stock and debt.

## GROSS EARNINGS.

The entire earnings for the roads in Iowa are:

Passenger, mail, and express .....	\$ 6,757,877.43
Freight and miscellaneous .....	21,604,304.48
Total earnings for the year ending June 30, 1881 .....	28,452,181.91
Total earnings for the year ending June 30, 1880.....	24,837,545.35
Increase of earnings over previous year.....	3,614,636.56

## GROSS EARNINGS—CONTINUED.

NAME OF ROAD.	INCREASE.	DECREASE.
Burlington, Cedar Rapids & Northern.....	\$ 205,097.41	\$.....
Burlington & Southwestern.....		17,840.02
Central Iowa .....	34,498.68	
Chicago, Burlington & Quincy.....	243,192.09	
Kansas City, St. Joseph & Council Bluffs.....		154,320.13
Chicago, Milwaukee & St. Paul.....		19,200.92
Chicago & Northwestern .....	297,787.56	
Chicago, Rock Island & Pacific.....	1,430,978.65	
Chicago, St. Paul, Minneapolis & Omaha.....	22,134.25	
Crooked Creek .....	1,343.14	
Des Moines & Fort Dodge.....	79,859.67	
Dubuque & Dakota.....	15,961.84	
Illinois Central.....	131,034.54	
Sioux City & Pacific.....	2,073.50	
Wabash, St. Louis & Pacific.....	1,806,974.24	
Burlington & Northwestern.....	24,292.37	
Des Moines & Northwestern.....	27,873.64	
Fort Madison & Northwestern.....	5,173.16	
Iowa Eastern .....		3,910.05

## MAILS.

The returns enable us to estimate very nearly the amount received for transporting the mails in the State. By pro rating for those roads that return for several States, we have the amount earned by this service, \$455,784.

## EARNINGS PER TRAIN MILE.

NAME OF ROAD.	PAS-SEN-GER.	FREIGHT.	TOTAL.
Burlington, Cedar Rapids & Northern.....	.910	1.850	1.334
Burlington & Southwestern.....	.575	.998	1.225
Central Iowa .....	1.142	1.811	1.611
Chicago, Burlington & Quincy.....	1.339	1.500	1.530
Kansas City, St. Joseph & Council Bluffs.....	1.077	2.128	1.466
Chicago, Milwaukee & St. Paul .....	1.410	1.690	1.610
Chicago & Northwestern .....	1.437	2.029	1.852
Chicago, Rock Island & Pacific .....	1.510	1.680	1.634
Chicago, St. Paul, Minneapolis & Omaha.....	1.880	1.370	1.490
Des Moines & Fort Dodge.....	1.180	2.600	2.030
Illinois Central.....	1.600	1.390	1.423
Sioux City & St. Paul .....	1.070	2.160	1.766
Burlington & Northwestern .....			.834
Des Moines & Northwestern.....	.455	1.290	.577

## OPERATING EXPENSES.

The total operating expenses returned for Iowa roads for 1881.	\$ 16,788,404.39
The total operating expenses returned for Iowa roads for 1880.	13,982,653.77
The excess of operating expenses over previous year was	2,805,750.62
The excess of earnings over previous year was	3,614,636.56
Making the increased net earnings for the year	\$ 808,885.94

The increased mileage was 449 miles.

The operating expenses per mile of road were \$3,246.87.

COMPARATIVE TABLE OF OPERATING EXPENSES PER TRAIN MILE FOR  
1880 AND 1881.

NAME OF ROAD.	1881, 1880.	
	1881.	1880.
Burlington, Cedar Rapids & Northern	.888	1.045
Burlington & Southwestern	1.259	.....
Central Iowa	1.374	.990
Chicago, Burlington & Quincy	.917	.895
Kansas City, St. Joseph & Council Bluffs	.940	1.390
Chicago, Milwaukee & St. Paul	1.030	.920
Chicago & Northwestern	.987	.760
Chicago, Rock Island & Pacific	.880	.850
Chicago, St. Paul, Minneapolis & Omaha	1.118	.934
Des Moines & Fort Dodge	1.500	1.220
Illinois Central	1.306	.760
Sioux City & Pacific	1.390	1.050
Burlington & Northwestern	.683	.700
Des Moines & Northwestern	1.092	.806

It will be seen that the operating expenses per train mile have increased during the last year (while in some cases, as the Illinois Central and the Central Iowa, there is evidently an error in the returns of one year or the other), yet, generally, the returns indicate that the cost of operating the roads sympathizes with the general advance of labor and the material required to maintain them.

We have before given the total earnings for 1881 as \$28,452,181.91, and the total expenses for 1881 as \$16,788,404.39; the net earnings for the year were \$11,663,777.52; or for the 5,426 miles in the State were \$2,149.61 per mile of road.

For the year ending June 30, 1880, on the 2,977 miles of road operated the excess was \$10,854,891.58, or \$2,181.01 per mile. The increased amount of road operated was 449 miles.

## OPERATING EXPENSES CLASSIFIED.

This table gives the operating expenses of the entire lines reported except the Chicago, Burlington & Quincy and the Illinois Central roads, which give returns for their lines in Iowa only; this will probably vary the average a little:

CLASSIFICATION.	AMOUNT.	Per cent.
Maintenance of way	\$ 12,326,243.06	27.2
Motive power and cars	6,580,937.05	14.3
Conducting transportation	20,863,909.35	45.4
General expenses	6,313,874.42	13.1
Total operating expenses	\$ 46,084,983.88	100.0

This covers all the roads reported, including the parts of roads in other States.

ITEMS.	Burlington & Northern.	Burlington & Northwestern.	Central Iowa.	Chicago, Burlington & Quincy.	Kansas City, St. Joe & Council Bluffs.	Chicago, Milwaukee & St. Paul.	Chicago, Rock Island & Pacific.	Chicago, St. Paul, Minn., Memphis & Omaha.	St. Paul & Sioux City.	Crooked Creek.	Des Moines & Ft. Dodge.	Illinois Central.	Sioux City & Pacific.	Wabash, St. Louis & Pacific.	Burlington & Northwestern.	Des Moines & Northwestern.	Fort Madison & Northwestern.	Iowa Eastern.	Cedar Rapids & Marion.	Average per cent for all.
General superintendence.	2.97	2.83	2.84	3.11	3.91	2.77	2.81	2.78	2.80	2.95	3.00	3.04	3.09	3.04	2.90	2.89	2.84	2.89	2.84	2.89
Legal expenses.	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27	.27
Insurance.	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18	.18
Repairs of bridges, trestles, etc.	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08	4.08
Advertising and foreign agencies.	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
Advertising and foreign agencies.	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
Miscellaneous a. d. contingent.	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10
Total taxes paid.	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42	2.42
Repairs of roadway and track.	12.71	8.85	9.72	13.15	13.52	13.06	8.75	13.02	13.43	13.09	13.84	11.13	10.85	13.78	21.23	13.71	11.81	10.89	26.93	13.96
Repairs and renewals of bridges and culverts.	3.73	9.57	2.27	3.30	3.24	2.21	3.20	3.18	3.41	3.39	3.43	3.16	3.38	2.87	1.16	3.18	2.87	3.74	2.88	3.07
Repairs and renewals of bridges and culverts.	3.73	9.57	2.27	3.30	3.24	2.21	3.20	3.18	3.41	3.39	3.43	3.16	3.38	2.87	1.16	3.18	2.87	3.74	2.88	3.07
Repairs and renewals of fences, road-crossings, etc.	.54	3.83	.74	.46	.86	.62	.72	.60	.77	.85	.70	.44	.52	.51	.52	.70	.52	.60	.57	.67
Repairs of rails.	17.58	10.97	37.64	10.72	8.88	6.53	9.55	9.20	9.70	10.59	10.39	23.70	10.59	23.70	10.59	10.39	23.70	10.59	23.70	10.59
Repairs of ties.	3.35	3.56	2.91	3.46	2.07	2.02	4.92	4.74	8.82	8.81	8.82	8.81	8.82	8.81	8.82	8.81	8.82	8.81	8.82	8.81
Repairs of locomotives.	6.92	6.76	6.57	7.68	4.66	4.38	5.83	5.08	3.65	7.65	8.48	4.19	6.12	5.76	3.16	6.09	34.02	6.90	6.92	6.90
Repairs of passenger and baggage cars.	1.96	1.96	1.96	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
Repairs of passenger and baggage cars.	1.96	1.96	1.96	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
Repairs and renewals of tools and machinery.	6.14	6.32	7.68	6.51	6.39	3.74	6.64	1.02	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29
Repairs and renewals of tools and machinery.	6.14	6.32	7.68	6.51	6.39	3.74	6.64	1.02	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29
Freight train supplies.	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13
Freight train supplies.	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13	.13
Station supplies.	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24
Station supplies.	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24	.24
Cost for locomotives.	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Cost for locomotives.	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Water supply.	.78	2.43	.46	.98	1.05	.65	.94	1.05	.65	.94	1.05	.65	.94	1.05	.65	.94	1.05	.65	.94	1.05
Water supply.	.78	2.43	.46	.98	1.05	.65	.94	1.05	.65	.94	1.05	.65	.94	1.05	.65	.94	1.05	.65	.94	1.05
Locomotive service, salaries and wages.	5.95	6.41	11.09	8.02	9.37	7.46	9.15	7.01	8.38	11.41	6.39	6.47	6.09	6.66	9.91	6.66	9.91	6.66	9.91	6.66
Locomotive service, salaries and wages.	5.95	6.41	11.09	8.02	9.37	7.46	9.15	7.01	8.38	11.41	6.39	6.47	6.09	6.66	9.91	6.66	9.91	6.66	9.91	6.66
Passenger train service, salaries and wages.	4.88	10.37	8.16	6.21	6.82	3.43	3.94	5.13	6.27	5.88	8.92	3.01	5.17	6.74	8.48	6.70	8.48	6.70	8.48	6.70
Passenger train service, salaries and wages.	4.88	10.37	8.16	6.21	6.82	3.43	3.94	5.13	6.27	5.88	8.92	3.01	5.17	6.74	8.48	6.70	8.48	6.70	8.48	6.70
Agents and station service, salaries and wages.	1.27	3.53	3.68	3.16	3.56	17.75	10.48	9.05	7.54	9.8	8.72	3.62	4.84	6.70	10.11	11.71	3.82	4.63	10.85	10.85
Agents and station service, salaries and wages.	1.27	3.53	3.68	3.16	3.56	17.75	10.48	9.05	7.54	9.8	8.72	3.62	4.84	6.70	10.11	11.71	3.82	4.63	10.85	10.85
Car hire paid over amount received.	.07	2.67	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07
Car hire paid over amount received.	.07	2.67	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07	.07
Rent of track.	13.69	74	23	11	21	388	36	10	28	10	12	69	39	16	48	39	16	48	39	16
Rent of track.	13.69	74	23	11	21	388	36	10	28	10	12	69	39	16	48	39	16	48	39	16
Loss and damage to freight and baggage.	.34	.48	.24	.23	.11	.21	.38	.36	.10	.31	.39	.39	.10	.31	.39	.39	.10	.31	.39	.39
Loss and damage to freight and baggage.	.34	.48	.24	.23	.11	.21	.38	.36	.10	.31	.39	.39	.10	.31	.39	.39	.10	.31	.39	.39
Loss and damage to property and cattle, incl. loss by fire.	1.90	2.62	1.16	1.48	1.30	3.11	.71	.71	.89	.54	.40	.39	.79	.72	.72	.68	.68	.68	.68	.68
Loss and damage to property and cattle, incl. loss by fire.	1.90	2.62	1.16	1.48	1.30	3.11	.71	.71	.89	.54	.40	.39	.79	.72	.72	.68	.68	.68	.68	.68
Injury to persons.	.57	.17	.46	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
Injury to persons.	.57	.17	.46	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00

OPERATING EXPENSES COMPARED WITH EARNINGS.

NAME OF ROAD.	Operating expenses per train mile.		Earnings per train mile.		Difference.	Percentage of expenses to earnings.	Percentage of net earnings to capital stock and debt.	Percentage of net earnings to cost of road and equipment.
	Operating expenses per train mile.	Earnings per train mile.	Difference.	Percentage of expenses to earnings.				
Burlington, Cedar Rapids & Northern.	888	1,334	446	70.88				
Burlington & Southwestern.	1,259	1,225	34	102.40				
Central Iowa.	1,374	1,611	237	85.28	1.72		1.72	
Chicago, Burlington & Quincy.	917	1,530	613	59.48				
Kansas City, St. Joseph & Council Bluffs.	940	1,466	526	70.60	3.90		3.80	
Chicago, Milwaukee & St. Paul.	1,030	1,610	580	61.00	5.20		5.00	
Chicago & Northwestern.	987	1,852	865	53.29	8.04		7.56	
Chicago, Rock Island & Pacific.	880	1,634	754	52.30	9.20		9.90	
Chicago, St. Paul, Minneapolis & Omaha.	1,118	1,490	372	67.96	.33		.37	
Des Moines & Fort Dodge.	1,500	2,030	530	74.00	2.30			
Illinois Central.	1,300	1,423	123					
Sioux City & Pacific.	1,300	1,766	466	78.70	1.88		2.48	
Wabash, St. Louis & Pacific.				70.88	4.41		4.41	
Burlington & Northwestern.	683	834	151	56.96	7.90		7.90	
Des Moines & Northwestern.	1,092	1,577	485	62.00	3.97		3.59	
Fort Madison & Northwestern.				69.00				
Iowa Eastern.				177.51				
Cedar Rapids & Marion.				80.00				

The lowest percentage of operating expenses to earnings were the Chicago, Rock Island & Pacific, 52.30; the Chicago & Northwestern, 53.29; the Chicago, Burlington & Quincy, 59.48; and the Chicago, Milwaukee & St. Paul, 61.

The highest percentage of net earnings to capital stock and debt reported, were the Chicago, Rock Island & Pacific, 9.20; Chicago & Northwestern, 8.04; Burlington & Southwestern, 7.90; Chicago, Milwaukee & St. Paul, 5.20.

Eleven roads show an excess after deducting operating expenses, rentals, interest, and taxes. This excess amounts to \$6,879,209.40. Seven roads show a deficit of \$205,046.47, leaving the net income \$6,674,162.93, which would give an average of net earnings for stockholders per mile for all roads in the State \$1,230.93, which is six per cent on \$20,515 per mile. The cost of operating the Burlington & Southwestern road was \$6,444.02 more than its entire earnings; of the Iowa Eastern, \$5,475.49; of the Crooked Creek road, \$3,081.17. The Central Iowa earns above expenses \$138,047.80, which is 3.73 per cent on its debts. The Chicago, St. Paul, Minneapolis & Omaha road earns

above expenses \$132,097.94, which is 1.86 per cent on its debt. The Sioux City & Pacific earns above expenses \$133,840.95, which is 2.64 per cent on its debts.

## TAXES PAID.

The amount of taxes paid is reported at \$628,611.51, or 9.42 per cent of the net income to the stockholders. The taxes paid in 1878 were \$594,912.65; in 1879, \$584,169.79; for 1880, \$591,843.08. The amount paid does not seem to increase in the ratio of increased mileage. We can probably attribute this to a gradual reduction of general taxes throughout the State. The largest amount of taxes paid is by the Chicago, Rock Island & Pacific, \$142,374.61; the Chicago, Burlington & Quincy, \$117,451; the Chicago & Northwestern, \$107,004.03; the Chicago, Milwaukee & St. Paul, \$89,353.90. Probably a part of this is on unsold lands acquired from congressional grants.

## SHOVELING SNOW.

During the last winter the snow was unusually deep, drifting badly, closing some of the northern roads as early as October 17, heavy storms recurring at brief intervals during the entire winter, blocking most of the roads with drifts as late as March 20. The following has been returned to this office as the cost of shoveling snow in addition to the usual force required to maintain the track during the winter.

ROADS.	AMOUNT.
Burlington, Cedar Rapids & Northern.....	\$ 60,036.17
Central Iowa.....	34,255.59
Chicago, Burlington & Quincy.....	96,820.47
Chicago, Milwaukee & St. Paul.....	82,782.48
Chicago & Northwestern (probably not all in this State).....	238,250.96
Chicago, Rock Island & Pacific.....	50,839.21
Chicago, St. Paul, Minneapolis & Omaha (probably not all in Iowa).....	196,657.59
Des Moines and Fort Dodge.....	31,614.00
Dubuque & Dakota.....	7,769.65
Illinois Central.....	62,866.52
Minneapolis & St. Louis.....	27,447.38
Sioux City & Pacific.....	10,071.60
Total.....	\$ 900,311.62

## FLOODS.

The snows of the winter were followed during the spring and until about the twentieth of July, with excessive rains, raising the rivers in eastern and central Iowa higher than at any time since 1851. The

greatest destruction of railroad property was in the valleys of the Cedar, Iowa, Skunk, and Des Moines rivers and their tributaries, carrying off in some instances miles of track, reducing the grain product of the area of territory under cultivation from twenty-five to fifty per cent. The year, probably, when the balance is made up, will be found to have been the most unfavorable one since the railroads have been in operation, taking into consideration the amount of land under cultivation and tributary to them.

## ROADS OWNED AND LEASED.

Of the entire railroad mileage of the State, 4,374.30 miles are owned by the companies running them; 1,051.68 are leased. Of this amount the Chicago & Northwestern operates 437.32 miles; the Rock Island, 162.20; the Illinois Central, 402.16. This is 163.13 less miles of leased road than were reported last year, which have been merged into the stock of other roads. The Rock Island owns a majority of the stock of the Keokuk & Des Moines road, which it leases. The Northwestern and Illinois Central probably own but little interest in the lines they lease.

## SIDINGS.

The total amount of side track reported is 479.19 miles, or about 9.3 per cent of the length of the roads. Our observation satisfies us that many of the roads are seriously embarrassed for want of side track; this percentage is too small.

## DOUBLE TRACK.

The total mileage of double track is 40.07. Of this the Chicago, Burlington & Quincy has 32.07; the Chicago, Rock Island & Pacific, 8 miles, which added to the length of road reported makes total computed as a single track 5,466.05.



## STEEL AND IRON RAILS.

The number of miles of steel and iron rails in main track is:

ROADS.	STEEL.	IRON.	TOTAL.
Burlington, Cedar Rapids & Northern.....	275.10	205.01	540.11
Burlington & Southwestern.....	15.00	63.00	78.00
Central Iowa.....	108.47	122.39	230.86
Chicago, Burlington & Quincy.....	429.88	319.97	759.85
Kansas City, St. Joseph & Council Bluffs.....	36.00	15.69	51.69
Chicago, Milwaukee & St. Paul.....	37.00	950.06	987.06
Chicago & Northwestern.....	453.53	229.69	683.22
Chicago, Rock Island & Pacific.....	521.00	377.78	898.78
Chicago, St. Paul, Minneapolis & Omaha.....	16.42	58.27	74.69
Crooked Creek.....		8.50	8.50
Des Moines & Fort Dodge.....	15.00	68.40	83.40
Dubuque & Dakota.....	31.16	32.04	63.20
Illinois Central.....	69.22	322.94	402.16
Minneapolis & St. Louis.....		97.39	97.39
St. Louis, Keokuk & Northwestern.....		48.50	48.50
Wabash, St. Louis & Pacific.....	173.00	105.30	278.30
Narrow-gauge roads all iron.....		99.87	99.87
Total.....	2,190.78	3,275.27	*5,466.05

\*This includes 40.7 miles of double track.

Forty per cent of the entire road of the State, exclusive of the sidings, is steel rail. For the year 1880, there was thirty-two per cent; for the year 1879, twenty-seven and one-half per cent; for the year 1878, twenty-two per cent. Thirteen hundred and nine miles was built within the three years, and eighteen per cent of steel rails added to the percentage of 1878. The record of both is satisfactory,—four hundred and thirty-six miles per year and a large per cent added to the efficiency of the superstructure.

## BRIDGES.

The total number of wooden truss bridges reported is 402; the length in feet, 39,490. Of iron there are 83—length, in feet, 11,423; combination, 43—length, 10,284; wooden trestle and pile, 5,409—length, 437,954; stone culverts, 375—length, 23,702 feet.

## RAILROAD CROSSINGS.

The total number of railroad crossings at grade is 76; over or under, 10.

## HIGHWAY CROSSINGS.

The total number of highway crossings at grade is 3,487; over track, 48; under track, 68; at which there are flagmen, 30.

## STATIONS.

The total number of stations reported is 851, or a little more than eight and one-half average for every county in the State.

## EMPLOYEES.

The total number of persons in the State directly employed in operating the roads is 21,974. The Minneapolis & St. Louis road failed to report, but crediting this road with the number reported last year, the total number would be 22,135, or an increase over the number reported last year of 3,150. This does not include those employed in construction.

## EQUIPMENT.

The number of locomotives in use is 2,165; the number of cars is 67,510. Of these 928 are passenger cars, 533 express and baggage cars, 41,203 box freight cars, 8,880 stock cars, 12,352 platform cars, 3,596 other cars.

## TRAIN MILEAGE.

The total number of miles run by passenger trains is .....	10,868,981
The total number of miles run by freight trains is .....	27,170,355
The total number of miles run by switching trains is .....	7,954,157
The total number of miles run by construction and other trains is .....	4,207,472
Total train mileage ... ..	50,200,965

The total number of passengers carried is .....	13,259,820
The total number of passengers carried one mile is .....	596,871,465
The total number of tons freight carried is .....	25,040,973
The total number of tons freight carried one mile is .....	4,222,249,822

The train mileage is nine millions less than was reported last year, but the number of tons carried one mile is sixteen per cent greater. We think the present report more nearly correct than that of last year.

## FREIGHT CAR MILEAGE.

The number of miles run by loaded freight cars east is.....	177,906,171
The number of miles run by loaded freight cars west is.....	168,692,950
The number of miles run by empty freight cars east is.....	48,099,319
The number of miles run by empty freight cars west is.....	57,813,403
Total number of miles run by freight cars.....	454,083,769

The account kept by some of the companies from which the data are obtained is not very reliable. We give this as the best approximation that we have been able to obtain, and think the ratio of loaded cars is probably nearly correct.

## TONNAGE CLASSIFIED.

NAMES OF ARTICLES CARRIED.	TONS.	Per cent.
Grain.....	6,738,263	27.01
Flour.....	767,913	3.16
Provisions.....	375,526	1.57
Animals.....	1,471,099	5.97
Other agricultural products.....	419,470	1.77
Lumber and forest products.....	3,664,713	14.83
Coal.....	2,823,156	11.47
Salt, lime, etc.....	253,494	1.11
Oil.....	76,891	.31
Iron and castings.....	1,012,548	4.20
Stone and brick.....	513,875	2.25
Manufactures.....	424,659	1.79
Merchandise and other articles not enumerated.....	6,098,974	24.56
Total.....	25,040,973	100.00

This table includes all the tonnage of the roads reporting, in Iowa and other States. From it we estimate the tonnage of Iowa to be about 9,114,914 tons. This, however, is an error by the amount of tons delivered by one railroad to another, each of which makes its returns independently to the Board. If our figures are correct, this double report would reduce the entire Iowa tonnage for the year to 7,702,110 tons.

## PROPERTY ACCOUNTS.

The total amount that property accounts have been increased during the year in the roads that are represented in this State is \$57,757,752.82. Of this there was expended in construction \$49,254,492.37. Of this amount, grading, bridging, and masonry was \$1,885,084.97; superstructure was \$5,542,939.43; buildings, including passenger and freight stations, coal-sheds, and water-tanks, \$1,142,845.32; engine houses,

car sheds, and turn-tables, \$326,526.57; machine shops, including machinery and tools, \$111,310.96; engineering agencies, salaries, and construction expenses, \$248,239.20; purchase of other roads, \$36,999,588.08; double-track extension, \$553,167.71; land, land damages, and fencing, \$2,039,488.57. There was expended for equipment \$8,249,150.90. Of this amount, for locomotives, \$450,624.07; for passenger cars, \$263,451.90; for freight and other cars, \$4,627,127.78; other expenditures charged to property accounts, \$170,382.59. Of this amount our estimate is that \$33,645,752.82 was expended in Iowa, the balance outside the State.

## RATES OF TRANSPORTATION.

The passenger rates are those prescribed by law, although thousand-mile and other commutation tickets are being issued to a great extent by most of the roads. The tendency seems to be in the direction of lower rates, and it is probable that an effort will be made to increase passenger travel by reduced rates and greater facilities. The rate of freight per ton per mile varies from 4.36 on the Des Moines & Fort Dodge, and 4.26 on the Burlington & Northwestern, to 1.77 on the Chicago, Milwaukee & St. Paul, 1.47 on the Chicago & Northwestern, 1.22 on the Chicago, Rock Island & Pacific, and 1.05 on the Chicago, Burlington & Quincy.

## ACCIDENTS TO PERSONS.

During the year two passengers were killed from causes beyond their own control, and five from their own misconduct or want of caution. One person at stations and highway crossings. Five were killed stealing rides, and twenty-eight trespassing on track. Twelve employes were killed from causes beyond their own control, and fifty-five from their own misconduct or want of caution. Sixteen passengers were injured from causes beyond their own control, and one from his own misconduct or want of caution; thirty-nine employes from causes beyond their own control, and one hundred and seven from their own misconduct or want of caution; four others at stations and highway crossings, fifteen stealing rides, twelve trespassing on track: making a total of one hundred and eight killed and one hundred and ninety-four injured. We suppose that nothing will prevent people who choose to do so from riding on the trucks of cars, or other places equally dangerous, where five persons have been killed and fifteen injured during the present year, but we think that something might be done to lessen the waste of life by walking on tracks.

In the year 1878 there were reported to this Board killed while walking on tracks, twenty-two, injured, nineteen; in the year 1879, killed, twenty-four, injured, twenty-three; in the year 1880, killed, twenty-two, injured, sixteen; in the year 1881, killed, twenty-eight, injured, twelve. In the four years reported to this Board, killed, ninety-six, injured, seventy.

We have called attention to the loss of life from this cause in every report. That something should be done to prevent it is clear. The public should be taught that a railway track is not a highway, and that its use, though generally dangerous to themselves only, is criminal. Our courts in their rulings on this subject have generally seemed to lean to the idea that it was the business of the railway company, as well as the trespasser, to guard against his being injured, and that the responsibility of his wrong act should be to a certain extent divided. Is this the right view? The railway trains can only travel on their own tracks, for which they have purchased the ground and specially prepared it for their own use, and for no other purpose. A joint occupancy with the public, as in a highway with foot-passengers and carriages, is impracticable. Some legislation that contains within itself provisions for its enforcement, properly posted, may save many lives yearly.

The Board would suggest that the legislation of chapter 148 of the laws of the Sixteenth General Assembly is in the right direction; that it should be amended in such form as to cover all cases of riding on railway trucks or other improper places, and walking on the tracks of the roads, and that the companies should be required to keep copies of the law conspicuously posted at all stations.

#### DYNAMITE EXPLOSION AT COUNCIL BLUFFS.

On the twenty-sixth of September a car on the side-track in the yard of the Chicago, Rock Island & Pacific Railroad, at Council Bluffs, took fire and exploded with terrific violence. The contents were supposed to have been dynamite. The explosion destroyed two brick buildings belonging to the company, the car repair shop and the round-house; also the tank and tank-house, the freight-house and wood and ice-houses. There were two cars completely destroyed, five burned, thirty-seven completely wrecked above the floor, and seventeen slightly injured. The shock was very severe throughout the town, a large amount of glass in windows being broken. At Omaha, three miles distant, the shock was also felt. A hole was excavated

below and around the exploded car of not less than seventy feet in diameter and said to have been sixteen feet in depth. One person was severely and another slightly injured. Fortunately the explosion occurred while almost everyone was in town attending the funeral ceremonies of President Garfield. The Commissioners, in compliance with law, made such investigation as they were able, and submit the following:

The car containing the dynamite was number 477, of the Empire Line, billed from Englewood, September 17, 1881; consignor, Empire Line; consignee, W. W. Rowarth, Denver, Colorado. The bill of lading reads "760 boxes G. Fowler." It arrived at Council Bluffs, September 20, and on the same day was sent to the Union Pacific transfer depot; was returned to Council Bluffs on Friday evening, September 23—the Union Pacific company refusing to receive it—and was placed on one of the side-tracks of the road among, and treated as, other cars; no special care being given it on account of the character of the contents. It was in testimony that some of the boxes were marked in stencil "*explosives—dangerous.*" Mr. Couch, foreman of the car shop testifies that he noticed the car on Sunday, September 25, and on one side saw marked with chalk "giant powder, combustible;" that he has seen many other cars marked "dynamite," in chalk; saw one about six weeks before which remained on track a long time. The Commissioners received information which convinced them that most if not all the roads centering at Council Bluffs had been in the habit of hauling cars loaded with this material in their trains. Car number 477, Empire Line, was an ordinary box-car, in good condition, with no safeguards against fire, nor special protection against the ordinary possibilities of being ignited from the locomotive while in transit, and it seems this was the usual method of carrying dynamite. The Union Pacific, however, had recently refused it. The conclusion reached by the Commissioners was that the car was ignited from the inside, the result of spontaneous combustion. The testimony of Benjamin Linnon, who first saw the car on fire, was: "I saw smoke coming out of the southeast corner of the roof of the car; we gathered buckets from the shop and poured water on it, one of us getting on the car and the other passing it up. Did not know what was in the car. It was blazing when we first saw it—burning in corner just under the eave. It was about three-quarters of an hour from the time I first saw the fire until the explosion. I cannot see how the fire could catch from the outside as

"passing engines moved on the north side of this track." Hiram Fries swears that "I got on top of car and poured two pails of water handed me by Linnon on the fire. It was blazing a little through the cracks of the roof in corner and part way across the car. The fire, I think, came from the inside. I saw no fire on the outside except what came through the cracks in the roof. It is my opinion that the fire originated inside the car, and I do not think it began under the eaves from the outside." It seems to us, considering the time given and the facilities for putting out the fire, that had it caught from the outside it could readily have been extinguished. There was little fire when first discovered. The men worked at it with a supply of water for a reasonable time, having no knowledge of the contents. A car lighted from the outside, stationary and hardly blazing, should have been readily extinguished with the means at hand. It is evident that the fire did not originate with the explosive compounds, but probably from the material used for packing, or possibly from the leakage of oil that may have been carried in the car before. A considerable degree of heat must have been required to ignite it, for it was forty-five minutes from the time the fire was discovered until the explosion. In the freight classification of the Rock Island road we find "Powder carried in fire-proof magazines at company's convenience. Nitro-glycerine will not be received." From this we infer that this car was being moved contrary to general instructions, but there seems to have been a tacit approval of the company's agents, who could not have been ignorant of the contents had they exercised the care that the agents of the Union Pacific Company did. It is hardly in the range of possibility that at any other time from the receipt of that car until its explosion (nine days in all) this accident could have occurred without the loss of life and hardly without as great or greater destruction of property. Had it exploded in any of the cities through which the road passes, and where people are apt to congregate, the loss of life and property would have been appalling. Transporting it by railway is not only dangerous and criminal, but it is also unnecessary. The materials from which dynamite and nitro-glycerine are composed, can be carried anywhere without risk or hazard. The combination that gives it force and power is purely chemical requiring but simple apparatus for its manufacture, and that not specially expensive or difficult to remove. There is no reason why this article, which we suppose is indispensable in the mining regions, should not be compounded where

it is used. That the company or companies which have been carrying dynamite and nitro-glycerine are censurable in the highest degree is stating the case mildly, and while we do not fear a repetition that does not escape the utmost vigilance that the roads can exercise, we would think it the part of wisdom in the General Assembly to enact some statute prohibiting the carriage by railroad of these or any specially dangerous compounds, and provide suitable punishment for any or all parties aiding or abetting its shipment.

An article on the transportation of high explosives, published in *Van Nostrand's Eclectic Engineering Magazine*, of October, 1877, was handed the board by Mr. Riddle, President of the Chicago, Rock Island & Pacific Railway, as an explanation of the reasons that had induced the roads to transport dynamite without hesitation. The statements contained are supposed to have been the results of examination and experiments made by Mr. Dudley, of the Pennsylvania road, for the purpose of determining whether his company could handle it with safety. The following extracts are interesting, and furnish information that we were unable to get elsewhere:

Nitro-glycerine, the basis of what are generally known as the light explosive powders, is a light-colored, oily liquid, about fifty per cent heavier than water. It is not soluble in water and, therefore, when poured into a bore-hole filled with water it sinks to the bottom, displacing its bulk of water.

The ordinary mode of making it is, first to mix two and one-half parts, by weight, of strong nitric acid with five parts of strong sulphuric acid. After allowing this mixture to cool, there is gradually stirred into it one part of pure glycerine, care being taken to keep the temperature below seventy degrees Fahrenheit. The nitro-glycerine is then separated from the mixture and carefully washed in cold water. This is a mere outline. There are many important details not appropriate here. We shall discuss only one of the qualities of nitro-glycerine—its explosiveness. This we do because it is absolutely necessary to an intelligent explanation of the structure and nature of the powders, and the difference between it and them.

#### ITS COMBUSTION.

The first fact to be noticed in this connection is, that it does not explode by fire like gunpowder, gun-cotton, and the fulminates. With fire it behaves very much like whale oil. At ordinary temperature it does not burn by itself. It must have something in the nature of a wick to aid combustion. Touch it with a match, live coal, or a red-hot iron, and it burns so long as the contact is maintained, but when these things are withdrawn the combustion ceases. It must be separated—brought out of its compact form—before it will burn. If mixed with almost any dry substance, whether the substance be itself combustible or not, it will burn. Mixed with ashes, sand, or

brick-dust, it burns almost as rapidly as when mixed with charcoal, saw-dust, or even gunpowder, if the gunpowder is not saturated with it. The gases formed by its combustion are materially different from those formed by its explosion. They are much more offensive to the smell and injurious to health. It sometimes occurs that the exploder fails to explode a high explosive powder, but sets it on fire. When this takes place in a mine not well ventilated the smoke is almost intolerable, while the gases of complete explosion are far from being so. More will be said as to the combustion of the powder hereafter. As to the combustion of liquid nitro-glycerine, it is enough to say that it is a totally different thing from its explosion. Its burning is so slow that no more violence comes from it than from the burning of whale oil.

#### ITS EXPLOSION.

It is a powerful explosive, more so than any other disrupting agent in use. It has, in a high degree, the great requisite for disruptive force; to-wit, the ability to furnish abundance of gas rapidly. However, the superiority does not lie so much in the abundance of gas as in the rapidity of its formation, which is done not by fire, but by force suddenly applied to all parts of the charge. It is estimated to be from ten to twelve times more powerful than gunpowder. But this mode of expression is loose, and liable to mislead. One pound of nitro-glycerine will not do what ten pounds of gunpowder can, and ten pounds of gunpowder will not do what one pound of nitro-glycerine can. It cannot be used in ordnance or fire-arms, as even small charges burst the gun. In all kinds of hard rock work; also in sub-aqueous blasting; in breaking iron or steel, and in all positions where disruptive rather than ballistic effect is required, nitro-glycerine is wonderfully efficient. But how is it exploded? The ordinary means of exploding it at will, in use, is a heavy percussion cap or exploder. This consists of a copper shell, like a common gun-cap, containing ten grains or more of fulminate of mercury. The exploder is not fired by percussion, but by a fuse, or electric wires inserted in it in contact with the fulminate. It is also readily exploded by mechanical percussion, concussion, jar, shock, blow, or vibration. This is why it is so extremely dangerous. Its handling in the liquid form at ordinary temperatures has to be performed with extreme caution. Nobel made known his method of exploding nitro-glycerine by an exploder in 1863, but the transportation and use of the liquid was not really commenced until 1865, and was discontinued almost completely in 1867. In less than two years' time, in spite of every precaution, it had destroyed so many lives and so much property as to alarm the civilized world. Both in this country and abroad stringent laws were enacted, designed—some of them to regulate, others to suppress, its transport and use. The plain truth is, that while the liquid form is retained no amount or kind of packing can render it secure against the shocks, jars, vibration and breakages incident to transportation.

#### THE DYNAMITE INVENTION.

This consists broadly in mixing nitro-glycerine with any dry, pulverized solid substance, in such proportions that on the one hand the mixture will be an effective explosive powder, and on the other hand will not leak or part with any portion of its nitro-glycerine. This is known by the generic name of Dynamite. In this country it is called by different names by different manufacturers. Giant Powder, Rend Rock, Hercules Powder, Vulcan Powder, Jupiter Powder, Neptune Powder, Thunderbolt Powder, Dualin Powder, Titan Powder, Titanite Powder, Potentia Powder, and Vigorite Powder, are some of the names it bears. All these powders, known as the high explosive powders, are essentially the same thing. Nitro-glycerine is in them all, and is the leading element. The difference between them consists in the different proportions of nitro-glycerine which they contain, and the different solid materials used and the different proportions of these solids. These solid materials, when prepared for admixture, are called the "absorbent," "dope" or "dust," and are always in the dry or pulverized state.

We find that from the peculiar nature of nitro-glycerine a powerful powder can be made, and at the same time be extremely difficult to explode, and, therefore, safe. For instance, a powder made fifty per cent of nitro-glycerine and fifty per cent of infusorial earth is very dry and cannot be exploded except by a triple force exploder, and when the charge is strongly and tightly confined. On the other hand, a powder made fifty per cent of nitro-glycerine and fifty per cent of mica scales or fine sand, is very wet and leaky, and explodes almost as easily as the liquid oil. Nevertheless, the earth powder is in every way as strong as either of the others. This confirms our position, that a powder which is very dry and difficult to explode, and therefore safe, is substantially as good as a wet, and, therefore, dangerous one, when the proportion of nitro-glycerine is the same in each.

Temperature has a special influence on the powders; to-wit, they are more liable to leak as their temperature is raised. A powder which would be dry and safe at fifty degrees may be leaky at one hundred degrees. The powders should be made with reference to the highest temperature to which they are to be exposed, and when tested they should be at this temperature. The reason why a small quantity of nitro-glycerine in a large mass of absorbent cannot be exploded at all, is, that the absorbent cushions the liquid so deeply that the requisite pressure is not felt.

#### EXPERIMENTAL TESTS.

We believe there never has been any question but these powders are abundantly safe from explosion by fire. The following are common tests, which may be repeated by any one at any time. If set on fire in piles, large or small, either loose or in cartridges, it burns up rapidly, like chaff, when loose, but slowly, like rosin, tar, or sulphur, when in cartridges. When partly burned it may be extinguished by water or the foot. As packed for transportation in boxes of inch boards, strongly nailed, and set on fire by a fuse through a gimlet hole, its gases spring the boards apart and the flame

issues. A box of one hundred pounds is burned in from two to five minutes, according to the composition of the powder. Those who know the powder stand upon the box while it is burning. Poured upon red hot iron it burns. A red hot iron thrust into it sets it on fire.

The steamer "Meteor" took fire from its furnace and burned to the water's edge, on Lake Erie, consuming eight thousand pounds of Giant Powder on board without explosion. A car loaded with iron rails, at full speed, collided with a car of powder, and the rails were driven through the boxes and powder without exploding it. They are the safest of all explosives, both in transportation and use, many times safer than gunpowder, and when properly made and a few simple precautions taken, are as practically safe for transportation as if they were wholly inexplorable. There is no good reason why, under proper regulations, they should not be transported in freight conveyances as freely as any ordinary merchandise.

It is evident from the above extracts that either the powder in car number 477 was not properly manufactured, or the experiments of the professor are at fault, as the powder certainly exploded from the effect of great heat. In either case it is proper to refuse it as an article for transportation.

#### LAND GRANT.

The Chicago, Burlington & Quincy Railroad received from Congressional grant 358,442.09 acres of land; has sold 310,653.79 acres; has remaining unsold 47,788.30 acres. The average price at which the land was sold or contracted was \$13.12 per acre. The amount received from cash sales was \$115,947.16; from outstanding contracts, \$2,827,122.16; from forfeited contracts, etc., \$460,287.63. The gross amount received from sales, etc., up to June 30, 1881, was \$3,403,356.95.

The Chicago, Rock Island & Pacific Railroad Company received from Congressional grant 550,193.51 acres; has sold 450,358.85 acres; has remaining unsold 99,834.66 acres. The land was sold or contracted at about \$8 per acre. The entire sales and contracts amount to \$3,704,910.41; has received from forfeited contracts, \$11,054.84; has received in money from sales, contracts, etc., \$2,727,645.65.

The Iowa Falls & Sioux City road received from Congressional grant 863,076.55 acres; has sold 443,320.78 acres; has remaining unsold 419,755.77. The average sales have been \$6.10 per acre; the amount received from sales is \$1,103,373.11; from outstanding contracts, \$994,447.54; from forfeited contracts, \$263,042.11; the gross amount received from all sources to June 30, 1881, being \$2,360,862.76.

The Des Moines & Fort Dodge road received from Congressional grant 35,545 acres, and claims about 7,000 more. It has sold 3,300

acres, and has remaining unsold 32,245 acres; has realized from sales \$7.67 per acre; has received from sales \$2,550; from contracts, \$4,915. Gross amount from sales, \$6,000.

The Chicago, Milwaukee & St. Paul Railroad has received from Congressional grant \$315,714.18 acres, including 129,996.06 acres originally patented to the McGregor & Missouri River Railroad Company. The number of acres yet to inure to the company under the grant is estimated at about 15,000, not including the lands involved in the suit with the Sioux City & St. Paul Company, amounting to more than 180,000 acres. The average price at which the lands have been sold is \$5 per acre. The number of acres sold for cash is 4,872.06; the amount received from these sales is \$21,091.78; the amount of acres sold under contract is \$88,080.26; the amount received on account of sales by contract is \$98,710.35. The amount received on account of deferred payments is \$13,419.47. The gross amounts received from sales, contracts and deferred payments from June 30, 1880, to June 30, 1881, is \$133,221.60.

The Sioux City & St. Paul make no report this year. Probably in the consolidation the land passes into other hands, and the State authority is ignored except in so far as it will aid them in their contest with the Milwaukee & St. Paul Company for the lands in the overlapping grants.

The other roads have made no reports—we presume there are no changes in the status of their lands.

#### CONSOLIDATION OF LINES.

Six companies control more than four-fifths of the mileage of the State; to-wit,

Burlington, Cedar Rapids & Northern.....	540.11
Chicago, Burlington & Quincy .....	779.47
Chicago, Milwaukee & St. Paul.....	987.06
Chicago & Northwestern.....	683.22
Chicago, Rock Island & Pacific.....	890.78
Illinois Central.....	402.06
Total.....	4,282.70

The main part of the roads of the State will remain in the control of these six companies. Further consolidations may, and probably will in the not very distant future, reduce this number to four lines. The only other company that seems likely to figure largely is the Wabash, St. Louis & Pacific. This corporation now controls 278.30

miles of road in operation, and is building a road from Humeston west to connect its line from Council Bluffs at Shenandoah; also a line from Albia to Des Moines. We understand that this interest is building the two narrow-gauge roads from Des Moines north, the one to Boone, the other to Rockwell City, with a probable extension of both to the north line of the State. We do not know what other projects it may have in view to make the business of the State tributary to its system, but it is evidently the intention of the managers that it shall figure prominently in the transportation problem. The basis on which this road lays claim to supremacy is the utilization of the Mississippi River for the transportation of grain to Europe. The successful operation of the Eads jetties in maintaining a channel deep enough for vessels drawing twenty-four feet of water to run from the Gulf of Mexico to New Orleans is one of the elements that make this possible. The other is the barge lines which are again being established on the Mississippi River with evidently more confidence of success than was felt twelve years ago, when a serious effort was made with barges and barge lines to carry the Western grain south. This Board, in its report of 1879, stated what was literally true, that "the Mississippi River had "ceased to be a factor in the transportation of the products of Iowa," and, reasoning from the fact that twenty-five years before it had carried all its commerce, concluded that in the presence of railroad, lake, and canal competition which had taken the business from it, would probably never again assert itself. If a cheaper and better route for our products to the great markets of the world can be obtained by going south, our people will welcome it and will heartily co-operate with any railroad system that contributes to that end. The people of Iowa recognize the fact that the value of their farming lands is regulated to a great degree by the cost of transportation of their products to the final market.

#### PROGRESS OF RAILROAD BUILDING.

On the first of January, 1878, the total railroad mileage of the United States was 81,841. On the first of January, 1881, it was 93,669.50, and it is probable that by the close of the year it will reach 100,000. From *Poor's Manual* we find that the total capital and indebtedness amounts to \$5,108,241,906; that the gross income for 1880 was \$615,401,931; the working expenses, \$360,208,495; the net earnings, \$255,193,436; the interest paid on bonds, \$107,866,328; the dividends paid to stockholders, \$77,115,411. This immense aggregation

of capital in the hands of corporations, and these controlled by a very few men, has for some years been the source of discussion, and the relations and powers of the State to them have been the subjects of judicial decisions. Among the parties most active in the discussion of these questions has been the Chamber of Commerce of New York. In August, 1880, the committee on railroad transportation, appointed by this body, submitted to several prominent gentlemen its correspondence with the presidents of the trunk railroads upon a proposed act of Congress to regulate inter-State transportation of freight. It also submitted the testimony of railroad managers before the Hepburn Committee, with questions as to the regulation of railroads by the States and of inter-State commerce by the United States. Among the answers submitted, that of Judge Jeremiah S. Black, of Pennsylvania, attracted general attention and elicited a very general discussion of the views presented, partially from the high reputation of the writer as a jurist and partly from the startling nature of his propositions.

He begins with the broad proposition that divests his letter of any taint of communism, that in any railway legislation the people desire above all things to be just, that the legally vested rights of railway companies, like other rights of property, are sacred, and no violation of them is designed; but that railroad men misunderstand the situation, and claim that the railways are the property of the companies authorized to run them, which he regards as a cardinal error. He says a public highway cannot be private property, and that a railway built by the authority of the State for the purposes of commerce, is as much a public highway as a turnpike road, canal or navigable river. He holds that it is the duty of the State to promote intercourse and trade by making highways through her territory, and to this end she may take land and material, which is an exercise of the power of eminent domain. She can build a railway at her own expense by the agency of her own officers, and reimburse the cost by special tax on individuals who have occasion to use it. She can delegate the taking and taxing powers to a corporation or to a natural person, and that is all she does when she grants a railway charter. The corporation has no proprietary right, title, or claim to the roads themselves, but a mere franchise annexed to and exercisable thereon. They are the agents of the State for the performance of a public duty. If the franchise be forfeited, surrendered, or expires by efflux of time, the State takes possession of the road and runs it herself or employs a new agent. But in either or any case, the road belongs to the State, and all the

people have a right to use it upon compliance with the necessary regulations and upon the payment of the proper tax. This tax must be reasonable, just, uniform, prescribed, and fixed, so that every citizen must know beforehand how much he has to pay, so that when he pays or tenders the proper amount, he will acquire an absolute and perfect right to the use of the road. The amount of tax, toll, or freight is not a subject of bargain between the shipper and the corporation, but a thing to be settled, fixed, and prescribed by public authority, otherwise the public has no rights in it at all, and the charter which authorizes the taking of land to build it is unconstitutional and void. Public authority in determining the reasonableness of the freight taxes or tolls that may be charged upon any railway, must be governed by the expenses of running and repairing the road and the cost of construction and equipment. The tolls ought to be high enough to give the corporations a fair profit on the capital they have actually invested.

This covers the propositions laid down in Mr. Black's letter. He goes further, however, and makes statements in support of the necessity of State regulation of rates that are incorrect and evidently gathered from hearsay. For instance, he charges that the railway companies during the suspension of navigation, have agreed to raise the rates five cents per hundred pounds over an unreasonably high rate, which is equal to an export tax of probably \$75,000,000. This he styles robbery. We have before stated that the amount of the dividends on all the roads in the United States for 1880, was \$77,115,411, while probably not more than fifty per cent of the roads were employed in the carriage of grain to any extent. This increase of five cents per hundred pounds, or one dollar per ton, on the wheat and corn transported from the Western States, would cover a period of four months during which navigation was closed. The movements of grain for the whole year on the New York Central, the New York, Lake Erie & Western, the Pennsylvania Central, and the Baltimore & Ohio roads, or the four trunk lines that carry the bulk of the grain that goes by rail to the Atlantic, was less than seven million tons. Assuming that the advance was one dollar per ton for one-third of the year, we have an increased charge on Western products of a little more than two million dollars, instead of "seventy-five millions." The railroad companies should be able to show some reason for the advance of freights after the close of navigation beyond the mere lack of water competition, and this, we think, can be done. The same power can haul over the same grades from seven to ten per cent more cars in warm weather than in cold. The

For second sentence in paragraph underneath, read:

The decisions in the Supreme Court of the United States in the Iowa "Granger" cases are based upon the theory that there was a power reserved by the State which prevented the original charter from being a contract between the State and the railway company, whereby the latter was given power to make its own rates according to its interests.

We do not believe that a railroad built and operated by private means becomes public property simply because it is chartered by the State. The decisions of the Supreme Court of the United States in the Iowa "granger" cases, are based upon the theory that there was a power reserved by the State and the railway company, whereby the latter was given power to make its own rates according to its interests. Mr. Black says that unless the State owns the roads, it cannot delegate the power of eminent domain to the corporations. It is true that this power is delegated, but it is rarely exercised. An examination of the records of our counties will show but few cases where the right of way to railroads is not granted by deed from the owner. This right is granted by the State for the simple reason that the roads cannot be built without it, and they have become a necessity for cheapening transportation, and the exchange of products. The State requires that full compensation shall be paid to the citizens whose property is taken; it does not assume the character of a forced contribution from the individual.

#### THE HIGHWAY AND THE RAILWAY.

Is a railroad a public highway? as Mr. Black asserts. If not, then his declaration that "a railroad belongs to the State," is a mere assumption. What is a highway? and wherein does it differ from a railway? A public highway is a road, or river, or other navigable water, over which the public have a right of passage. It is a way authorized by law and made, or if natural, managed, at public cost for the common and free use of the entire public. In the case of a land highway the land on which it is built is obtained from private owners at public cost. The compensation paid for private property for such use comes out of the public treasury. The grading, bridging, water-ways, paving, and repairing are all paid for out of the public treasury. The whole people of a State, by virtue of its tax laws, pay all the cost of making



the public has no rights in it at all, and the charter which authorizes the taking of land to build it is unconstitutional and void. Public authority in determining the reasonableness of the freight taxes or tolls that may be charged upon any railway, must be governed by the expenses of running and repairing the road and the cost of construction and equipment. The tolls ought to be high enough to give the corporations a fair profit on the capital they have actually invested.

This covers the propositions laid down in Mr. Black's letter. He goes further, however, and makes statements in support of the necessity of State regulation of rates that are incorrect and evidently gathered from hearsay. For instance, he charges that the railway companies during the suspension of navigation, have agreed to raise the rates five cents per hundred pounds over an unreasonably high rate, which is equal to an export tax of probably \$75,000,000. This he styles robbery. We have before stated that the amount of the dividends on all the roads in the United States for 1880, was \$77,115,411, while probably not more than fifty per cent of the roads were employed in the carriage of grain to any extent. This increase of five cents per hundred pounds, or one dollar per ton, on the wheat and corn transported from the Western States, would cover a period of four months during which navigation was closed. The movements of grain for the whole year on the New York Central, the New York, Lake Erie & Western, the Pennsylvania Central, and the Baltimore & Ohio roads, or the four trunk lines that carry the bulk of the grain that goes by rail to the Atlantic, was less than seven million tons. Assuming that the advance was one dollar per ton for one-third of the year, we have an increased charge on Western products of a little more than two million dollars, instead of "seventy-five millions." The railroad companies should be able to show some reason for the advance of freights after the close of navigation beyond the mere lack of water competition, and this, we think, can be done. The same power can haul over the same grades from seven to ten per cent more cars in warm weather than in cold. The

expenses of shoveling snow on the Iowa lines last winter was reported as nearly a million dollars. This probably would be a low average per annum on the four roads referred to. One dollar per ton for a thousand-mile haulage would be a low estimate for the extra cost. Unfortunately Mr. Black has made the mistake in treating this subject, often made by weak men, of assuming a knowledge of things of which they are ignorant. It seems to us that he can hardly afford this. That he is capable of treating this subject thoroughly no one doubts, but he should examine it first.

We do not believe that a railroad built and operated by private means becomes public property simply because it is chartered by the State. The decisions of the Supreme Court of the United States in the Iowa "granger" cases, are based upon the theory that there was a power reserved by the State and the railway company, whereby the latter was given power to make its own rates according to its interests. Mr. Black says that unless the State owns the roads, it cannot delegate the power of eminent domain to the corporations. It is true that this power is delegated, but it is rarely exercised. An examination of the records of our counties will show but few cases where the right of way to railroads is not granted by deed from the owner. This right is granted by the State for the simple reason that the roads cannot be built without it, and they have become a necessity for cheapening transportation, and the exchange of products. The State requires that full compensation shall be paid to the citizens whose property is taken; it does not assume the character of a forced contribution from the individual.

#### THE HIGHWAY AND THE RAILWAY.

Is a railroad a public highway? as Mr. Black asserts. If not, then his declaration that "a railroad belongs to the State," is a mere assumption. What is a highway? and wherein does it differ from a railway? A public highway is a road, or river, or other navigable water, over which the public have a right of passage. It is a way authorized by law and made, or if natural, managed, at public cost for the common and free use of the entire public. In the case of a land highway the land on which it is built is obtained from private owners at public cost. The compensation paid for private property for such use comes out of the public treasury. The grading, bridging, water-ways, paving, and repairing are all paid for out of the public treasury. The whole people of a State, by virtue of its tax laws, pay all the cost of making

and maintaining this class of public highways. A water highway in respect of all improvements made thereon, is kept up by appropriations from the public treasury. Harbors, breakwaters, dredging, lighthouses, and all kindred means for facilitating commerce over water highways, are paid for out of the public revenues. The common highways—the “public highways”—on both land and water, are open to the common and free use of everybody. On land one may use the public highway for travel and transportation without permit, license, fee, toll, rate, or assessment for the privilege. He has an absolute, free, and indefeasible right so to use it. It is among the highest duties of the State to provide such highways, and all the centuries of civilization have imposed it.

Now how with the railroad? Its right of way is a public grant from the necessities of the case; but unlike the common highway the land over which it passes is not paid for out of the public treasury, but from the private purse of its owners. The grading, tying, rails, bridges, culverts, depots, warehouses, fences, crossings, rolling-stock, everything, indeed, entering into its construction is never a charge upon the public treasury, but is at private cost. Its construction, improvement, repair, and operation are at private, and not public expense. They are not, and from the very nature and necessities of the business cannot be, common and free, and, therefore, they are not “public highways.” Railroads are a private property affected with a public interest. Chief Justice Waite, in the *Granger* cases decided in 1877, used this language: “Property does become clothed with a public interest when used in a manner to make it of public consequence, and affect the community at large. When, therefore, one devotes his property to a use in which the public has an interest, he in effect grants to the public an *interest in that use*, and must submit to be controlled by the public for the common good to the extent of the interest he has thus created. He may withdraw his grant by discontinuing the use, but so long as he maintains the use he must submit to the control.”

In this extract the true distinction is defined. To repeat the language of the court, “when one devotes his property to a use in which the public has an interest, he in effect grants to the public an interest in that use.” He does not part with the ownership of his property, but grants the mere right to use it under proper regulations; and the extent of the public interest thus created measures the power of public control. If a railway was a “highway,” and the private property invested in it became the “property of the State” as much as is a “turn-

“pike road or canal,” to quote Judge Black, how could the investor “withdraw his grant by discontinuing the use” at his pleasure, as is held by the highest court in the land? The property of the railroad belongs to the corporation, and, therefore, is private property. The right to use the railroad is a public one, and hence the use is of an interest which is public property. Other differences quite as clearly mark the distinction between the railway and the highway. The land on which a railroad is built and for which the company paid its money, is always and everywhere subject to taxation. The grade, ties, rails, bridges, cars, and even the labor that comprise the property of the railroad, is taxed for the support of the State the same as the farm and the factory, the merchandise and the money, of private persons. So, instead of being a public property that is paid for, in construction, operation, and repairs *out of* the public treasury, it is, in the property sense, a private property which pays its equal proportion of tax *into* the treasury. If the railroad be a public highway, why is it taxed when no other public highway is taxed? A railroad is assessed its just and equal proportion for the maintenance of the State; the land or the water highway, never.

That the property of a railroad when its franchise expires belongs to the State, we cannot credit. We understand that the land occupied for the right-of-way reverts not to the State, but to the owner of the adjacent land from whom it was purchased. The iron, ties, locomotives, cars, and other property belong to the corporators, or the persons who furnished the money to pay for them. The mere expiration of a franchise cannot work wholesale confiscation of property, unless this was a condition of the original grant. A city may license a hack line to carry passengers and baggage to and from railway stations, hotels, and private houses, limiting and controlling the rates, and for cause may revoke the license, or it may expire by limitation. The city, by the revocation, acquires no rights of property in the horses or carriages of the hackmen, nor their barns, or the grounds on which they stand.

We cannot dismiss this subject more appropriately than by giving an extract from a work of Charles Francis Adams, Jr., published in 1878, entitled, “*Railroads, their Origin and Problems*”:

The railroad originated in England, and in England it has, upon the whole, attained its highest present stage of development. The English railroad system and the English experience must, therefore, first be described. In one of the earlier parliamentary debates on the subject of railroads the

Duke of Wellington is reported to have said that in dealing with them it was above all necessary to have in mind the analogy of the "King's highway." The remark was certainly characteristic of the individual and the race. Without any careful analysis to find out whether it was real or apparent only, the analogy was accepted, and upon it was based that whole elaborate system of legislation through and in spite of which in Great Britain and in America the railroad system grew up, and in the meshes of which it is now struggling. In fact, the analogy was essentially a false one. In no respect did the railroad in reality resemble the highway any more than the corporation which owned and operated it resembled the common carrier. The new system was not amenable to the same natural laws which regulated and controlled the operations of the old one, and the more the principles and rules of the law which had grown out of the old system were applied to it, the worse the result became. The acme of the ludicrous in this respect was, however, reached not in England, but in America. In England the truth dawned in time upon the minds of those upon whom the work of legislation devolved. After more than forty years of blundering there at last realized, in 1872, that the railway system was a thing *sui generis*, a vast and intricate formative influence, as well as a material power, the growth of which was to be curiously watched, in the expectation that in due time it would develop some phase which again would call forth a corresponding development in the machinery of government, through which its political and economical relations with the community would be finally established on some rational and permanent basis.

We agree with Mr. Adams that the features of the railway system are exceptional; that it is a development of modern times and not governed by the same principles that ordinarily control highways and public carriers; "that a new policy has been established at the base of "which was the principle of private ownership and management, that "the corporations must assume relations to the government corresponding with the public nature of their functions." If Mr. Black's theory be correct, that the State has no right to authorize a private corporation to take land by condemnation, and that a charter empowering it to do so would be unconstitutional and void, it is time that the organic law was changed to meet conditions that have grown up since its adoption.

As a correct understanding of this fundamental question of property in railways is necessary to a just and equitable public control, this Board has ventured to discuss it at considerable length, believing that its importance is ample justification for the space devoted to it.

## WATERING STOCK.

Mr. James F. Wilson, in his address before the Hennepin Canal Convention, at Davenport, in June last, gives this illustration:

A railroad is constructed at a cost of \$10,000,000. It is not only necessary for the company to earn operating expenses, interest on its debt, and proper to declare reasonable dividends to its shareholders, but it must maintain its property and perfect it by such improvements as are calculated to carry it forward to the standard of a first class road. The public, as well as the company, have an interest in having these things done, for the better the road the safer and more satisfactory will be its service. Upon this proper plan the company conducts its affairs for the term of ten years. It has then a superb property, excellent in all its conditions and appointments. Its road-bed is perfect, its bridges of the best character, its equipment unsurpassed. It has reached this standard through the steady growth of ten years' existence. The managers take an account for the ten years and find that for each one they have paid operating expenses, interest on the bonded debt, a reasonable dividend, and expended \$10,000,000 in substantial betterments and improvements.

He goes on to say that they issue new stock for this expenditure and divide it among the stockholders, and that this has cost them nothing; that it is stock-watering, and that there is no justification for it. Mr. Wilson's known abilities, long experience as a railway attorney, and the careful preparation with which he has approached this subject, causes us to hesitate before we question any proposition that he lays down, or his conclusions. That the State has the right to regulate the rates of the roads chartered by it is conceded. If they are oppressive, it becomes a duty. Having failed to do so, it has virtually authorized the roads to fix them. In the case stated by Mr. Wilson, the road might, during the ten years, properly have divided all its earnings and made the improvements with additional capital. Had they done so we think there is no question but that the stock representing the betterments would have belonged to the parties furnishing the money. An improvident or extravagant management might have used this surplus in operating expenses. The wrong is not in dividing what the railroads have earned as much as dividing or issuing new stock for what they have not earned, whenever increased business makes possible dividends upon increased stock.

## STEEL RAILS.

The governor of one of the Western States, a strong advocate of a protective tariff, and one who has studied profoundly the industrial questions of the day, in a recent message says:

In view of their greater strength and durability, which lessens the cost of replacement, all the great trunk lines of the country are adopting Bessemer steel rails. The manufacture of this class of rails in the United States is controlled by a combination of not exceeding, I think, ten firms in number. This combination is protected by a high and specific tariff, which prevents the importation of foreign rails to any extent, thereby increasing the cost of the railways of the country. It would be well to instruct our senators and representatives in Congress to examine into this subject with a view of removing by congressional legislation any discrimination that may be found to exist in the tariff on steel rails against the interest of Western producers.

Without venturing into the "field of partisan debate upon the tariff" question, which should be studiously avoided by an official board inclined to be non-partisan in its thought and work," the facts bearing upon the cost of transportation should be investigated as suggested in the extract from the message above quoted.

During the year 1880 we imported rails enough of fifty-six pounds to the yard to lay 2,483 miles of track. Of this, twenty-six per cent was steel, the balance iron rails. The reason we imported iron rather than steel was, not that iron was so much cheaper than steel in England—for it averaged only \$2.50 a ton cheaper—but because the duty on iron was \$14 per ton, that on steel \$28 per ton, so that iron worth \$2.50 a ton less than steel in England is worth \$16.50 less than the same steel when brought to this country. Considering the great disparity in the life of iron and steel in tracks, it is to be regretted that so large a portion of the new roads built was laid with iron instead of steel because of this difference of duties.

TONNAGE CROSSING THE MISSISSIPPI RIVER FOR YEAR ENDING JUNE 30, 1881.

LOCATION OF BRIDGE.	Tons east bound.	Tons west bound.	Total tons.
McGregor .....	193,415	121,808	315,219
Dubuque .....	192,123	90,402	282,525
Sabula .....	69,212	62,576	131,788
Clinton .....	737,923	452,092	1,190,015
Davenport .....	1,037,446	904,857	1,942,303
Burlington .....	1,540,384	795,252	2,335,636
Keokuk .....	44,694	56,969	125,735
Total .....	3,815,197	2,483,952	6,299,149

TONNAGE CROSSING THE MISSOURI RIVER FOR THE YEAR ENDING JUNE 30, 1881.

LOCATION OF BRIDGE OR CROSSING.	Tons east bound.	Tons west bound.	Total tons.
Sioux City (Chicago, St. Paul, Milwaukee & Omaha)	6,377	19,263	25,640
Blair (Sioux City & Pacific) .....	83,937	63,602	147,539
*Council Bluffs (Union Pacific) .....	431,551	688,580	1,120,131
Plattsmouth (Chicago, Burlington & Quincy) .....	237,092	271,139	508,231

\* Estimated from data furnished by officers of the Union Pacific Railroad Company.

CLASSIFICATION OF RAILWAYS.

Section 1 of chapter 68, of the acts of the Fifteenth General Assembly, provides that all railroads shall be classified according to the gross amount of their respective earnings within the State, per mile, for the preceding year, these classes being three in number and designated "A," "B," and "C." All roads earning in gross \$4,000 per mile or over shall be placed in class "A." All whose earnings are \$3,000 or over per mile, and under \$4,000, shall be placed in class "B." All whose gross earnings are less than \$3,000 per mile shall be placed in class "C." Section 2 provides that class "A" roads shall be limited to three cents passenger charge per mile, class "B" to three and a half cents per mile, and class "C" to four cents per mile. Section 7 provides that each railway company shall make a return to the Governor in January of each year of its gross receipts on its entire road within the State for the preceding year; and that if the return be found correct by the Executive Council, they shall classify the different railroads as provided in section 1, and the Governor shall thereupon certify to the corporations affected any change to be made in the classification, designating to each the class in which it belongs. Under these provisions the classification takes effect on the fourth day of July following the date of certification. The different railways of the State are now classified as follows:

CLASS "A" RAILROADS.

Burlington, Cedar Rapids & Northern (Pacific Division).  
 Central Iowa.  
 Chicago, Burlington & Quincy.  
 Chicago & Northwestern.  
 Chicago, Rock Island & Pacific.

Illinois Central (Dubuque & Iowa Falls Division).  
 Kansas City, St. Joseph & Council Bluffs.  
 Wabash, St. Louis & Pacific (Council Bluffs & St. Louis Division).

## CLASS "B" RAILROADS.

Des Moines & Fort Dodge.  
 Illinois Central (Iowa Falls & Sioux City Division).  
 Sioux City & Pacific.

## CLASS "C" RAILROADS.

Burlington & Northwestern.  
 Burlington & Southwestern.  
 Burlington, Cedar Rapids & Northern (Milwaukee Division).  
 Burlington, Cedar Rapids & Northern (Muscatine Division).  
 Burlington, Cedar Rapids & Northern (Iowa City Division).  
 Burlington, Cedar Rapids & Northern (Iowa Falls Division).  
 Chicago, Milwaukee & St. Paul.  
 Crooked Creek.  
 Dubuque & Dakota.  
 Iowa Eastern.  
 Illinois Central (Cedar Falls & Minnesota Division).  
 Des Moines & Northwestern.  
 Fort Madison & Northwestern.  
 Minneapolis & St. Louis.  
 Chicago, St. Paul, Minneapolis & Omaha.  
 St. Louis, Keokuk & Northwestern.  
 Wabash, St. Louis & Pacific (St. Louis, Ottumwa & Cedar Rapids  
 Division).  
 Wabash, St. Louis & Pacific (Missouri, Iowa & Nebraska Division).  
 Wabash, St. Louis & Pacific (Clarinda & St. Louis Division).

PETER A. DEY,

M. C. WOODRUFF,

A. R. ANDERSON,

*Commissioners.**Attest:*E. G. MORGAN, *Secretary.*


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COMPILATION  
 OF  
 RAILROAD RETURNS.

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TABLE I.  
CAPITAL STOCK.

RAILROADS.	Miles.	Paid in.	Per mile.	Issued.	Common.	Preferred.	Amount realized.	Amount held in Iowa.	Number of stockholders.	Number of stockholders in Iowa.	
Burlington, Cedar Rapids & Northern	592.68	\$ 5,500,000.00	\$ 9,949.70	\$ 5,500,000.00	5,500,000.00		\$ 5,500,000.00	\$ 9,100.00	761	12	
Burlington & Southwestern	142.00			4,083,300.00					884	8	
Central Iowa	190.64	4,324,800.00	22,668.57	4,324,800.00			4,324,800.00	18,700.00			
Chicago, Burlington & Quincy	3,170.76	55,692,096.51	17,562.27	55,692,096.51	55,692,096.51		55,692,096.51				
Kansas City, St. Jo. & Council Bluffs	309.56	3,205,356.71	10,322.25	3,205,356.71			3,205,356.71				
Chicago, Milwaukee & St. Paul	3,786.17	28,354,744.00	7,489.56	28,354,744.00	16,075,261.00	12,279,483.00	28,354,744.00	1,200.00	1,886	2	
Chicago & Northwestern	2,320.34	65,568,150.53	28,132.89	65,568,150.53	36,965,308.97	21,702,841.56	3,916,300.00	242,400.00	422	10	
Chicago, Iowa & Nebraska	81.84	3,916,300.00	47,851.90	3,916,300.00			3,916,300.00				
Cedar Rapids & Missouri River	274.01	7,620,000.00	27,810.00	7,620,000.00			7,620,000.00	80,800.00	513	26	
Des Moines & Minneapolis	65.00	459,207.20	7,071.26	459,207.20			459,207.20	2,900.00	34	25	
Maple River	72.91	658,000.00	9,025.00	658,000.00			658,000.00	158,600.00	130	6	
Chicago, Rock Island & Pacific	1,090.42	41,960,000.00	38,489.49	41,960,000.00	41,960,000.00		41,960,000.00	138,700.00	1,032	22	
Keokuk & Des Moines	162.20	4,125,000.00	25,431.50	4,125,000.00			2,600,400.00				
St. Paul & Sioux City	605.43	12,560,000.00	20,745.74	12,560,000.00		1,524,600.00	4,125,000.00				
Crooked Creek	8.50	71,500.00	8,411.76	71,500.00			12,560,000.00				
Des Moines & Fort Dodge	87.20	3,758,280.00	43,098.63	3,758,280.00			71,500.00				
Dubuque & Dakota	63.20	566,000.00	8,955.69	566,000.00			3,758,280.00	18,050.00	62	3	
Illinois Central				566,000.00			566,000.00	33,300.00	13	9	
Cedar Falls & Minnesota	75.58	1,587,000.00	20,991.00	1,587,000.00							
Dubuque & Sioux City	142.70	4,999,300.00	35,000.00	4,999,300.00			1,586,500.00		91		
Iowa Falls & Sioux City	183.69	4,625,000.00	25,178.00	4,625,000.00			4,999,300.00	39,200.00	75	8	
Minneapolis & St. Louis				4,625,000.00			4,625,000.00	47,900.00	288	12	
Sioux City & Pacific											
St. Louis, Keokuk & Northwestern	107.42	2,068,400.00	19,255.26	2,068,400.00			2,068,400.00	31,500.00	86	11	
Union Pacific											
Wabash, St. Louis & Pacific	1,491.68	43,651,800.00	29,270.22	43,651,800.00	22,064,800.00	21,587,000.00	43,651,800.00		889		
NARROW-GAUGE ROADS.											
Burlington & Northwestern	38.37	143,143.91	3,756.60	143,143.91	143,143.91		143,143.91	143,143.91			
Des Moines & Northwestern	28.50	242,400.00	8,505.26	242,400.00			242,400.00	242,400.00	30	30	
Ft. Madison & Northwestern	12.00	40,000.00	3,333.33	40,000.00			40,000.00	40,000.00			
Iowa Eastern	16.00			18,000.00			18,000.00	40,000.00			
Cedar Rapids & Marion	5.00	18,000.00	3,600.00	18,000.00			18,000.00	18,000.00	9	9	
<b>Total</b>	<b>15,076.80</b>	<b>288,713,878.86</b>	<b>19,149.54</b>	<b>288,472,378.86</b>	<b>231,619,951.30</b>	<b>87,099,927.56</b>	<b>288,713,878.86</b>	<b>1,286,493.91</b>	<b>9,741</b>	<b>198</b>	

TABLE II.  
DEBT.

RAILROADS.	Miles.	Funded debt.		Unfunded debt.	Total debt.	Debt per mile.	Stock and debt.		Stock and debt per mile.		
		Funded debt.	Unfunded debt.				Stock and debt.	Stock and debt per mile.			
Burlington, Cedar Rapids & Northern	592.68	\$ 8,059,000.00	\$ 406,387.18	\$ 8,464,387.18	\$15,315.17	\$ 13,964,387.18	\$25,264.87				
Burlington & Southwestern	142.00										
Central Iowa	190.64	3,700,000.00		3,700,000.00	19,408.30	8,924,900.00	41,476.87				
Chicago, Burlington & Quincy	3,170.76	50,822,225.00		50,822,225.00	16,037.86	166,544,321.61	53,692.14				
Kansas City, St. Jo. & Council Bluffs	309.56	8,307,474.51		8,307,474.51	26,836.39	11,512,831.22	37,168.54				
Chicago, Milwaukee & St. Paul	3,786.17	74,615,000.00		74,615,000.00	19,706.98	102,969,744.00	27,196.54				
Chicago & Northwestern	2,320.34	67,471,000.00	5,600,736.18	73,071,736.18	31,423.11	131,630,886.00	52,515.00				
Chicago, Iowa & Nebraska	81.84	467,500.00	3,165.97	470,665.97	5,751.07	4,886,865.97	53,692.97				
Cedar Rapids & Missouri River	274.01	3,614,000.00	108,840.79	3,722,840.79	13,586.51	11,342,940.79	41,496.51				
Des Moines & Minneapolis	65.00	406,000.00		406,000.00	6,246.15	865,307.39	14,311.36				
Maple River	72.91	531,500.00	69,441.60	600,941.60	8,242.13	1,248,941.60	17,130.00				
Chicago, Rock Island & Pacific	1,090.42	17,500,000.00		17,500,000.00	16,408.59	59,460,000.00	54,889.00				
Keokuk & Des Moines	162.20	2,750,000.00		2,750,000.00	16,954.50	6,875,000.00	42,386.00				
St. Paul & Sioux City	605.43	6,409,800.00	661,011.96	7,070,811.96	11,678.94	19,630,811.96	32,433.48				
Crooked Creek	8.50		29,000.00	29,000.00	3,400.00	91,500.00	10,764.70				
Des Moines & Fort Dodge	87.20	3,350,000.00		3,350,000.00	38,302.65	6,108,380.00	70,048.17				
Dubuque & Dakota	63.20	622,000.00	68,234.39	690,234.39	10,842.30	1,251,234.39	19,797.39				
Illinois Central											
Cedar Falls & Minnesota	75.58	1,587,000.00		1,587,000.00	20,997.62	3,174,500.00	41,988.62				
Dubuque & Sioux City	142.70	881,500.00		881,500.00	6,177.30	5,880,800.00	41,177.30				
Iowa Falls & Sioux City	183.69	2,947,500.00	143,357.32	3,090,857.32	16,826.49	7,716,857.32	42,004.49				
Minneapolis & St. Louis											
Sioux City & Pacific											
St. Louis, Keokuk & Northwestern											
Union Pacific											
Wabash, St. Louis & Pacific	1,491.68	49,405,858.27	2,765,700.55	52,171,558.82	34,974.37	95,823,358.82	64,244.59				
NARROW-GAUGE ROADS.											
Burlington & Northwestern	38.37	230,000.00		230,000.00	5,730.78	365,143.91	9,487.38				
Des Moines & Northwestern	28.50	150,000.00	32,468.35	182,468.35	6,402.40	434,826.35	14,907.62				
Ft. Madison & Northwestern	12.00					40,000.00	3,333.33				
Iowa Eastern	16.00										
Cedar Rapids & Marion	5.00	8,400.00		8,400.00	1,680.00	26,400.00	5,280.00				
<b>Total</b>	<b>15,076.80</b>	<b>296,102,677.78</b>	<b>11,674,408.60</b>	<b>307,776,486.38</b>	<b>20,413.91</b>	<b>696,490,365.24</b>	<b>39,563.45</b>				

TABLE III.

COMPARATIVE TABLE OF CAPITAL STOCK AND DEBT FOR THE YEARS ENDING JUNE 30, 1878, 1879, 1880, AND 1881.

RAILROADS.	CAPITAL STOCK.				DEBT.				Rate of interest on indebtedness.
	1878.	1879.	1880.	1881.	1878.	1879.	1880.	1881.	
Burlington, Cedar Rapids & N. Burlington & Southwestern..	5,500,000.00	5,500,000.00	5,500,000.00	5,500,000.00	6,797,382.10	6,800,000.00	7,974,413.54	8,484,387.18	5, 6, 7
Central Iowa .....	1,793,700.00	1,793,700.00	1,793,000.00	1,793,000.00	3,688,000.00	3,688,000.00	3,697,653.00	3,697,653.00	5, 6, 7
Chicago, Burlington & Quincy .....	5,071,055.00	5,071,055.00	150,000.00	4,324,800.00	4,908,644.99	4,892,000.00	3,806,200.00	3,700,000.00	4, 5, 6, 7, 8
Chicago, Milwaukee & St. P. .....	27,729,916.51	30,992,956.57	82,203,676.51	55,692,096.51	56,634,825.00	26,753,725.00	29,073,625.00	80,882,225.00	4, 5, 6, 7, 8
Chicago & Northwestern .....	2,789,413.66	2,789,413.66	2,796,386.71	3,305,356.71	7,809,128.72	8,072,715.33	7,489,474.51	5,307,474.51	5, 6, 7, 8
Chicago, Iowa & Nebraska .....	36,933,650.53	36,933,650.53	36,499,354.00	35,354,744.99	38,045,983.99	38,491,280.26	40,980,021.12	74,615,000.00	5, 6, 7, 8
Cedar Rapids & Missouri R. .....	3,916,200.00	3,916,200.00	3,916,200.00	3,916,200.00	34,641,914.26	34,641,914.26	41,862,346.29	63,071,736.18	5, 6, 7, 8
Des Moines & Minneapolis .....	7,620,000.00	7,620,000.00	7,620,000.00	7,620,000.00	737,000.00	676,300.00	635,258.84	470,665.97	5, 7
Des Moines & Ft. Dodge .....	165,190.29	166,500.00	308,900.00	450,207.20	3,831,241.52	3,781,632.00	3,708,262.56	3,722,840.79	5, 7
Maple River .....	658,000.00	658,000.00	658,000.00	658,000.00	329,902.33	390,718.75	455,928.32	406,000.00	5, 7
Chicago, Rock Island & Pac. .....	29,435,200.00	30,235,200.00	46,085,000.00	41,968,000.00	18,028,274.98	17,780,000.00	17,750,000.00	590,941.60	6, 7
Keokuk & Des Moines .....	2,800,000.00	2,800,000.00	2,800,000.00	2,800,000.00	4,125,000.00	4,125,000.00	4,125,000.00	17,300,000.00	5, 7
St. Paul & Sioux City .....	9,200,000.00	9,200,000.00	9,200,000.00	12,560,000.00	2,896,500.00	2,684,240.00	5,898,428.17	7,070,811.96	6, 7, 10
Crooked Creek .....	71,500.00	65,000.00	71,500.00	71,500.00	40,000.00	40,000.00	20,000.00	20,000.00	6, 7
Des Moines & Ft. Dodge .....	4,000,000.00	1,843,100.00	1,843,100.00	3,758,280.00	2,178,000.00	2,210,700.00	2,210,700.00	2,350,000.00	6
Dubuque & Dakota .....	565,000.00	565,000.00	565,000.00	565,000.00	565,000.00	565,000.00	565,000.00	685,334.39	6
Illinois Central .....	1,586,500.00	1,586,500.00	1,586,500.00	1,586,500.00	1,586,500.00	1,586,500.00	1,586,500.00	1,587,000.00	7
Cedar Falls & Minnesota .....	4,999,950.62	4,999,950.62	5,000,000.00	4,999,300.00	882,000.00	882,000.00	882,000.00	881,500.00	7
Dubuque & Sioux City .....	4,625,000.00	4,625,000.00	4,625,000.00	4,625,000.00	3,952,294.56	3,051,904.56	3,090,697.82	3,090,837.32	7
Iowa Falls & Sioux City .....	7,800.00	7,800.00	7,800.00	7,800.00	86,000.00	86,000.00	2,900,818.49	86,000.00	7
Minneapolis & St. Louis .....	2,068,400.00	2,068,400.00	2,068,400.00	2,068,400.00	4,405,679.77	4,505,818.09	3,586,077.05	5,057,384.31	7
St. Louis, Keokuk & Northwestern Pacific .....	1,460,075.00	1,460,075.00	42,448,700.00	43,651,800.00	1,800,000.00	1,800,000.00	41,539,561.73	82,171,558.82	7
Wabash, St. Louis & Pacific .....	135,442.43	138,025.89	139,986.46	143,143.91	60,000.00	66,000.00	220,000.00	220,000.00	7, 8
NARROW-GAUGE ROADS.	17,100.00	17,100.00	242,400.00	242,400.00	16,000.00	16,000.00	182,468.35	182,468.35	7
Burlington & Northwestern .....	40,000.00	40,000.00	40,000.00	40,000.00	280,050.00	280,050.00	280,050.00	280,050.00	7
Des Moines & Northwestern .....	40,000.00	40,000.00	40,000.00	40,000.00	280,050.00	280,050.00	280,050.00	280,050.00	7
Pt. Madison & Northwestern .....	18,000.00	18,000.00	18,000.00	18,000.00	18,000.00	18,000.00	18,000.00	18,000.00	8
Iowa Eastern .....	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8
Cedar Rapids & Marion .....	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8,400.00	8
<b>Total</b> .....	<b>188,488,642.54</b>	<b>185,614,375.77</b>	<b>264,482,954.21</b>	<b>288,713,878.86</b>	<b>160,640,809.52</b>	<b>162,995,836.42</b>	<b>228,733,894.39</b>	<b>307,776,486.38</b>	

TABLE IV.

COST.

RAILROADS.	Miles.	Road.	Road per mile.	Equipment.	Equipment per mile.	Total of road and equipment.	Total per mile.	Proportion for Iowa.
Burlington, Cedar Rapids & Northern .....	552.68	\$ 12,339,062.82	\$ 22,327.41	\$ 1,616,971.72	\$ 3,048.14	\$ 13,956,034.54	\$ 26,282.55	\$ 18,627,502.67
Burlington & Southwestern .....	142.00	.....	.....	.....	.....	8,024,800.00	41,044.37	8,024,800.00
Central Iowa .....	190.64	106,544,321.51	560,024.14	33,602.14	.....	106,544,321.51	560,024.14	74,145,430.68
Chicago, Burlington & Quincy .....	3,170.76	10,594,636.67	33,907.17	1,837,253.19	4,343.76	11,951,889.86	38,260.93	2,298,235.18
Chicago, Milwaukee & St. Paul .....	3,786.17	.....	.....	.....	.....	107,585,572.10	28,417.37	6,897,709.91
Chicago, Iowa & Nebraska .....	2,330.34	.....	.....	.....	.....	4,602,122.50	57,000.00	10,416,663.16
Chicago, Rock Island & Pacific .....	81.84	4,669,122.50	57,000.00	.....	.....	11,432,210.86	41,721.87	11,432,210.86
Chicago & Northwestern .....	374.01	11,432,210.86	41,721.87	.....	.....	826,228.28	14,245.31	826,228.28
Cedar Rapids & Missouri River .....	58.00	.....	.....	.....	.....	1,121,537.31	15,362.48	1,121,537.31
Des Moines & Minneapolis .....	72.91	1,121,537.31	15,362.48	.....	.....	56,134,378.84	51,479.59	37,610,931.81
Maple River .....	1,090.42	49,432,022.39	45,333.07	6,702,283.45	4,960.53	18,794,184.48	30,977.32	2,353,285.71
Chicago, Rock Island & Pacific .....	605.43	17,785,807.30	29,327.75	1,038,287.18	1,619.57	91,800.00	10,764.70	91,800.00
St. Paul & Sioux City .....	8.50	91,800.00	10,764.70	.....	.....	5,400,000.00	63,073.40	5,400,000.00
Crooked Creek .....	87.20	.....	.....	.....	.....	1,237,977.35	19,884.92	1,237,977.35
Des Moines & Ft. Dodge .....	63.20	1,237,977.35	19,884.92	.....	.....	34,894.35	552.12	34,894.35
Dubuque & Dakota .....	.....	.....	.....	.....	.....	3,173,500.00	40,388.00	3,173,500.00
Illinois Central .....	.....	.....	.....	.....	.....	5,880,800.00	43,210.53	5,880,800.00
Cedar Falls & Minnesota .....	142.70	5,880,800.00	41,210.23	.....	.....	7,585,000.00	41,292.40	7,585,000.00
Dubuque & Sioux City .....	183.69	7,585,000.00	41,292.40	.....	.....	969,046.08	969,046.08	969,046.08
Iowa Falls & Sioux City .....	107.42	.....	.....	.....	.....	5,397,225.15	50,244.15	4,040,485.28
Minneapolis & St. Louis .....	.....	.....	.....	.....	.....	99,919,076.65	86,701.47	10,372,600.00
St. Louis, Keokuk & Northwestern .....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific .....	1,491.68	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific .....	.....	.....	.....	.....	.....	.....	.....	.....
NARROW-GAUGE ROADS.	.....	.....	.....	.....	.....	.....	.....	.....
Burlington & Northwestern .....	38.37	323,863.50	8,440.54	58,323.93	1,520.04	392,187.43	9,960.59	392,187.43
Des Moines & Northwestern .....	28.50	407,613.72	14,302.34	34,829.83	1,222.09	442,443.55	15,524.34	442,443.55
Fort Madison & Northwestern .....	12.00	.....	.....	.....	.....	40,000.00	3,333.33	40,000.00
Iowa Eastern .....	16.00	.....	.....	.....	.....	33,903.27	6,780.65	33,903.27
Cedar Rapids & Marion .....	8.00	38,948.46	5,389.09	6,957.51	1,391.26	.....	.....	.....
<b>Total</b> .....	<b>14,924.60</b>	<b>292,973,977.04</b>	<b>15,683.26</b>	<b>10,849,801.46</b>	<b>737.00</b>	<b>87,994,978.74</b>	<b>39,397.70</b>	<b>212,634,982.03</b>

TABLE V.  
EARNINGS.

RAILROADS.	PASSENGER DEPARTMENT.		FREIGHT DEPARTMENT.		Miscellaneous earn- ings.	Total earnings.	Proportion for Iowa.	Earnings per mile of road operated.
	Passengers, Express, etc.	Mails.	Total.	Freight. Per train mile.				
Burlington, Cedar Rapids & Northern.	\$ 87,338 81	\$ 14,101 85	\$ 101,440 66	\$ 1,652,431 45	\$ 4,200 00	\$ 1,019,482 51	\$3,894 85	
Burlington Southwestern	49,764 09	4,493 80	54,257 89	302,980 10	665 95	307,738 70	1,479 87	
Central Iowa.	304,815 40	9,410 33	314,225 73	2,284,441 87	28,542 71	3,037,189 31	938,183 39	
Chicago, Burlington & Quincy.	1,119,799 17	61,128 15	1,180,927 32	4,851,197 05	38,542 71	6,185,086 37	4,063 86	
Chicago, St. Jo & Council Bluffs.	3,449,089 75	21,090 39	3,470,180 14	5,094,796 47	46,315 56	6,155,085 37	7,795 40	
Chicago, Waukegan & St. Paul.	3,238,859 70	313,722 60	3,552,582 30	4,837,879 10	157,943 07	6,150,825 91	194,275 00	
Chicago, Rock Island & Pacific.	2,487,895 78	211,729 15	2,699,624 93	2,838,358 92	131,471 31	4,330,355 43	4,784 87	
Chicago, St. Paul, Minneapolis & Omaha	109,409 80	41,969 74	151,379 54	9,010,459 80	874,975 09	12,743,973 90	7,850,384 94	
Crooked Creek.	375 85	21,093 06	21,468 91	320,687 76	1,359 40	322,127 36	38,841 33	
Des Moines & Ft. Dodge.	8,099 71	4,414 12	12,513 83	583,873 93	61,939 40	1,205,292 36	144,290 48	
Des Moines & Iowa.	409,926 68	29,743 83	439,670 51	8,900 41	1,439 26	454,069 63	9,660 63	
Illinois Central.	140,387 81	8,291 16	148,678 97	48,183 39	929 26	197,891 62	5,925 18	
Minneapolis & St. Louis.	2,096,097 71	304,306 16	2,400,403 87	1,231,544 90	18,860 13	3,631,948 82	58,286 38	
St. Louis, Keokuk & Northwestern	13,462 86	322 71	13,785 57	434,448 91	28,349 82	1,700,046 82	4,374 00	
St. Louis, Keokuk & Pacific.	9,547 72	488 03	10,035 75	101,061,956 99	144,204 46	124,411,044 76	1,643,303 60	
Des Moines & Northwestern.	4,445 60	178 05	4,623 65	55,498 07	70,169 18	70,169 18	1,828 49	
Iowa Eastern.	187 15	102 73	289 88	33,551 78	45,446 17	45,446 17	1,394 60	
Cedar Rapids & Marion.	10,078 91	443 05	10,521 96	6,808 04	11,338 47	11,338 47	946 83	
Total.	15,706,336 80	1,476,042 40	17,182,379 20	6,800,821 40	10,078 91	23,993,201 51	2,015 78	

\* For one month.  
† For eleven months.

TABLE VI.  
OPERATING EXPENSES.

RAILROADS.	Miles operated.	Maintenance of way.	Motive power and cars.	Conducting trans- portation.	General expenses.	Total.	Per mile of road.	Per train mile.	Proportion for Iowa.
Burlington, Cedar Rapids & Northern.	962.70	\$ 171,314 05	\$ 189,340 86	\$ 488,754 73	\$ 297,924 78	\$ 1,665,933 43	\$ 2,760.70	58.80	\$ 1,431,693 04
Burlington Southwestern	293.95	354,010 73	36,720 73	38,899 72	374,842 72	1,514 39	5.15	1.25	800,194 49
Central Iowa.	745.96	895,046 50	131,617 59	205,842 57	118,892 39	1,351 40	1.82	.91	3,919,974 59
Chicago, Burlington & Quincy.	312.46	861,565 34	556,252 91	1,490,698 72	405,514 15	4,492 15	14.03	1.03	236,769 19
Chicago, St. Jo & Council Bluffs.	3,786.17	2,298,175 49	134,441 45	430,395 35	1,375,093 22	9,355 76	24.45	1.63	1,763,811 78
Chicago, Waukegan & St. Paul.	2,897 85	2,945,455 29	1,414,033 81	4,933,233 80	874,501 52	10,641,494 54	3,698 02	.98	2,638,290 91
Chicago, Rock Island & Pacific.	1,952 88	1,869,892 49	1,922,665 89	2,099,064 60	984,378 72	6,395,873 83	4,734 31	.98	3,638,590 91
Chicago, St. Paul, Minneapolis & Omaha	629.43	86,899 49	78,734 34	106,129 77	35,185 64	574,939 14	912 26	1.18	38,414 82
Crooked Creek.	8.50	5,999 05	150,151 77	473,673 26	173,199 13	1,127,920 80	1,600 10	1.50	12,979 80
Des Moines & Ft. Dodge.	83.39	122,564 81	48,781 26	3,891 35	28,973 32	235,405 42	2,828 70	1.50	205,405 42
Des Moines & Iowa.	602.16	19,981 47	1,570,075 10	1,698 99	98,972 32	45,238 71	715 80	1.30	45,238 71
Illinois Central.	364.13	154,579 08	62,006 18	429,684 71	166,748 80	1,021,844 61	2,840 39	1.39	1,021,844 61
Minneapolis & St. Louis.	2,058.88	2,385,103 74	1,366,994 35	4,102,308 03	1,357,185 35	9,419,490 10	3,202 09	1.39	801,438 55
St. Louis, Keokuk & Northwestern	82 50	9,910 51	5,936 30	17,564 01	7,093 46	39,065 81	1,041 59	.66	39,065 81
St. Louis, Keokuk & Pacific.	12 00	1,184 57	1,788 68	1,992 70	5,125 38	28,599 42	1,001 48	1.00	28,599 42
Burlington & Northwestern.	12 00	1,892 35	928 67	2,792 76	2,6 08	7,851 74	784 70	.....	7,851 74
Ft. Madison & Northwestern.	16 00	2,715 84	3,428 65	2,994 11	4,135 64	12,662 18	1,012 64	.....	12,662 18
Iowa Eastern.	5 00	2,403 70	1,317 01	2,410 72	1,931 79	6,063 18	1,012 64	.....	6,063 18
Cedar Rapids & Marion.	15,064 25	12,326,343 06	6,869,687 05	20,863,869 35	6,313,874 43	44,684,963 86	3,069 23	.....	16,785,404 39
Total.									

\* For one month.  
† For eleven months.



TABLE VII.  
SUBDIVISION OF EXPENSES IN OPERATING ROADS.

RAILROADS.	General superintendence.	Legal expenses.	Insurance.	Stationery, blanks, tickets, etc.	Advertising and foreign agencies.	Miscellaneous and contingent.	Total taxes paid.	Repairs of roadway and track.	Repairs and renewals of bridges and culverts.	Repairs and renewals of buildings.	Repairs and renewals of fences, road-crossings, etc.
Burlington, Cedar Rapids & Northern	\$ 3,543.81	\$ 3,888.63	\$ 2,653.96	\$12,263.68	\$10,058.69	\$ 65,036.17	\$ 35,520.45	\$ 156,329.03	\$ 54,730.42	\$ 14,699.35	\$7,839.97
Burlington & Southwestern	7,803.00	6,906.37				2,284.44	9,461.91	36,877.08	23,092.94	2,339.85	11,579.84
Central Iowa	22,849.73	6,003.92	1,782.57	4,504.01	5,776.69	59,237.28	18,888.15	78,355.23	18,287.24	5,419.80	6,951.93
Chicago, Burlington & Quincy	169,674.45	20,912.41	273.68	89,125.11	58,163.18	3,010.58	328,895.06	635,866.69	175,830.84	34,774.01	15,575.01
Kansas City, St. Jo. & Council Bluffs	63,982.74			13,282.77	10,372.39	13,968.21	40,000.00	168,316.95	13,657.68		9,836.88
Chicago, Milwaukee & St. Paul	259,778.15	55,090.57	29,598.37		105,064.34	240,294.01	456,759.05	1,839,511.25	206,323.84	195,092.07	57,248.33
Chicago & Northwestern	111,920.30	5,333.19	170.00	67,405.86	130,631.05	131,215.72	419,625.40	1,233,935.04	459,411.46	419,889.30	103,411.14
Chicago, Rock Island & Pacific	150,753.39	36,344.43	1,500.00	86,365.94	201,367.01	137,837.54	289,815.70	873,831.87	213,763.38	125,833.17	40,171.39
*Chicago, St. Paul, Minneap. & Omaha	10,483.66		517.36	1,121.08	496.88	5,734.72	12,739.07	52,512.37	9,413.42	709.44	740.49
†St. Paul & Sioux City	76,315.13		1,631.73	11,340.45	3,504.73	30,290.40	35,913.54	139,128.89	29,066.55	18,883.87	6,163.32
Crooked Creek	1,920.00	150.00		65.80		36.20	335.50	4,474.75	250.00		50.00
Des Moines & Ft. Dodge	12,888.71	402.27	410.53	2,114.36		132.30	7,489.05	35,378.28	8,736.29	8,700.22	2,032.81
Dubuque & Dakota	3,465.30	21.79		295.47		730.50	3,403.76	8,891.60	1,038.14		236.27
Illinois Central	49,438.32	15,760.67	4,383.37		12,550.70	24,665.14	89,955.70	150,802.15	12,359.59	25,341.60	7,181.94
Minneapolis & St. Louis											
Sioux City & Pacific	26,999.98	936.41	1,470.00	5,489.00	802.56	72,973.79	23,370.37	57,722.30	21,489.00	14,780.75	1,187.95
St. Louis, Keokuk & Northwestern											
Wabash, St. Louis & Pacific	437,750.77	83,806.17	16,038.83	154,339.35	250,319.54	328,629.32	306,900.00	1,354,337.34	283,038.36	179,673.11	75,930.69
NARROW-GAUGE ROADS.											
Burlington & Northwestern	3,119.28	359.62	75.00		1,969.06	815.40		9,373.49	75.75	361.63	
Des Moines & Northwestern	2,456.15	19.50		293.25	114.83	1,731.65	600.00	9,050.32	908.03	225.82	2.30
Ft. Madison & Northwestern	2,560.00			180.96				1,852.35			
Iowa Eastern	1,683.33	20.00		63.81		883.05	1,485.45	1,366.59	469.82	3.30	
Cedar Rapids & Marion	859.47	680.00		36.65		349.27	6.36	2,172.07	231.63		
Total	1,450,185.67	235,435.61	60,505.10	369,562.25	743,887.61	1,095,409.35	2,031,079.92	6,920,086.21	1,538,146.18	1,059,344.72	844,825.14

\*For one month only.  
†For eleven months only.

TABLE No. VII—CONTINUED.

RAILROADS.	Renewals of rails.	Renewals of ties.	Repairs of locomotive-tires.	Repairs of passenger and baggage cars.	Repairs of freight cars.	Repairs and renewals of tools and machinery.	Passenger train supplies.	Freight train supplies.	Station supplies.	Fuel for locomotive-tires.	Oil, waste, etc.
Burlington, Cedar Rapids & Northern	\$ 267,721.64	\$ 58,803.65	\$ 101,383.38	\$ 15,494.07	\$ 73,063.41	\$ 189,968.39	\$ 1,034.81	\$ 7,980.75	\$ 3,057.78	\$ 116,806.59	\$ 15,449.87
Burlington & Southwestern	35,317.56	10,802.86	20,987.16		16,143.56			4,596.40	5,328.41	13,421.57	5,437.79
Central Iowa	229,837.13	23,450.65	82,946.32		57,096.36	11,605.01				60,997.02	6,749.41
Chicago, Burlington & Quincy	118,982.27	38,370.40	95,099.83		301,153.08	55,244.04				86,063.85	6,022.23
Kansas City, St. Jo. & Council Bluffs	38,370.40		51,758.49	27,638.92	80,154.04					120,702.16	136,250.62
Chicago, Milwaukee & St. Paul	412,675.41	297,143.03	594,733.00	202,357.65	617,072.91		37,657.08	37,101.33	177,677.70	1,220,393.33	127,128.61
Chicago & Northwestern	330,735.82	135,218.87	642,396.68	181,541.43	538,364.70			41,830.37	99,836.62	642,882.25	66,524.58
Chicago, Rock Island & Pacific	19,956.32	13,567.25	10,572.59	5,441.66	445,712.74	2,826.34		1,041.44	2,849.39	35,805.45	5,037.68
*Chicago, St. Paul, Minneapolis & Omaha	110,769.37	8,248.95	16,516.69	38,007.46	99,710.49	14,489.12		5,879.35	21,301.45	180,290.32	11,883.29
†St. Paul & Sioux City		1,134.30	465.00		25.00			145.00	39.60	793.55	136.50
Crooked Creek	52,881.66	14,845.65	19,964.53	12,974.38	16,242.35		191.14	191.14	892.60	10,488.65	2,382.67
Des Moines & Ft. Dodge		647.16	724.98	485.70	1,369.79			260.05	231.41	3,734.11	403.44
Dubuque & Dakota	44,890.27	29,495.47	56,537.51	21,990.16	46,512.38		9,779.82	12,690.19	29,492.11	102,582.22	6,772.22
Illinois Central			22,653.84	6,268.55	13,852.79		4,394.75		4,014.99	45,292.84	3,968.12
Minneapolis & St. Louis	59,429.08										
Sioux City & Pacific											
St. Louis, Keokuk & Northwestern	236,382.52	263,731.72	603,761.12	229,943.94	563,189.29		36,440.25	77,965.43	60,315.87	808,464.24	142,868.00
Wabash, St. Louis & Pacific											
Burlington & Northwestern			2,546.17		2,960.76				128.34	4,749.50	513.20
Des Moines & Northwestern			902.13		878.55					2,121.88	419.57
Ft. Madison & Northwestern			335.07		600.00					837.80	60.05
Iowa Eastern			906.33	3,011.59	200.01	212.05				746.66	96.00
Cedar Rapids & Marion					1,304.01		13.00				
Total	1,889,699.05	895,586.29	2,544,770.00	899,367.68	2,825,901.77	118,801.86	145,650.69	245,067.95	568,077.25	4,925,858.01	566,016.00

\*For one month only.  
†For eleven months only.  
‡Expenses not enumerated.

TABLE VII—CONTINUED.

RAILROADS.	OPERATING EXPENSES.										
	Water supply.	Locomotive services, salaries, and wages.	Passenger train services, salaries, and wages.	Freight train services, salaries, and wages.	Agents and station services, salaries, and wages.	Telegraph expenses.	Car hire paid over amount received.	Rent of track.	Loss and damage to freight and baggage.	Loss and damage to property and cars, including loss by fire.	Injury to persons.
Burlington, Cedar Rapids & Northern.....	\$ 11,404.85	\$ 81,361.43	\$ 15,502.86	\$ 67,149.56	\$ 66,941.06	\$ 14,980.09	\$ 9,774.24	\$ 3,586.62	\$ 13,888.77	\$ 8,438.45	
Burlington & Southwestern.....	7,359.81	41,560.79	31,211.32	11,977.54	28,698.58	5,546.14	7,817.34	1,502.63	7,680.13	6,530.42	
Central Iowa.....	3,559.33	31,615.79	312,661.35	221,455.50	85,444.45	2,478.40	6,000.00	1,057.80	40,144.19	3,637.52	
Chicago, Burlington & Quincy.....	32,195.67	88,502.43	72,702.17	145,357.71	11,919.47	7,908.07	33,816.14	1,338.01	14,610.39	6,974.49	
Kansas City, St. Jo. & Council Bluffs.....	12,069.96	874,591.99	609,837.51	1,268,411.67	5,780.67	190,450.68	411,807.07	24,430.88	47,064.46	40,396.61	
Chicago, Milwaukee & St. Paul.....	5,528.47	1,069,224.80	168,420.00	489,982.33	1,859,969.30	17,152.14	80,345.25	3,695,548.16	54,643.35	10,084.11	
Chicago & Northwestern.....	70,607.05	614,390.19	172,832.00	204,739.84	704,415.94	105,365.54	190,450.68	411,807.07	21,430.88	47,064.46	
Chicago, Rock Island & Pacific.....	19,356.29	14,108.80	24,982.55	10,255.52	84,419.39	36.00	2,810.56	2,350.00	284.64	3,268.37	
*Chicago, St. Paul, Minneapolis & Omaha.....	225.00	1,455.00	750.00	750.00	5,190.00	35.00	14,850.00	1,125.67	5,974.13	3,408.80	
† St. Paul & Sioux City.....	1,080.11	13,755.86	2,488.05	7,464.15	14,508.02	153.09	5,836.30	237.76	1,922.40	150.90	
Des Moines & Ft. Dodge.....	25.45	2,789.66	2,902.00	5,190.00	3,921.02	369.69	477.40	1,951.87	825.57	.....	
Dubuque & Dakota.....	13,291.84	88,857.33	24,394.07	48,883.09	88,935.27	15,116.77	6,805.40	602,863.13	1,951.87	6,411.02	
Illinois Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Minneapolis & St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Sioux City & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
St. Louis, Keokuk & Northwestern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Wabash, St. Louis & Pacific.....	94,422.68	952,388.05	209,930.22	604,608.86	670,186.65	175,886.77	444,240.30	58,997.73	71,051.68	84,721.60	
NARROW-GAUGE ROADS.											
Burlington & Northwestern.....	399.75	4,294.15	.....	3,743.86	3,094.23	.....	.....	4,200.00	72.61	722.18	35.00
Des Moines & Northwestern.....	11.02	2,783.14	.....	1,654.59	3,921.02	.....	.....	.....	137.34	.....	.....
Ft. Madison & Northwestern.....	.....	1,442.02	.....	.....	300.00	.....	.....	.....	.....	.....	.....
Iowa Eastern.....	4.30	597.50	.....	287.07	580.00	.....	.....	.....	.....	36.00	.....
Cedar Rapids & Marion.....	40.00	1,503.86	.....	.....	.....	.....	.....	.....	.....	24.30	.....
<b>Total</b> .....	<b>252,125.29</b>	<b>4,365,742.63</b>	<b>693,567.20</b>	<b>2,733,088.15</b>	<b>5,199,814.54</b>	<b>438,854.60</b>	<b>319,974.91</b>	<b>5,310,413.23</b>	<b>178,511.84</b>	<b>371,624.80</b>	<b>330,151.83</b>

\* For one month only.  
† For eleven months only.

TABLE VIII.  
OPERATING EXPENSES COMPARED WITH EARNINGS.

RAILROADS.	OPERATING EXPENSES.				EARNINGS.			DIFFERENCE.				
	Miles.	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	Per train mile.	Earnings above expenses.	Expenses above earnings.	Percentage of expenses to earnings.	Percentage of net earnings to capital stock and debt.	Percentage of net earnings to cost of road and equipment.
Burlington, Cedar Rapids & Northern.....	563.70	\$ 1,465,953.43	\$ 2,596.70	88.50	\$ 2,065,168.23	\$ 3,665.85	1,331.40	\$ 602,281.80	\$ 70.89	.....	.....	.....
Burlington & Southwestern.....	181.00	274,342.72	1,515.30	1,25.50	267,798.70	1,478.87	1,24.59	.....	6,444.02	102.49	.....	.....
Central Iowa.....	330.86	806,134.49	3,465.88	1,37.40	988,182.29	4,063.86	1,61.11	138,047.80	85.28	1.72	1.72	.....
Chicago, Burlington & Quincy.....	745.98	3,319,912.59	4,442.15	91.70	6,150,853.37	7,795.40	1.53	2,835,172.78	59.48	.....	.....	.....
Kansas City, St. Jo. & Council Bluffs.....	312.46	1,101,247.42	3,492.14	.94	1,539,825.92	4,946.36	1.46.60	458,578.50	70.60	3.90	3.90	.....
Chicago, Milwaukee & St. Paul.....	3,786.17	9,355,756.39	2,471.63	1.03	14,757,455.41	4,235.31	1.61	5,491,699.02	61	5.30	5	.....
Chicago & Northwestern.....	2,307.83	10,641,483.54	3,988.62	98.70	19,969,535.45	7,894.87	1.85.22	9,327,841.88	53.29	8.04	7.56	.....
Chicago, Rock Island & Pacific.....	1,583.85	6,195,873.83	4,734.21	.85	11,868,998.81	9,413.13	1.63.40	5,473,134.98	82.30	9.30	9.90	.....
*Chicago, St. Paul, Minneapolis & Omaha.....	964.88	274,939.14	287.92	1.01	407,928.08	423.68	1.49	132,097.94	67.96	35	37	.....
† St. Paul & Sioux City.....	629.43	1,109,285.11	1,762.36	1.18	1,330,292.36	2,117.10	1.41	221,007.25	83.59	1.13	1.18	.....
Crooked Creek.....	8.30	1,750.80	1,800.10	.....	2,669.63	1,137.50	.....	3,081.17	132.00	.....	.....	.....
Des Moines & Ft. Dodge.....	87.20	335,405.42	3,846.70	1.50	845,365.00	3,969.71	2.03	89,959.58	74.00	2.30	.....	.....
Dubuque & Dakota.....	63.20	45,238.71	718.80	.....	68,286.38	925.18	.....	19,047.67	.....	.....	.....	.....
Illinois Central.....	402.16	1,021,844.61	4,039.95	1.30	1,739,846.82	4,374.09	1.42.30	134,339.09	.....	.....	.....	.....
Minneapolis & St. Louis.....	264.13	494,395.19	2,022.23	1.39	628,236.14	2,669.68	1.76.62	133,840.95	78.70	1.88	2.48	.....
St. Louis, Keokuk & Northwestern.....	2,538.88	9,419,490.10	3,500.09	.....	13,441,104.78	5,218.59	.....	4,327,914.68	70.68	4.41	4.41	.....
NARROW-GAUGE ROADS.												
Burlington & Northwestern.....	82.50	39,965.81	1,041.59	68.30	70,159.18	1,828.49	83.40	30,193.37	66.96	7.90	7.90	.....
Des Moines & Northwestern.....	28.50	28,599.42	1,003.48	109.20	45,446.17	1,604.60	67.70	16,866.75	62.00	3.97	3.59	.....
Ft. Madison & Northwestern.....	12.00	7,861.74	654.31	.....	11,358.47	946.53	.....	3,506.63	69.00	.....	.....	.....
Iowa Eastern.....	16.00	12,539.24	783.70	.....	7,063.75	441.48	.....	5,475.49	177.51	.....	.....	.....
Cedar Rapids & Marion.....	5.00	8,063.18	1,612.64	.....	10,078.91	2,015.78	.....	2,022.09	80.00	.....	.....	.....
<b>Total</b> .....	<b>13,064.25</b>	<b>46,084,883.88</b>	<b>3,669.83</b>	<b>75,707,985.82</b>	<b>5,083.73</b>	<b>29,341,465.76</b>	<b>18,000.68</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>

\* For one month.  
† For eleven months.

TABLE IX.  
OPERATING EXPENSES, INTEREST, AND RENTAL COMPARED WITH EARNINGS.

RAILROADS.	Miles.	Total revenue.	Total operating expenses.	INTEREST AND RENTAL.		Total operating expenses, interest, and rental.	Excess of revenue over operating expenses, interest, and rental.	Excess of operating expenses over revenue.	FOR IOWA.		Total paid to Iowa.
				Paid.	Unpaid.				Excess of revenue over operating expenses, interest, and rental.	Excess of operating expenses over revenue.	
Burlington, Cedar Rapids & Northern	563.70	\$2,096,304.70	\$1,465,933.43	\$ 425,880.00	\$ 41,627.29	\$1,891,813.43	\$ 204,491.27	\$ 6,444.02	\$ 172,843.50	\$ 4,514.83	\$34,750.26
Burlington & Southwestern	181.00	297,798.79	274,242.72	271,000.00	41,627.29	274,242.72	23,556.07	132,952.20	182,832.20	18,288.13	6,341.53
Central Iowa	230.86	398,182.29	800,184.49	341,622.01	458,562.48	3,661,534.60	2,493,550.77	2,490,550.77	2,490,550.77	117,451.00	18,788.13
Chicago, Burlington & Quincy	745.98	6,155,985.37	3,319,912.69	407,260.00	3,339,831.58	1,508,507.42	51,318.50	2,981.50	692,679.45	89,353.90	10,000.00
Chicago, Milwaukee & St. Paul	312.46	1,559,825.92	1,101,247.42	3,339,831.58	5,107,836.01	12,693,617.97	2,061,837.44	4,320,035.87	3,281,179.41	107,094.03	142,374.61
Chicago, Rock Island & Pacific	3,786.17	14,757,455.41	9,353,786.30	1,361,597.07	128,542.50	15,710,329.55	3,047,125.86	3,855.04	186,220.90	5,081.17	335.50
Chicago & Northwestern	2,807.85	19,969,338.42	10,641,493.54	2,000.00	6,281.23	15,116,514.29	14,750.80	5,540.42	5,081.17	5,540.42	7,489.05
Chicago, Rock Island & Pacific	1,353.85	12,743,973.96	1,109,285.11	12,750.80	95,500.00	350,905.42	75,718.71	17,432.33	17,432.33	17,432.33	5,403.76
* Chicago, St. Paul, Minn. & Omaha	629.43	1,330,292.36	1,109,285.11	30,480.00	602,863.12	7,787,380.30	403,472.64	3,555.04	134,339.09	134,339.09	59,955.70
+ St. Paul & Sioux City	8.50	9,669.63	12,750.80	95,500.00	2,000.00	1,516,514.29	14,750.80	5,540.42	17,432.33	17,432.33	5,403.76
Crooked Creek	87.20	345,365.03	235,405.42	30,480.00	602,863.12	7,787,380.30	403,472.64	3,555.04	134,339.09	134,339.09	59,955.70
Des Moines & Ft. Dodge	63.20	58,282.38	45,238.71	30,480.00	602,863.12	7,787,380.30	403,472.64	3,555.04	134,339.09	134,339.09	59,955.70
Dubuque & Dakota	402.16	1,759,046.82	1,021,844.61	602,863.12	118,816.81	128,839.20	741,751.20	113,615.02	31,050.03	31,050.03	8,760.31
Illinois Central	354.13	628,236.14	494,395.19	118,816.81	118,816.81	128,839.20	741,751.20	113,615.02	31,050.03	31,050.03	8,760.31
Minneapolis & St. Louis	258.88	13,441,104.78	9,419,490.10	3,436,266.19	10,413.00	12,855,756.29	885,348.49	63,609.31	63,609.31	63,609.31	5,414.10
St. Louis, Keokuk & Pacific	2,558.88	13,441,104.78	9,419,490.10	3,436,266.19	10,413.00	12,855,756.29	885,348.49	63,609.31	63,609.31	63,609.31	5,414.10
Wabash, St. Louis & Pacific	62.30	70,159.18	39,995.81	10,413.00	60,378.90	10,780.28	16,866.75	5,475.49	10,780.28	10,780.28	815.40
NARROW-GAUGE ROADS.	28.50	45,446.17	28,493.42	10,413.00	28,493.42	16,866.75	3,506.63	5,475.49	3,506.63	3,506.63	600.00
Burlington & Northwestern	12.00	11,308.47	7,851.74	10,413.00	7,851.74	3,506.63	5,475.49	3,506.63	5,475.49	5,475.49	1,485.45
Des Moines & Northwestern	16.00	7,063.75	12,639.24	43.08	12,539.24	9,106.26	972.65	972.65	972.65	972.65	6.36
Iowa Eastern	5.00	10,078.91	8,063.18	43.08	9,106.26	9,106.26	972.65	972.65	972.65	972.65	6.36
Cedar Rapids & Marion	5.00	10,078.91	8,063.18	43.08	9,106.26	9,106.26	972.65	972.65	972.65	972.65	6.36
<b>Total</b>	<b>15,064.25</b>	<b>76,611,097.38</b>	<b>46,084,983.88</b>	<b>16,137,716.93</b>	<b>133,799.45</b>	<b>62,310,612.72</b>	<b>14,773,166.38</b>	<b>472,261.58</b>	<b>6,879,209.40</b>	<b>205,046.47</b>	<b>628,611.51</b>

\* For one month.  
† For eleven months.

TABLE X.  
INTEREST AND DIVIDENDS COMPARED WITH INCOME.

RAILROADS.	Miles operated.	Net income.	Interest on funded debt.	Interest on unfunded debt.	Dividends.	Surplus at beginning of year.	Surplus at the close of the year.	Deficit at the beginning of the year.	Deficit at the close of the year.	Amount property owned but not yet received during the year.
Burlington, Cedar Rapids & Northern	563.70	\$ 630,371.27	\$ 425,880.00	\$ 41,627.29	\$ 12,433.06	\$ 43,210.40	\$ 6,444.02	\$ 1,353,567.91		
Burlington & Southwestern	181.00	125,047.80	259,900.00	3,304.05	285,000.00	780.24	126,952.30	130,996.73		
Central Iowa	230.86	398,182.29	800,184.49	3,389,137.47	4,285,247.84	1,265,348.20	173,022.38	2,191,979.47		
Chicago, Burlington & Quincy	3,179.76	9,744,089.44	3,339,831.58	407,260.00	188,605.92	51,318.50	1,922,534.54	1,922,534.54		
Chicago, Milwaukee & St. Paul	312.46	1,559,825.92	1,101,247.42	3,339,831.58	1,942,237.08	3,435,441.83	3,958,339.28	33,746,934.82		
Chicago & Northwestern	2,807.85	19,969,338.42	10,641,493.54	98,120.00	2,430,272.75	6,431,689.80	8,196,944.13	8,803,288.81		
Chicago, Rock Island & Pacific	1,353.85	6,348,100.07	949,709.00	582.80	2,937,186.00	2,139,077.11	162,693.85	97,469.74		
* Chicago, St. Paul, Minn. & Omaha	629.43	1,330,292.36	1,109,285.11	30,480.00	301,765.75	301,765.75	104,526.00	114,401.28		
+ St. Paul & Sioux City	8.50	9,669.63	12,750.80	2,000.00	2,000.00	2,000.00	4,667.63	8,049.10		
Crooked Creek	87.20	345,365.03	235,405.42	30,480.00	30,480.00	30,480.00	12,383.34	73,477.11		
Des Moines & Ft. Dodge	63.20	58,282.38	45,238.71	30,480.00	30,480.00	30,480.00	12,383.34	73,477.11		
Dubuque & Dakota	402.16	1,759,046.82	1,021,844.61	602,863.12	602,863.12	602,863.12	12,383.34	73,477.11		
Illinois Central	354.13	628,236.14	494,395.19	118,816.81	118,816.81	118,816.81	12,383.34	73,477.11		
Minneapolis & St. Louis	258.88	13,441,104.78	9,419,490.10	3,436,266.19	10,413.00	10,413.00	1,081,220.10	1,506,664.36		
St. Louis, Keokuk & Pacific	2,558.88	13,441,104.78	9,419,490.10	3,436,266.19	10,413.00	10,413.00	1,081,220.10	1,506,664.36		
Wabash, St. Louis & Pacific	62.30	70,159.18	39,995.81	10,413.00	10,413.00	10,413.00	1,081,220.10	1,506,664.36		
NARROW-GAUGE ROADS.	28.50	45,446.17	28,493.42	10,413.00	10,413.00	10,413.00	1,081,220.10	1,506,664.36		
Burlington & Northwestern	12.00	11,308.47	7,851.74	10,413.00	7,851.74	7,851.74	1,081,220.10	1,506,664.36		
Des Moines & Northwestern	16.00	7,063.75	12,639.24	43.08	12,539.24	9,106.26	1,081,220.10	1,506,664.36		
Iowa Eastern	5.00	10,078.91	8,063.18	43.08	9,106.26	9,106.26	1,081,220.10	1,506,664.36		
Cedar Rapids & Marion	5.00	10,078.91	8,063.18	43.08	9,106.26	9,106.26	1,081,220.10	1,506,664.36		
<b>Total</b>	<b>17,489.03</b>	<b>37,135,907.83</b>	<b>16,182,341.13</b>	<b>171,036.01</b>	<b>12,502,831.67</b>	<b>11,716,526.82</b>	<b>14,563,936.94</b>	<b>2,983,074.31</b>	<b>1,739,380.41</b>	<b>57,749,983.05</b>

\* For one month only.  
† For eleven months only.

TABLE XI.

COMPARATIVE TABLE OF EARNINGS FOR THE YEARS ENDING JUNE 30, 1878, 1879, 1880 AND 1881.

RAILROADS.	1878.				1879.			
	Miles.	Total earnings.	Per mile of road.	Per train mile.	Miles.	Total earnings.	Per mile of road.	Per train mile.
Burlington, Cedar Rapids & Northern	435.83	\$ 1,628,004.04	\$ 3,955.00	1.83	428.76	\$ 1,867,061.64	\$ 3,200.03	1.51
Burlington & Southwestern	142.00	187,935.85	1,323.56	.80	181.00	206,703.60	1,139.56	.82
Central Iowa	234.06	841,912.88	3,609.81	1.50	207.64	735,051.12	3,544.02	1.48
Chicago, Burlington & Quincy	822.00	4,290,886.54	8,186.70	3.65	605.14	5,020,137.11	8,270.34	1.40
Kansas City, St. Jo. & Council Bluffs	249.83	1,499,029.80	6,000.20	2.40	250.98	1,625,738.33	6,469.06	1.89
Chicago, Milwaukee & St. Paul	2,032.09	10,301,939.89	5,069.58	1.42	2,296.85	8,846,357.63	3,886.00	1.32
Chicago & Northwestern	1,769.01	13,785,069.69	7,792.82	1.66	1,748.75	13,899,478.49	7,948.35	1.52
Chicago, Rock Island & Pacific	1,182.40	8,886,716.20	7,489.61	1.38	1,348.30	9,833,633.29	7,703.01	1.32
St. Paul & Sioux City	147.20	407,348.63	2,753.71	1.76	148.00	365,653.69	2,470.63	1.58
Crooked Creek	8.00	4,689.13	586.14	73.28	9.00	4,046.34	449.59	55.50
Des Moines & Ft. Dodge	87.20	182,812.44	2,096.47	1.61	87.20	205,130.59	2,352.41	1.96
Dubuque & Dakota	402.16	1,707,703.06	4,246.33	1.26	402.16	1,444,065.74	3,590.77	1.46
Illinois Central	80.47	283,326.53	3,521.10	1.45	80.47	306,892.27	3,814.88	1.42
Minneapolis & St. Louis	128.00	180,551.06	1,410.56	1.09	128.00	181,466.10	1,417.62	1.05
NARROW-GAUGE ROADS.								
Burlington & Northwestern	33.80	15,149.49	449.00	.63	33.80	17,562.77	516.00	.74
Des Moines & Northwestern	19.10	91,173.74	4,773.23	2.49	19.10	103,441.73	5,415.80	2.83
Ft. Madison & Northwestern	19.10	91,173.74	4,773.23	2.49	19.10	103,441.73	5,415.80	2.83
Iowa Eastern	19.10	91,173.74	4,773.23	2.49	19.10	103,441.73	5,415.80	2.83
Cedar Rapids & Marion	19.10	91,173.74	4,773.23	2.49	19.10	103,441.73	5,415.80	2.83
Total	7,474.63	44,197,438.86	5,912.98	1.65	7,895.31	44,024,445.08	5,576.03	1.61

TABLE No. XI—CONTINUED.

RAILROADS.	1880.				1881.			
	Miles.	Total earnings.	Per mile of road.	Per train mile.	Miles.	Total earnings.	Per mile of road.	Per train mile.
Burlington, Cedar Rapids & Northern	492.30	\$ 1,863,472.34	\$ 3,774.98	1.64	563.70	\$ 2,098,168.23	\$ 3,994.85	1.34
Burlington & Southwestern	181.00	374,551.24	2,074.65	1.45	181.00	367,798.70	2,032.04	1.29
Central Iowa	220.50	903,683.61	4,090.91	1.82	230.86	938,182.29	4,063.80	1.61
Chicago, Burlington & Quincy	722.05	5,911,893.28	8,088.11	1.49	745.98	6,155,085.37	7,795.40	1.53
Kansas City, St. Jo. & Council Bluffs	253.88	1,725,778.25	6,776.15	1.90	312.46	1,559,825.92	4,946.35	1.46
Chicago, Milwaukee & St. Paul	3,281.77	15,077,395.92	4,593.82	1.60	3,786.17	14,737,455.41	3,893.31	1.61
Chicago & Northwestern	1,829.89	15,306,547.29	8,368.21	1.63	2,807.85	19,969,335.42	7,144.87	1.85
Chicago, Rock Island & Pacific	1,311.00	11,461,706.30	8,742.72	1.54	1,353.85	12,743,978.90	9,413.19	1.69
St. Paul & Sioux City	438.44	876,361.88	2,021.74	1.27	629.43	1,737,320.44	2,760.10	1.40
Crooked Creek	8.50	8,326.49	980.00	110.59	8.50	9,669.63	1,137.60	133.84
Des Moines & Ft. Dodge	87.20	265,525.33	3,045.01	1.98	87.20	345,365.00	3,960.71	2.03
Dubuque & Dakota	35.20	42,324.54	1,202.40	3.42	35.20	58,296.38	1,656.15	4.71
Illinois Central	402.16	1,626,012.28	4,043.17	1.45	402.16	1,759,646.82	4,374.00	1.43
Minneapolis & St. Louis	396.40	600,471.27	1,514.81	1.13	396.40	628,236.14	1,584.63	1.16
St. Louis, Keokuk & Northwestern	80.47	389,480.98	4,840.49	1.69	80.47	428,236.14	5,321.62	1.76
Wabash, St. Louis & Pacific	1,772.48	16,140,121.75	9,090.81	1.97	2,058.88	15,441,104.78	7,456.00	1.61
NARROW-GAUGE ROADS.								
Burlington & Northwestern	33.80	45,866.81	1,357.00	1.42	33.80	70,159.19	2,075.49	6.14
Des Moines & Northwestern	28.50	17,892.53	617.30	1.47	28.50	45,446.37	1,594.60	5.57
Ft. Madison & Northwestern	12.00	6,185.31	515.44	42.95	12.00	11,328.47	946.53	78.88
Iowa Eastern	19.70	13,988.96	709.80	1.97	16.00	7,063.76	441.49	27.60
Cedar Rapids & Marion	19.10	91,173.74	4,773.23	2.49	19.10	103,441.73	5,415.80	2.83
Total	11,739.50	64,464,761.02	5,491.23	1.65	14,109.37	76,582,960.91	5,083.73	1.61

TABLE XII.

COMPARATIVE TABLE OF OPERATING EXPENSES FOR THE YEARS ENDING JUNE 30, 1878, 1879, 1880, AND 1881.

RAILROADS.	1878.				1879.			
	Miles.	Total operating expenses.	Per mile of road.	Per train mile.	Miles.	Total operating expenses.	Per mile of road.	Per train mile.
Burlington, Cedar Rapids & Northern	435.83	\$ 1,067,013.97	\$ 2,448.73	1.20	426.76	\$ 950,658.59	\$ 2,206.87	1.04
Burlington & Southwestern	142.00	197,184.52	1,389.00	.85	181.00	199,186.84	1,100.48	.79
Central Iowa	234.06	572,385.92	2,445.21	.99	207.64	570,515.53	2,747.92	1.19
Chicago, Burlington & Quincy	522.90	2,786,646.81	5,329.00	.....	608.14	3,001,384.13	4,969.81	.87
Kansas City, St. Jo, & Council Bluffs	283.88	1,074,952.50	4,302.73	.....	230.98	1,073,512.07	4,713.56	.80
Chicago, Milwaukee & St. Paul	2,032.09	5,780,966.19	2,844.44	.91	2,233.85	5,492,633.22	2,391.68	.74
Chicago & Northwestern	1,629.01	6,925,135.25	3,965.59	.82	1,749.55	6,673,198.93	3,818.61	.78
Chicago, Rock Island & Pacific	1,182.40	4,791,117.72	4,052.02	.73	1,248.39	4,453,388.62	4,370.59	.71
St. Paul & Sioux City	117.50	272,969.39	1,731.00	1.11	148.90	271,531.74	1,876.67	1.30
Crooked Creek	8.00	5,743.64	717.95	.90	9.00	7,019.21	783.02	.....
Des Moines & Ft. Dodge	87.30	130,335.83	1,493.53	1.17	87.30	128,857.27	1,477.72	.98
Dubuque & Dakota	402.16	1,010,863.98	2,513.00	.74	402.16	839,379.54	2,077.00	.85
Illinois Central	80.47	178,007.30	2,220.66	1.10	80.47	161,442.57	2,006.24	.98
St. Louis, Keokuk & Northwestern	85.00	101,050.45	1,199.40	.....	128.16	177,230.84	1,382.89	.86
Wabash, St. Louis & Pacific	38.80	10,904.30	322.00	.45	38.80	11,851.59	300.00	.50
Burlington & Northwestern	19.10	14,190.00	742.93	.....	7.00	1,819.00	261.29	.....
Des Moines & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....
Ft. Madison & Northwestern	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Eastern	.....	.....	.....	.....	.....	.....	.....	.....
Cedar Rapids & Marion	.....	.....	.....	.....	.....	.....	.....	.....
<b>Total</b>	<b>7,474.65</b>	<b>25,026,662.84</b>	<b>3,375.00</b>	<b>.....</b>	<b>7,895.31</b>	<b>25,028,363.38</b>	<b>3,182.70</b>	<b>.....</b>

TABLE XII—CONTINUED.

RAILROADS.	1880.				1881.			
	Miles.	Total operating expenses.	Per mile of road.	Per train mile.	Miles.	Total operating expenses.	Per mile of road.	Per train mile.
Burlington, Cedar Rapids & Northern	492.30	\$ 1,184,864.30	\$ 2,527.44	1.015	563.70	\$ 1,466,938.43	\$ 2,769.10	.85.8
Burlington & Southwestern	181.00	274,271.00	1,515.29	.....	181.00	274,342.73	1,514.60	1.25.9
Central Iowa	220.96	548,821.45	2,483.90	.99	239.96	600,134.49	2,465.88	1.37.4
Chicago, Burlington & Quincy	722.05	3,149,567.28	4,301.88	.99.5	745.98	3,319,913.69	4,642.16	.91.7
Kansas City, St. Jo, & Council Bluffs	283.88	1,161,883.17	4,094.18	1.24	312.46	1,101,247.42	3,822.14	.94.0
Chicago, Milwaukee & St. Paul	3,467.77	6,782,629.79	1,990.28	.92	3,786.17	9,353,766.39	2,445.63	1.04.0
Chicago & Northwestern	1,859.87	7,996,115.55	3,976.45	.76	2,867.85	10,611,469.54	3,988.62	.98.7
Chicago, Rock Island & Pacific	1,311.09	6,153,280.47	4,693.51	.85	1,333.85	6,389,873.83	4,734.11	.88
St. Paul & Sioux City	433.44	696,942.76	1,588.72	.93	629.43	1,384,215.35	1,762.86	1.18
Crooked Creek	8.50	9,964.43	1,178.81	.....	8.50	12,750.80	1,500.10	.....
Des Moines & Fort Dodge	87.30	163,106.07	1,856.48	1.22	87.30	356,495.42	2,995.70	1.50
Dubuque & Dakota	26.36	16,574.39	300.00	.....	63.29	45,238.71	715.80	.....
Illinois Central	402.16	829,632.61	2,061.49	.76	402.16	1,021,844.61	4,039.35	1.30
Minnesota & St. Louis	396.49	501,362.32	1,114.60	.96	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern	80.47	179,234.89	2,224.67	1.05	294.13	494,393.19	2,022.23	1.39
Wabash, St. Louis & Pacific	1,772.48	6,797,928.06	3,829.62	.92	2,568.88	9,410,490.10	3,303.09	.....
<b>Total</b>	<b>11,739.59</b>	<b>35,647,439.67</b>	<b>3,036.51</b>	<b>.....</b>	<b>14,109.37</b>	<b>46,084,983.88</b>	<b>3,346.87</b>	<b>.....</b>

TABLE XIII.  
TRACK IN IOWA—MILES.

RAILROADS.	Road owned.	Road leased.	Total.	Length of track completed as single track.	Steel rails.	Iron rails.	Gauge.	Double track.
Burlington, Cedar Rapids & Northern	540.11	46.38	540.11	46.38	275.10	265.01	4.8%	
Burlington & Southwestern	78.00	3.70	78.00	3.70	15.00	63.00	4.8%	
Central Iowa	230.56	25.65	230.56	25.65	230.86	108.47	4.8%	
Chicago, Burlington & Quincy	727.78	144.76	727.78	144.76	739.85	439.88	4.8%	32.07
Kansas City, St. Jo. & Council Bluffs	51.69	7.51	51.69	7.51	36.00	15.69	4.8%	
Chicago, Milwaukee & St. Paul	987.06	37.00	987.06	37.00	950.06	4.8%		
Chicago & Northwestern	195.90	83.53	195.90	83.53	103.65	92.25	4.8%	
Chicago, Iowa & Nebraska	81.84	81.84	81.84	81.84	81.84	4.8%		
Clinton Bridge	.56	.56	.56	.56	.56	4.8%		
Cedar Rapids & Missouri River	271.60	2.41	271.60	2.41	231.07	40.53	4.8%	
Lyon's Branch	2.41	2.41	2.41	2.41	2.41	4.8%		
Des Moines & Minneapolis	58.00	72.91	58.00	72.91	34.00	24.00	4.8%	
Maple River	72.91	72.91	72.91	72.91	72.91	4.8%		
Chicago, Rock Island & Pacific	728.58	120.87	728.58	120.87	469.00	267.58	4.8%	8.00
Keokuk & Des Moines	102.20	102.20	102.20	102.20	110.20	4.8%		
Chicago, St. Paul, Minneapolis & Omaha	74.69	5.37	74.69	5.37	16.42	58.27	4.8%	
Crooked Creek	8.50	8.50	8.50	8.50	8.50	4.8%		
Des Moines & Ft. Dodge	83.40	6.32	83.40	6.32	15.00	68.40	4.8%	
Dubuque & Dakota	63.20	3.00	63.20	3.00	31.16	32.04	4.8%	
Illinois Central	402.16	34.85	402.16	34.85	69.22	332.94	4.8%	
Cedar Falls & Minnesota	75.77	75.77	75.77	75.77	75.77	4.8%		
Dubuque & Sioux City	142.70	142.70	142.70	142.70	142.70	4.8%		
Iowa Falls & Sioux City	183.69	183.69	183.69	183.69	183.69	4.8%		
Minneapolis & St. Louis	97.59	97.59	97.59	97.59	97.59	4.8%		
Sioux City & Pacific	80.47	9.24	80.47	9.24	80.47	4.8%		
St. Louis, Keokuk & Northwestern	48.50	48.50	48.50	48.50	48.50	4.8%		
Union Pacific	278.30	278.30	278.30	278.30	173.00	105.30	4.8%	
Wabash, St. Louis & Pacific	38.37	2.79	38.37	2.79	38.37	3.00	4.8%	
Burlington & Northwestern	28.50	1.59	28.50	1.59	28.50	28.50	4.8%	
Des Moines & Northwestern	12.00	.75	12.00	.75	12.00	12.00	4.8%	
Ft. Madison & Northwestern	16.00	.25	16.00	.25	16.00	16.00	4.8%	
Iowa Eastern	5.00	5.00	5.00	5.00	5.00	5.00	4.8%	
Cedar Rapids & Marion	5.00	5.00	5.00	5.00	5.00	5.00	4.8%	
Total	4,374.30	1,061.68	5,425.98	497.19	5,466.05	2,190.78	3,275.27	40.70

TABLE XIV.  
TRAIN MILEAGE.

RAILROADS.	PASSENGER TRAINS.			FREIGHT TRAINS.			Switching trains, miles.	Construction and other.	Total mileage.	Number of passengers carried.	Number of passengers carried one mile.	Number of tons of freight carried.	Number of tons of freight carried one mile.
	Miles run by.	Average number of cars.	Average tons weight.	Miles run by.	Average number of cars.	Average tons weight.							
Burlington, Cedar Rapids & Northern	455,242.3	105	105	892,415	18	247	141,851	1,609,709	3,004,947	10,836,056	1,004,609	85,231,018	
Burlington & Southwestern	239,717.9	84	84	1,940,395	39	929	61,355	2,106,098	51,967	4,597	4,597	31,865,613	
Chicago, Burlington & Quincy	914,511.6	300	300	2,932,174	18	329	143,273	3,990,337	6,279,313	409,815	409,815	3,185,613	
Kan. as City, St. Jo. & Council Bluffs	86,673.7	115	115	78,228	18	314	38,741	230,956	330,269	659,285	659,285	494,947,730	
Chicago, Milwaukee & St. Paul	2,846,297.5	4.50	121	6,164,729	21	231	57,315	12,839,576	24,754,564	118,829,479	3,648,710	899,206,631	
Chicago & Northwestern	3,356,255.4	4.50	121	7,414,753	21	231	2,443,892	15,339,468	4,848,576	4,848,576	167,345,614	6,901,809	
Chicago, Rock Island & Pacific	1,890,972.6	160	160	5,306,575	21	229	1,213,163	15,339,468	9,310,240	9,310,240	3,410,021	710,656,369	
Chicago, St. Paul, Minneapolis & Omaha	996,737	5.27	171	6,024,710	15	171	333,919	1,278,192	265,734	19,236,991	10,121	86,028	
Crooked Creek	73,658.3	71	71	95,847	18	210	169,515	169,515	73,365	1,985,617	16,679	5,578,766	
Des Moines & Ft. Dodge	311,039.4	120	120	995,188	11	165	15,713	1,408,496	292,498	15,566,743	597,313	76,214,250	
Illinois Central	154,608.5	135	135	201,205	15	213	4,166	515,312	99,876	4,137,188	563,716	19,268,387	
Sioux City & Pacific	89,510	9	9	26,196	9	9	187,399	187,399	21,248	646,250	40,045	1,291,101	
Wabash, St. Louis & Pacific	25,196	9	9	25,196	9	9	25,196	25,196	19,367	228,222	22,484	444,350	
Burlington & Northwestern	10,868,881	27,179,532	27,179,532	7,954,157	4,297,472	50,399,265	10,868,881	596,871,465	25,040,973	4,272,549,822	3,465		

\* For one month.  
† For eleven months.

FREIGHT CAR MILEAGE—COMPARISON OF HAULAGE OF EMPTY AND LOADED FREIGHT CARS.

RAILROADS.	Number of miles run by loaded cars east and south.		Number of miles run by loaded cars north and west.		Number of miles run by empty cars east and south.		Number of miles run by empty cars west and north.		Total freight car mileage.	Percentage of empty cars hauled east and south.	Percentage of empty cars hauled west and north.	Percentage of empty cars hauled both ways.	Number of tons local freight carried in Iowa.	Total number tons of freight carried.
Burlington, Cedar Rapids & Northern	4,806,520	5,198,876	1,091,452	1,546,268	13,143,116								1,001,600	
Burlington & Southwestern														
Central Iowa	735,222	2,695,093	2,278,658	396,922	5,965,853	75,603	8,70						270,964	409,816
Chicago, Burlington & Quincy	23,714,538	21,799,330	4,742,179	6,779,121	57,035,264	16,66	23.72						1,508,853	2,353,479
Kansas City, St. Jo & Council Bluffs					1,545,730									699,283
Chicago, Milwaukee & St. Paul	41,980,934	40,334,624	14,815,883	15,421,053	112,532,904								387,995	3,648,710
Chicago & Northwestern	61,914,118	54,678,941	13,384,523	21,462,541	151,640,123	38.76	61.24							6,901,933
Chicago, Rock Island & Pacific	38,977,390	37,944,922	8,989,571	10,633,759	96,515,642	19	32	20.80					1,943,711	8,410,021
* Chicago, St. Paul, Minneapolis & Omaha	685,631	1,165,874	832,802	77,112	2,481,449	87.36	12.64						5,919	135,048
† St. Paul & Sioux City														32,842
Crooked Creek														10,121
Des Moines & Ft. Dodge	362,110	311,185	129,190	173,015	978,500	35	55						64,392	160,979
Dubuque & Dakota														30,641
Illinois Central	4,615,880	4,134,865	1,369,735	1,425,642	11,846,123						23.06		274,818	557,343
Minneapolis & St. Louis														118,773
Sioux City & Pacific														263,716
St. Louis, Keokuk & Northwestern														4,888,769
Wabash, St. Louis & Pacific														
NARROW-GAUGE ROADS.														
Burlington & Northwestern	113,728	100,269	65,296	67,960	356,253								35,796	40,045
Des Moines & Northwestern					26,196								22,484	22,484
Ft. Madison & Northwestern														3,855
Iowa Eastern														3,855
Total	171,906,171	168,692,950	48,099,319	57,813,403	454,083,769								4,709,664	25,049,973

\* For one month.  
† For eleven months.

TABLE XVI.  
EQUIPMENT.

RAILROADS.	LOCOMOTIVES.								CARS.						STATIONS.		EMPLOYES.	
	Maximum weight of in working order.	Maximum weight of tender full of fuel and water.	Total number of.	Equipped with train-brake.	Passenger cars.	Passenger cars with train-brake.	Express and baggage cars.	Box freight cars.	Stock cars.	Platform cars.	Coal cars.	Other cars.	Total of cars.	Total.	In Iowa.	Total.	In Iowa.	
Burlington, Cedar Rapids & Northern	34	24	51	11	15	15	17	1,347	111	814	38	1,742	88	85	1,600	1,570		
Burlington & Southwestern	30		9															
Central Iowa	34	5	25	34	7	19	10	9	422	40	812	18	17	828	37	350		
Chicago, Burlington & Quincy	40	30	159	25	61	61	28	3,372		913	489	4,763	310	133	13,976	5,845		
Kansas City, St. Jo. & Council Bluffs	35	23	28	14	22	22	11	797		166	163	1,169	48	10	1,400	90		
Chicago, Milwaukee & St. Paul	41	28	470	110	212	212	140	9,928	2,000	4,000	28	16,308	633	163	17,690	3,250		
Chicago & Northwestern	36	24	476	197	207	207	113	9,530	3,243	2,455	1,383	16,961	469	112	12,869	2,227		
Chicago, Rock Island & Pacific	40	25	290	81	125	125	41	4,233		1,612	899	6,610	182	119	7,828	4,696		
Chicago, St. Paul, Minneapolis & Omaha	42		111	37	49	49	27	3,017		402	894	3,868	164	10	3,648	295		
Crooked Creek	30		12	3	3	3	7	72	50	22	5	158	15	15	192	192		
Des Moines & Ft. Dodge	30		20	2	1	1		30	20	2	54	10	10	45	45			
Dubuque & Dakota	43	24	46		23	23	17	648	136	288		1,112	59	59	967	967		
Illinois Central																		
Minneapolis & St. Paul	34	22	21	6	12	12	6	391	88	116	11	594	16	12	630	473		
Sioux City & Pacific																		
St. Louis, Keokuk & Northwestern	34	23	458	138	173	173	116	8,492	2,831	1,258	779	13,649	603	49	11,211	596		
Wabash, St. Louis & Pacific																		
Burlington & Northwestern	20.7	11	9		2		1	54	6	11		13	87	9	75	75		
Des Moines & Northwestern	20	17																
Ft. Madison & Northwestern	12		1		1													
Iowa Eastern	14		1		1		2	15			1	13	32	6	10	10		
Cedar Rapids & Marion	8		2		2		4	4				4	2	2	15	15		
Total			2,165	391	928	929	533	41,203	8,880	12,352	3,695	67,510	2,683	851	73,750	21,974		

TABLE XVII.  
BRIDGES AND CROSSINGS.

RAILROADS.	TRUSS BRIDGES.			WOODEN, TRESTLE AND PILE.		STONE CULVERTS.		CROSSINGS.										
	WOODEN.	IRON.	COMBINATION.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	RAIL-ROAD.		HIGHWAY.								
								At grade.	Over or under.	At grade.	Over track.	Under track.	BRIDGES.		At which there are flagmen.			
Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.			18 feet above track.	Not 18 feet above track.							
Burlington, Cedar Rapids & Northern.....	38	3,584	1	113	14	3,691	736	44,338	12	1	508	2	4	1	1			
Burlington & Southwestern.....	9	1,780					146	14,744	3		70							
Central Iowa.....	22	3,183				773	290	29,194	3	2	207	1	1					
Chicago, Burlington & Quincy.....	55	7,061	37	4,543	3	285	976	95,090	30	13	763	20	11	20				
Kansas City, St. Jo. & Council Bluffs.....	2	80					32	2,325		2	36							
Chicago, Milwaukee & St. Paul.....																		
Chicago & Northwestern.....																		
Chicago, Rock Island & Pacific.....	143	1,406	19	2,191	7	2,160	869	54,477	8	1	408							
Chicago, St. Paul, Minneapolis & Omaha.....	2	108				2,760	1,663	118,335	143	12,427	12	3	883	39	40			
Crooked Creek.....							53	5,458			1	20						
Des Moines & Ft. Dodge.....	3						38		1		3	66						
Dubuque & Dakota.....	16	900					78	11,312	2		49							
Illinois Central.....	52	8,211	1	110			618	51,321	198	11,375	9	1	406	3	8			
Minneapolis & St. Louis.....																		
Sioux City & Pacific.....	3	340			3	415	67	6,058			89							
St. Louis, Keokuk & Northwestern.....																		
Wabash, St. Louis & Pacific.....																		
NARROW-GAUGE ROADS.																		
Burlington & Northwestern.....	1	60					38	2,790				38	2					
Des Moines & Northwestern.....	3	200			1	200	40	1,400				46						
Ft. Madison & Northwestern.....							15	1,205				12						
Iowa Eastern.....	41						51											
<b>Total.....</b>	<b>402</b>	<b>39,490</b>	<b>53</b>	<b>11,423</b>	<b>43</b>	<b>10,284</b>	<b>5,409</b>	<b>437,954</b>	<b>375</b>	<b>23,702</b>	<b>76</b>	<b>10</b>	<b>3,487</b>	<b>48</b>	<b>68</b>	<b>46</b>	<b>1</b>	<b>80</b>

TABLE XVIII.  
TONNAGE CLASSIFIED.

RAILROADS.	Grain.	Flour.	Provisions.	Animals.	Other agricultural products.	Lumber and forest products.	Coal.	Salt and lime.	Oil.	Iron and castings.	Stone and brick.	Manufactures.	Merchandise and other articles not enumerated.	Total.	
Burlington, Cedar Rapids & Northern.....	323,032	96,621	19,402	103,847	1,946	121,795	186,222			17,600	21,303	66,066	46,777	1,094,600	
Burlington & Southwestern.....															
Central Iowa.....	84,076	900		25,338		27,144	218,626	1,540	1,610	8,712	6,890	2,400	32,580	409,816	
Chicago, Burlington & Quincy.....	898,534	24,166	33,716	261,512	27,439	380,116	273,837			72,667	26,751	37,704	294,567	2,333,479	
Kansas City, St. Jo. & Council Bluffs.....	145,684	17,833	14,430	60,000	1,976	178,920	61,642	14,222	1,344	16,666	5,395	11,222	179,791	699,285	
Chicago, Milwaukee & St. Paul.....	892,171	238,438	65,665	189,303	89,725	623,197	248,694	51,621		179,169	162,235	62,521	849,661	3,648,710	
Chicago & Northwestern.....	1,136,786	207,539	84,339	291,677	95,277	834,834	641,767	36,640	34,551	278,379	103,474	83,049	2,980,636	6,901,938	
Chicago, Rock Island & Pacific.....	959,389	24,694	83,346	324,996	39,933	445,248	492,754	63,340	18,702	152,616	137,597	23,103	648,010	3,410,911	
*Chicago, St. Paul, Minneapolis & Omaha.....	19,635	10,723	756	1,810	8,130	42,351	2,471	770	257	7,333	1,837		38,975	135,948	
*St. Paul & Sioux City.....	130,631	5,201	5,201	10,403	26,003	145,635	10,403	3,900	312	47,799	15,604		119,629	520,124	
Crooked Creek.....	1,030	15	10	380		75	8,011	93	10	3,508	1,115	2,156	10,218	160,979	
Des Moines & Ft. Dodge.....	64,411	1,066	224	13,027	5,447	22,596	35,278	2,133		95	473		4,432	30,640	
Dubuque & Dakota.....	12,186	147	45	4,330	1,121	6,454	1,105	277					7,818	133,878	
Illinois Central.....	153,966	6,123	3,495	65,205	15,187	87,242	71,595	5,951	3,981					557,343	
Minneapolis & St. Louis.....										45,910	1,926	3,489	33,792	257,716	
Sioux City & Pacific.....	60,162	1,228	1,468	28,651	2,611	65,168	27,820	3,891							
St. Louis, Keokuk & Northwestern.....															
Wabash, St. Louis & Pacific.....	1,816,736	136,490	62,587	363,372	103,170	587,943	540,053	169,923	26,224	183,080	29,482	134,695	717,555	4,888,769	
NARROW-GAUGE ROADS.															
Burlington & Northwestern.....	29,518	82	212	4,116	215	1,884	1,549			24		210	2,235	40,645	
Des Moines & Northwestern.....	9,327	149	29	2,339		4,203	1,969	234			144	120	4,530	23,484	
Ft. Madison & Northwestern.....															
Iowa Eastern.....	1,308	37		1,343	187	48	48	72				54	778	3,885	
<b>Total.....</b>	<b>6,738,263</b>	<b>767,913</b>	<b>375,526</b>	<b>1,741,099</b>	<b>419,470</b>	<b>3,664,713</b>	<b>2,293,156</b>	<b>253,494</b>	<b>76,891</b>	<b>1,012,648</b>	<b>513,876</b>	<b>424,659</b>	<b>6,098,974</b>	<b>25,040,973</b>	

\* For nine months.  
† For eleven months.



TABLE XIX.  
RATES OF TRANSPORTATION.

RAILROADS.	PASSENGERS PER MILE.					FREIGHT PER TON PER MILE.			Percentage of freight originating at, and carried to, stations in Iowa, to total freight in Iowa.
	Highest.	Lowest.	Average for through.	Average for local.	Average for all.	Average for through.	Average for local.	Average for all.	
Burlington, Cedar Rapids & Northern	3.24	2.88	2.88	3.24	3.12	1.98	1.98	30	
Burlington & Southwestern	3.00	2.00	3.00	3.00	3.00	4.16	1.50	2.14	
Central Iowa	3.45	2.00	3.09	3.45	3.35	4.16	1.50	1.09	
Chicago, Burlington & Quincy	2.97	2.87	2.87	2.87	2.87	2.81	1.30	1.73	
Kansas City, St. Jo., & Council Bluffs			2.81	2.81	2.81	1.30	1.81	1.17	
Chicago, Milwaukee & St. Paul			2.81	2.81	2.81	1.30	1.81	1.47	
Chicago & Northwestern			2.81	2.81	2.81	1.30	1.81	1.77	
Chicago, Rock Island & Pacific	2.80	1.40	2.28	2.80	2.62	1.12	1.31	1.22	
Chicago, St. Paul, Minneapolis & Omaha	2.69	2.54	2.54	2.69	2.65	1.21	1.14	1.17	
Crooked Creek	3.00	3.00	3.00	3.00	3.00	9.00	9.00	9.00	
Des Moines & Ft. Dodge	4.00	2.50	3.00	4.00	3.95	4.16	4.65	4.36	
Dubuque & Dakota	3.00	2.00	3.00	3.00	2.50			.40	
Illinois Central	3.30	2.60	3.60	3.30	2.93	1.65	1.62	1.60	
Minneapolis & St. Louis			3.60	3.30	2.93	1.65	1.62	1.60	
Sioux City & Pacific	3.39	3.08	3.08	3.39	3.39	3.77		2.25	
St. Louis, Keokuk & Northwestern			3.08	3.39	3.39	3.77		2.25	
Wabash, St. Louis & Pacific			3.08	3.39	3.39	3.77		2.25	
NARROW-GAUGE ROADS.									
Burlington & Northwestern	3.65	2.22	3.65	2.22	2.27	6.49	3.98	4.26	
Des Moines & Northwestern	4.00	4.00	4.00	4.00	4.00	8.00	18.00	13.00	
Ft. Madison & Northwestern	4.00	2.00	4.00	4.00	3.00			1.00	
Iowa Eastern	4.00	4.00	4.00	4.00	4.00	10.20	10.20	16.20	
Cedar Rapids & Marion	3.00	1.50			2.50				

TABLE XX.  
ACCIDENTS TO PERSONS.

RAILROADS.	KILLED.						INJURED.						TOTAL.		
	PASSENGERS.		EMPLOYEES.		OTHERS.		PASSENGERS.		EMPLOYEES.		OTHERS.				
	From causes beyond their own control.	From their own misconduct.	From causes beyond their own control.	From their own misconduct.	At stations and high-way crossings.	Stealing rides.	Trespassing on track, etc.	From causes beyond their own control.	From their own misconduct.	From causes beyond their own control.	From their own misconduct.	At stations and high-way crossings.		Stealing rides.	Trespassing on track, etc.
Burlington, Cedar Rapids & Northern			5	2					4	3		1	1	9	9
Burlington & Southwestern			1	1										2	2
Central Iowa		1		3				1	2	6				1	10
Chicago, Burlington & Quincy	1	1	1	16		1	5		1	8			1	25	14
Kansas City, St. Jo., & Council Bluffs															8
Chicago, Milwaukee & St. Paul		1	1						17	51		1	6	11	82
Chicago & Northwestern				10		2	10			4	16		4	17	33
Chicago, Rock Island & Pacific		1	1	3		2	10		1	7		2	1	25	11
Chicago, St. Paul, Minneapolis & Omaha				3										3	8
Crooked Creek															8
Des Moines & Ft. Dodge															
Dubuque & Dakota									1	3		2	2	8	10
Illinois Central															
Minneapolis & St. Louis														1	4
Sioux City & Pacific															
St. Louis, Keokuk & Northwestern															
Wabash, St. Louis & Pacific							1			8				1	8
NARROW-GAUGE ROADS.															
Burlington & Northwestern															
Des Moines & Northwestern															
Ft. Madison & Northwestern															
Iowa Eastern															
Total	2	5	12	56	1	5	28	16	1	99	107	4	16	13	168

TABLE XXI.

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

RAILROADS.	CONSTRUCTION.									
	Grading, bridging, and masonry.	Superstructure, including rails, ties, and ballast.	Buildings, including passenger and freight stations, coal-sheds, and water-tanks.	Engine-houses, car-sheds, and turn-tables.	Machine-shops, including machinery and tools.	Engineering, surveys, salaries, and construction expenses.	Purchase of other roads.	Double track extension.	Land, land damage and fencing.	Total construction.
Burlington, Cedar Rapids & Northern	\$ 6,482.10	\$ 13,953.63	\$ 3,126.68			\$ 621.09	\$ 885,264.70		\$ 3,488.06	\$ 893,536.25
Burlington & Southwestern	353.46	9,702.14	3,812.91			124.20			9,173.68	27,920.71
Central Iowa	685,870.30		71,283.11	32,844.42	27,965.97	43,356.33		199,654.68	293,308.75	1,263,183.87
Chicago, Burlington & Quincy	45,170.49		8,185.02				1,242,043.61		4,773.74	1,300,172.86
Kansas City, St. Jo. & Council Bluffs							29,430,396.21		97,831.25	458,338.00
Chicago, Milwaukee & St. Paul	455,223.27		184,080.23	165,241.68						30,971,111.44
Chicago & Northwestern	432,440.61	4,331,980.27	616,155.77			183,099.80			1,054,769.69	6,668,444.14
Chicago, Rock Island & Pacific	131,695.32	77,504.94	55,763.83	2,773.08		7,835.91	707,078.35	256,781.78	177,496.42	1,615,953.32
Chicago, St. Paul, Minneapolis & Omaha	9,064.32	241,114.00	92,953.60	18,617.98	32,088.08	61,572.64	4,764,210.21		2,323.09	5,331,913.82
Crooked Creek										
Des Moines & Ft. Dodge										
Dubuque & Dakota										94,156.70
Illinois Central										
Minneapolis & St. Louis										
Sioux City & Pacific		5,344.06	5,036.03		167.80				1,654.62	13,292.51
St. Louis, Keokuk & Northwestern										
Wabash, St. Louis & Pacific	117,134.41	862,422.16	101,512.29	106,695.62	25,718.58	1,547.98			124,441.39	1,339,462.43
NARROW-GAUGE ROADS.										
Burlington & Northwestern	1,661.69	918.23	1,936.15				81.25		730.54	5,317.86
Des Moines & Northwestern										4,199.30
Ft. Madison & Northwestern										
Iowa Eastern										
Cedar Rapids & Marion										28,945.46
Total	1,885,084.97	5,542,939.43	1,142,845.32	326,526.57	111,810.96	248,239.20	36,909,688.08	633,167.71	2,009,488.67	49,254,492.37

TABLE XXI—CONTINUED.

RAILROADS.	EQUIPMENT.						OTHER INCREASE.		Credits to property accounts.	Net additions to property accounts.
	Locomotives.	Passenger cars.	Freight and other cars.	Total equipment.	Other expenditures charged to property accounts.	Total expenditures for property accounts.	Amount capital has been charged to stock or otherwise by dividends not represented by actual increase of property.	Amount capital has been increased by dividing surplus.		
Burlington, Cedar Rapids & Northern	\$ 94,257.98	\$ 9,672.45	\$ 326,738.30	\$ 430,668.73	\$ 29,382.59	\$ 1,353,587.91			\$	\$ 1,353,587.91
Burlington & Southwestern										
Central Iowa	4,763.02		86,313.00	93,076.02		120,996.78			290.00	120,996.78
Chicago, Burlington & Quincy	123,692.31	78,340.82	699,358.97	901,292.00	17,735.00	2,182,209.47				2,181,979.47
Kansas City, St. Jo. & Council Bluffs			2,109.74	2,109.74		1,392,534.54				1,392,534.54
Chicago, Milwaukee & St. Paul	220,524.54	92,651.72	2,466,647.12	2,779,823.38		33,750,934.82			4,000.00	33,746,934.82
Chicago & Northwestern				2,264,823.07		8,833,288.81				8,833,288.81
Chicago, Rock Island & Pacific				613,632.12		2,129,555.44				2,129,555.44
Chicago, St. Paul, Minneapolis & Omaha	1,686.32	22,788.35	64,883.38	89,058.05	123,098.08	5,443,009.95				5,443,009.95
Crooked Creek										
Des Moines & Ft. Dodge		9,750.00		9,750.00						9,750.00
Dubuque & Dakota						94,156.70				94,156.70
Illinois Central										
Minneapolis & St. Louis										
Sioux City & Pacific				29,472.36		41,674.87				41,674.87
St. Louis, Keokuk & Northwestern										
Wabash, St. Louis & Pacific		47,748.86	976,616.78	1,024,365.31		2,447,554.70				2,447,554.70
NARROW-GAUGE ROADS.										
Burlington & Northwestern			4,760.52	4,760.52	317.93	10,396.31			4,439.77	5,966.54
Des Moines & Northwestern						4,199.30				4,199.30
Ft. Madison & Northwestern										
Iowa Eastern	3,800.00	2,500.00		6,300.00	657.81	33,903.27				33,903.27
Cedar Rapids & Marion										
Total	450,624.07	263,451.90	4,627,127.78	8,249,150.90	170,382.59	57,757,792.82			8,669.77	57,749,083.05

TABLE XXII.

COMPARATIVE SUMMARY FOR THE YEAR ENDING JUNE 30, 1878, 1879, 1880, AND 1881.

	1878.	1879.	1880.	1881.
<b>TOTAL LENGTH OF ROADS AND BRANCHES:</b>				
Total length of roads and branches in Iowa.....	4,187.15	4,396.04	4,977.01	5,425.98
Total length of double track in Iowa.....	3.00	6.00	24.76	40.07
Total length of sidings in Iowa.....	452.61	481.92	539.85	497.19
Capital stock paid in.....	183,488,642.54	185,614,376.77	264,482,954.21	288,719,878.86
Capital stock paid in per mile of road.....	21,926.62	21,428.31	17,436.72	19,149.24
Total funded debt.....	154,155,223.38	158,415,989.28	217,991,725.53	296,102,077.78
Total unfunded debt.....	5,985,887.14	4,880,747.14	10,742,168.86	11,674,408.60
Total debt.....	160,140,809.52	163,306,736.42	228,733,894.39	307,776,486.38
Total debt per mile.....	19,158.27	18,850.25	16,007.02	35,413.91
Total stock and debt.....	344,429,432.06	348,603,513.13	493,216,548.00	596,490,895.24
Total stock and debt per mile of road.....	41,425.00	39,743.33	40,461.90	39,563.45
Total cost of road and equipment.....	316,188,372.00	296,371,497.16	399,720,331.69	587,994,378.74
Total cost of road and equipment per mile.....	40,496.70	40,980.23	44,426.30	39,397.70
Proportion of cost for Iowa.....	130,967,401.55	119,179,644.35	202,963,813.02	212,834,982.03
<b>EARNINGS:</b>				
From passengers.....	9,819,118.44	9,641,073.21	13,809,880.48	15,766,336.30
From express.....	62,703.69	698,307.70	1,147,126.73	1,476,642.40
From mails.....	766,194.24	821,748.72	1,188,471.44	1,320,218.61
From freight.....	32,211,873.46	32,030,710.10	47,156,826.57	56,266,944.40
From other sources.....	695,662.03	735,071.42	1,162,746.80	1,790,419.17
Total earnings.....	44,119,285.04	44,024,445.08	64,464,761.02	76,582,960.91
Proportion for Iowa.....	5,902.52	5,886.02	8,401.23	29,432,181.01
Earnings per mile of road.....	1.60	1.60	1.28	5,083.73
Earnings per train mile, passenger trains.....	2.03	1.73	1.13	1.38
Earnings per train mile, freight trains.....	1.89	1.67	1.17	1.72
Earnings per train mile, all trains.....	19,087,374.45	18,996,183.70	28,817,321.35	29,341,465.76
Earnings above operating expenses.....	44,119,285.04	44,024,445.08	64,464,761.02	11,065,777.52
Earnings above operating expenses for Iowa.....	5,902.52	5,886.02	8,401.23	76,611,007.38
Total income from all sources.....	7,976,042.61	7,754,884.42	9,698,394.99	12,336,243.06
<b>OPERATING EXPENSES:</b>				
Maintenance of way and buildings.....	3,944,677.28	3,837,008.43	5,125,060.67	6,880,987.05
Motive power and cars.....	10,811,914.51	10,846,163.04	16,171,418.16	20,863,909.35
Conducting transportation.....				

\*Chicago, Milwaukee & St. Paul, Minneapolis & St. Louis, St. Louis, Keokuk & Northwestern, Wabash St. Louis & Pacific, make no report of sidings.

TABLE No. XXII—CONTINUED.

	Increase of 1879 over 1878.	Increase of 1880 over 1879.	Increase of 1881 over 1880.	Decrease of 1879 from 1878.	Decrease of 1880 from 1879.	Decrease of 1881 from 1880.
<b>TOTAL LENGTH OF ROADS AND BRANCHES:</b>						
Total length of roads and branches in Iowa.....	238.89	590.97	448.97			
Total length of double track in Iowa.....	3.06	18.70	15.31			
Total length of sidings in Iowa.....	29.31	57.63				42.36
Capital stock paid in.....	2,125,733.23	78,868,578.44	24,230,994.65			
Capital stock paid in per mile of road.....			1,722.82	408.31	4,181.59	
Total funded debt.....	4,269,866.90	59,576,636.25	78,110,392.25			
Total unfunded debt.....		6,161,421.72	938,239.74	1,404,840.00		
Total debt.....	2,865,026.90	65,738,057.97	79,042,591.99	308.02	4,245.23	
Total debt per mile.....		5,896.89				
Total stock and debt.....	4,179,860.07	144,607,636.47	103,373,516.64			
Total stock and debt per mile of road.....		719.57		1,682.67	1,954.29	
Total cost of road and equipment.....		133,348,734.43	188,274,747.15	49,813,874.84		
Total cost of road and equipment per mile.....	453.47	3,445.97			5,028.50	
Proportion of cost for Iowa.....		83,783,998.67	9,871,439.01	11,787,787.29		
<b>EARNINGS:</b>						
From passengers.....		4,168,516.27	1,956,746.82			
From express.....	635,604.01	448,819.03	328,915.67			
From mails.....	55,554.48	366,722.72	134,747.29			
From freight.....		15,126,116.47	9,110,117.83	181,163.36		
From other sources.....	87,409.39	429,675.38	587,672.37			
Total earnings.....		20,440,315.94	12,118,199.89	94,839.96		
Proportion for Iowa.....				315.90	95.39	407.50
Earnings per mile of road.....						
Earnings per train mile, passenger trains.....						
Earnings per train mile, freight trains.....						
Earnings per train mile, all trains.....						
Earnings above operating expenses.....		9,821,137.65	524,144.41	91,190.75		
Earnings above operating expenses for Iowa.....						
Total income from all sources.....		20,440,315.94	12,146,336.36	94,839.96		
<b>OPERATING EXPENSES:</b>						
Maintenance of way and buildings.....		1,943,510.57	2,627,848.07	221,158.19		
Motive power and cars.....		1,288,052.34	1,455,896.34	107,668.85		
Conducting transportation.....	334,258.53	5,325,365.12	4,692,491.19			

TABLE XXII—CONTINUED.

	1878.	1879.	1880.	1881.
General expenses	2,594,028.44	2,590,217.49	4,652,565.85	6,313,874.42
Total operating expenses	25,025,662.84	25,028,263.38	35,647,439.67	46,084,983.88
Proportion for Iowa				16,788,404.39
Operating expenses, per mile of road	3,948.29	3,176.30	3,036.51	3,039.33
Operating expenses, per train mile	1.09	.97	.66	1.00
Operating expenses, per cent of earnings	.57	.57	.55	.60
Interest and rental	11,518,010.88	9,448,861.83	13,558,356.37	16,137,716.93
Interest and rental, per mile of road	1,469.35	1,285.55	1,170.26	1,071.26
Interest and rental, per cent of earnings	.35	.21	.21	.21
Operating expenses, interest and rental	36,544,673.72	34,477,125.21	49,905,796.04	62,310,612.72
Operating expenses, interest and rental, per mile	4,889.14	4,368.05	4,191.44	4,136.32
Operating expenses, interest and rental, per train-mile	1.58	1.38	.91	1.30
Operating expenses, interest, rental, per cent of earnings	.83	.78	.76	.81
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains	6,649,187	6,971,372	12,618,247	+ 10,868,991
Miles run by freight trains	15,871,638	18,808,590	41,613,231	+ 27,179,355
Miles run by mixed trains	510,180	392,695		+ 7,954,157
Miles run by trains earning revenue	23,030,905	25,869,657	54,131,478	+ 46,092,493
Miles run by construction and other trains	1,445,729	1,469,948	5,742,068	+ 4,207,472
<b>PASSENGERS:</b>				
Total number carried	7,511,770	7,927,683	11,423,537	13,259,890
Total number carried one mile	289,374,228	330,408,980	475,410,765	596,871,465
Average rate of fare per mile per passenger, cents	.03.50	.02.92	.02.90	0.27
Average distance traveled by each passenger, miles	37.30	41.60	41.60	4.501
<b>FREIGHT:</b>				
Total tons carried	6,804,338	8,553,311	21,665,716	25,040,973
Total tons carried one mile	1,514,083,462	2,790,826,910	3,603,943,923	4,222,349,822
Average rates, in cents	.02.10	.01.10	.01.30	1.49
Average length of haul for each ton carried, miles	222.50	326.30	166.30	169.53

\* Dubuque & Dakota Railroad, Minneapolis & St. Louis Railway, St. Louis, Keokuk & Northwestern Railway, and the Wabash, St. Louis & Pacific Railway make no train-mileage report.

TABLE XXII—CONTINUED.

	Increase of 1879 over 1878.	Increase of 1880 over 1879.	Increase of 1881 over 1880.	Decrease of 1879 from 1878.	Decrease of 1880 from 1879.	Decrease of 1881 from 1880.
General expenses						
Total operating expenses	1,600.54	2,062,948.36	1,661,308.57	3,810.95		
Proportion for Iowa		10,619,176.29	10,437,544.21			
Operating expenses, per mile of road			22.72	171.90	139.79	
Operating expenses, per train mile			.04	.12	.31	
Operating expenses, per cent of earnings			.05	.02	.02	
Interest and rental		4,109,494.54	2,879,369.56	2,969,149.05		
Interest and rental, per mile of road			.05	.153.80	115.29	
Interest and rental, per cent of earnings			.05	.05	.05	99.00
Operating expenses, interest and rental		14,728,670.83	13,104,816.68	2,067,548.51		
Operating expenses, interest and rental, per mile			.05	176.61		
Operating expenses, interest and rental, per train mile			.39	.47		85.12
Operating expenses, interest, rental, per cent of earnings			.05	.07	.02	
<b>TRAIN MILEAGE:</b>						
Miles run by passenger trains	923,185	5,646,875				1,749,266
Miles run by freight trains	2,634,052	23,007,641				14,333,876
Miles run by mixed trains			7,964,157	117,485		
Miles run by trains earning revenue	2,838,782	28,261,821				8,128,986
Miles run by construction and other trains	21,219	4,272,120				1,534,596
<b>PASSENGERS:</b>						
Total number carried	415,913	3,435,854	1,836,283			
Total number carried one mile	50,134,752	145,001,785	121,460,700			
Average rate of fare per mile per passenger, cents				.00.58	.00.02	
Average distance traveled by each passenger, miles	4.30		3.41			0.13
<b>FREIGHT:</b>						
Total tons carried						
Total tons carried one mile	1,748,973	13,112,405	3,375,257			
Average rates, in cents	1,376,743,448	813,117,013	618,308,899			
Average length of haul for each ton carried, miles	108.80	00.20	3.23	.01	169.60	





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COMPLAINTS.

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## ADJUSTMENT OF COMPLAINTS.

In their three former annual reports the Commissioners deemed it advisable to publish the entire proceedings in each case in order that the people of the State might be fully advised of the methods of procedure, as well as the mere findings. It was thought best that such course be pursued as it would show how simple and easy it is for aggrieved persons to have their wrongs at the hands of the railroads redressed. Knowing that very many people felt a considerable degree of delicacy in bringing their complaints before a public board for investigation and settlement, and that much of this anxiety grew out of their lack of knowledge as to the methods and workings of the Commissioner system, it was thought proper to spread the proceedings out in all their details, assured that such publication would go far towards dispelling this groundless anxiety. The results justify the wisdom of that course, for every day the public are becoming more and more familiarized with the methods, and better satisfied with the system as a simple, cheap, and effective one for adjusting differences, suppressing discriminations, refunding overcharges, and correcting many other evils difficult and expensive to reach by individual or private negotiation or by suits at law. Having published the methods of proceeding in cases of complaint in all their former reports, the Commissioners have concluded in this report, and in future, to condense the proceedings into as brief space as will admit of a clear understanding of the questions involved; and only such will be thus reported as are deemed important on account of peculiarities of detail or of the principle in question.

At this time upwards of sixty complaints have been received during the current year, some of which are yet undetermined, and hence will not appear in this report.

The first case, filed December 1, 1880, is that of

WESTPHAL, HINDS & CO., DUBUQUE, vs. THE BURLINGTON,  
CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

### DISCRIMINATION IN CLASSIFICATION.

The allegation of complaint was that the defendant railway company placed certain designated articles of hardware in a higher class than other roads of its class in Iowa, thus discriminating against the complainants. On



examination it was ascertained by the Commissioners that nails in less than car load lots were placed in third class, and car load lots in fourth class. The classification as fixed by the revised joint classification in use on nearly all other Iowa roads of its class, put nails in small lots in fourth class, and car load lots in class B. This was a clear discrimination against the article of nails passing over the road from points off the line, and the attention of the company being called to a decision in a former case involving the same charge, its managers notified the Commissioners that if the complainants would present their case to the general freight agent it would receive prompt attention and remedy.

LEASE & LONG, CRAWFORDSVILLE, vs. THE BURLINGTON & NORTHWESTERN RAILWAY COMPANY.

UNJUST DISCRIMINATION AND OVERCHARGE.

Complainants alleged that the defendant company discriminated against them in demanding a higher rate per car load for lumber than they received from another shipper and dealer in the same place for the same service. The Board went to Crawfordsville and made thorough investigation of the charge, taking a large amount of testimony from witnesses *pro* and *con*. The Board found that the railway company had granted a lower rate to rival dealers for the same service and refused a like rate to complainants, the difference between the respective rates being \$4.90. This being a clear violation of section eleven of the Commissioner law, which provides that "all concessions of rates, drawbacks, and contracts for special rates shall be open to and allowed all persons, companies, and corporations alike, at the same rate per ton per mile by car load, upon like conditions and under similar circumstances," the Board directed that the Burlington & Northwestern Railway Company refund to complainants Lease & Long the amount of overcharge as per rates allowed Crawford & Son, the amount being \$19.60.

D. ROTHSCHILD, MUSCATINE, vs. THE ILLINOIS CENTRAL RAILROAD COMPANY.

REFUSAL TO FURNISH CARS.

December 21, 1880, complainant alleged that the Illinois Central Company refused to furnish him cars for the shipment of barley from Lemars to Muscatine. He also stated that the Burlington, Cedar Rapids & Northern could not supply him cars. The complaint being laid before the former company, its general traffic manager, while denying the right of any one living off the line of its road to demand cars for use over long distances on connecting lines, agreed to furnish them as desired by complainant who, thereupon, notified the Board that he had "no further complaint."

E. D. WILLIAMS, GIVEN, vs. THE CENTRAL IOWA RAILWAY.

DISCRIMINATION.

January 8, 1881, the complainant laid before the Board a statement that he was unable to obtain coal cars for distributing coal from his mine in fair proportion with other mines. The superintendent of the railway company denied the averment, and in explanation of the situation informed the Board that his rolling-stock was very limited, and that the sudden rush of business during the fall and winter had found him unable to meet the demand for

cars for all kinds of freight. This is particularly true of coal cars and locomotives. As to the latter, he had been forced to hire two engines from the Chicago & Northwestern Company for the purpose of hauling coal trains for use in running its trains—the supply coming from the Consolidation Coal Company on contract. The superintendent further alleged that "every means at the command of the Central Iowa has been used to the greatest extent possible to supply the unprecedented demand for coal that ought to have been stocked up in the summer months to a great extent." The Board found it impossible to enforce compliance with the wide-spread demand for coal cars, for the sufficient reason that the defendant company had not cars enough to meet half the demand, and the alleged discrimination against the complainant was not sustained by the investigation. Lack of cars was the trouble.

J. W. STOCKER, LOGAN, vs. THE CHICAGO & NORTHWESTERN RAILWAY COMPANY.

DISCRIMINATION.

The complainant alleges that the railroad company discriminates against him in the distribution of live-stock cars, and submits his affidavit in support of his statement. Upon due investigation the Board were unable to discover any conclusive evidence of discrimination. They found that the railroad company refused to take the loaded cars of complainant on the day through train to Council Bluffs, which was the custom as to all local or way stations, and a necessity in order to make the schedule time with the through fast freight. The weather at this date was extremely cold—so cold as to partially suspend business—consequently, there was more or less delay in moving cars, either loaded or empty; and, besides, there was a short supply of cars for all uses, owing to the unusual press of business. The charge of discrimination was not sustained.

ATKINS & SONS, OSCEOLA, vs. THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

DISCRIMINATION.

In this case, filed January 26, 1881, the complainants allege that the company has instructed its local agent to refuse them grain cars, while supplying them to others at that place. The matter was referred to the railroad company for any answer they desired to make. On the 31st of January the complainants notified this Board of the withdrawal of their complaint, saying: "We are pleased to state that the discrimination against us in the furnishing of cars by the C. B. & Q. road has been satisfactorily adjusted."

A. HARRIS, AVOCA, vs. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

OVERCHARGE OF PASSENGER RATES.

Mr. Harris alleges that Avoca is in the county of which Council Bluffs is the county seat; that the distance to the city is thirty-nine miles, and to the transfer station forty-one miles; that the company charges the people of Avoca \$1.23 fare to Council Bluffs station—an overcharge of six cents. On investigation it was found that the officially declared distance from Avoca to Council Bluffs station is forty and thirty-four one hundredths miles; to

the transfer station forty-one and fifty-nine one hundredths miles, and that it was a custom on all railroads to charge as a full mile for any fraction over a given number of full miles. It appears, therefore, that the charge of \$1.23 is not an overcharge in contemplation of law.

**E. VAN HOUTEN, PELLA, vs. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.**

**REFUSAL TO HAUL CARS OF CONNECTING LINES.**

On the 5th of February, 1881, complainant notified the Board that the defendant company refused to haul the cars of the Wabash Company for their use in shipping corn when lawfully requested so to do. Investigation into the complaint resulted in the following notice to this Board, by Hugh Riddle, Esq., president of the Chicago, Rock Island & Pacific Railway Company: "Feb'y 26, 1881. Instructions have been given to Division Supt. at Keokuk to receive cars from Wabash or other connecting roads, and haul the same between Ottumwa and Pella for Mr. Van Houten's convenience."

**W. H. RILEY, CRAWFORDSVILLE, vs. THE BURLINGTON & NORTHWESTERN RAILWAY COMPANY.**

**APPLICATION FOR ATTORNEY'S FEE.**

Mr. Riley was the attorney on behalf of Messrs. Lease & Long in the matter of their complaint against the Burlington & Northwestern Railway Company, which was heard at Crawfordsville, March 12, 1881. The decision of the Board in that case was communicated to him as such attorney. He thereupon makes written application to the Board "to fix the attorney fee to be paid him, as the law provides in section 13." This application was denied for the reason that the law makes no provision for attorney fees in cases tried before the Commissioners. The provisions of section 13 referred to apply only to cases that are prosecuted to judgment for recovery against a railway company before a "court," as defined in the statutes of Iowa.

**J. A. BREAZEALE, CENTERVILLE, vs. THE WABASH, ST. LOUIS & PACIFIC RAILWAY COMPANY.**

**DISCRIMINATION IN CAR DISTRIBUTION.**

On the 15th of February, 1881, the complainant filed a statement with the Board alleging that the Wabash, St. Louis & Pacific Railway Company were not furnishing him cars enough to meet the demands of his coal trade, he being the proprietor of the Walnut Coal & Mining Company; and he further alleges that he has suffered great pecuniary damage as a consequence. The Board proceeded to Centerville to investigate the case, and took the testimony of complainant, and of J. S. Boyd, foreman of the coal company. He testified that he had been informed by one of the railway officers that it had a private arrangement with the Centerville Coal Company which operated against the interests and rights of the complainant. This officer, E. N. Armstrong, testifies that there never had been such an arrangement with the coal company referred to, and that, as assistant superintendent of the Wabash, St. Louis & Pacific Railway, he had invariably ordered such a distribution of coal cars as that complainant should have his fair share. He also testifies that the weather of the winter had been peculiarly stormy, that

the road was often blockaded for days, that several of the engines were disabled in the work of clearing the track, and that the railway company had not cars enough to supply the demand of its patrons, and that they were unable to get them. His testimony was very full, and met every point of complaint with conclusive explanation. Thos. W. Meers, check-weighman at the Centerville Coal Company mines, testifies that he is not employed by the mine proprietors, but by the miners, and that his wages depend upon the amount of coal output. He states that there is a lack of cars, and that it is impossible to get them; that no cars were kept standing empty on the side-track near the mine except a few days when the snow blockade made it impossible to move them. John Henderson testifies to the same—he being general superintendent of the Centerville Coal Company. He also testified that his company had no arrangement with the railway company by which it is given any preference over other coal mines along the road. We supplied the railway with coal for its engines, and beyond this we had only an equitable proportion for outside business, said the official. The railway superintendent refused to make any other arrangement with me, saying he must divide fairly between the different mines. He avers his belief that, while the railway has been unable to furnish him more than half enough cars, they have acted in good faith, and have done their best to divide their cars between the mines fairly and impartially. The Board, after careful deliberation, held that the complaint, although true as to lack of cars—a fact which the railway company could not help—was not sustained as to the charge of discrimination.

**JOHNSON & CO., DYSART, vs. THE BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.**

**DISCRIMINATION IN CAR DISTRIBUTION.**

The complainant on February 18, 1881, filed his charge of distribution of cars against the Burlington, Cedar Rapids & Northern Railway Company. He is a buyer and shipper of grain, etc., at Dysart, and operates an elevator there. Other firms are in the same business at that station. Complainant alleges that other shippers at Dysart are furnished an undue proportion of cars to his damage. The Board proceeded to Dysart and Cedar Rapids and made thorough investigation of the case, taking the sworn testimony of W. H. Johnson, J. C. Bloodgood, M. P. Miner, S. W. Arbuthnot, George Alexander, Charles D. Ives, H. Armstrong, F. M. Spilman, and Charles H. Reid, and that of C. J. Ives, general superintendent of the defendant railway. There was considerable discrepancy in the testimony as to the relative business and capacity of the complainant and other shippers at Dysart. It was admitted by the railway company that it had not cars enough to supply the demand, but that this shortage existed on its entire line, and that equitable distribution was made as far as possible. December and January were very busy months with railways, as the grain and live-stock shipments were then largely made. In February the snow blockade interfered with the handling of cars everywhere, as the engines were forced to open the road in order to convey the mails—a government service. Hundreds of cars were held loaded at various points of shipment for many days as there were no elevators or warehouse room to receive their loads. All these circumstances made it impossible to supply empty cars as needed, but every reasonable endeavor was made to do so. The matter of this complaint was applicable alike to every railway during the winter from like causes. After giving a full hearing to the parties, and taking into account the unavoidable difficulties of the situation, the Board assumed it to be the law of business that all railway companies are interested in doing all the business they can, and the Commissioners, therefore, concluded that as a rule they attempt to provide all the facilities for transporting that can be utilized without loss to themselves. The Board, in another case, passed, in May, 1878, upon the identical point raised in this case, using this language: "If at a given station there are

"two shippers, one of whom demands ordinarily in his business 100 cars per month, and another who demands ordinarily ten cars per month, and there should from any cause be an inability to fully supply the increased demands" of the two shippers, the distribution of cars to the shippers should be in the "proportion of ten to one." Holding to this principle as correct, the Board held in this case as follows: Any lack of cars to anyone is to be regretted; but the lack existing, what does equity suggest? Is it not that *pro rata* distribution be made, based upon the shipments of the various shippers. This or any other rule in such case may work a hardship in some instances, but what better rule can be suggested? If the Commissioners were to change the rule from that made by the railway company, it would be to widen the basis of the distribution from the business of the week preceding the time of complaint (this company had such a rule) to two or three months. Applying this rule and reasoning to the present case, the Commissioners, for want of a better solution, held that the Burlington, Cedar Rapids & Northern Railway Company should supply to Johnson & Co. one car in five during the present existing dearth of freight cars, and that in the future the rate for distribution be the average of shipments for the three months next preceding any unusual demand for cars.

#### HOWARD & SON, OSKALOOSA, vs. THE CENTRAL IOWA RAILWAY COMPANY.

##### DISCRIMINATION IN CAR DISTRIBUTION.

The complainants are dealers in coal, as are many others in that vicinity. They allege that the Central Railway Company discriminate against them in the distribution of coal cars and in favor of one or two larger mines in the near neighborhood. The Board went to Oskaloosa and made full investigation, taking the testimony of many witnesses, all of which was submitted to Superintendent Pickering of the Central Iowa Railway. Among other things developed by the evidence was that the railway company treated the complainants as "miners of limited capacity and disposition," who "do not follow this as a legitimate and constant occupation, but as a speculation." Indeed, this was alleged as quoted, the language being copied from the affidavit of Superintendent Pickering himself. Several witnesses testified their belief that the railway company had an arrangement, if not a contract, by which the Consolidated and Excelsior mines were to have the use of coal cars no matter what happened to other miners in that vicinity. And in this matter, also, Mr. Pickering corroborates the testimony for the complainants, saying: "In the summer, the late spring, and the early fall, they have no demand to make for cars and do not seek at these periods customers for their coal, while the Consolidated Coal Company and the Excelsior mines are large establishments prepared and anxious to run the round season, to which end they seek for contracts in the dull months at lower rates conditioned upon affording a supply during the cold season. In this the railway company is interested and seeks to assist them by offering terms and entering with them into engagements for the entire year, or the longest time possible." And he adds that cars were so furnished these larger mines "in fulfillment of agreements made prior to the applications of complainants." Clearly the case of complainants was made out, not by their own evidence only, but by the sworn admissions of defendant's superintendent. The discrimination thus proved and admitted was substantially a repetition of that which was investigated by this Board in May, 1878, wherein it was found that this railway company was under a written engagement to discriminate in favor of the "large establishments" and against the "small and desultory miners." This old contract was then held to be "clearly against public policy, and clearly prohibited by the express terms of the law in full force at the time of the making of the contract." At that time this railway was in the control of a receiver. It seems strange, to say the least, that the present management should pursue a course practically like that so clearly

condemned as illegal by this Board only two years before. The Board does not hesitate to declare that any contract or engagement between any railway corporation in the State and any patron thereof, no matter what the considerations for the contract, which ignores or overlooks the wants of any other person or corporation having freight to transport over said road, is contrary to law and against a sound public policy. We believe the engagements between the Central Iowa Railway Company and the Consolidated Coal Company and the Excelsior Coal Company, as we gather their terms from the evidence in this case, are of that nature and involve in their execution illegal discrimination. Hence the conclusion: That the respondent in withholding cars from the complainants violated section ten of chapter seventy-seven, acts of the Seventeenth General Assembly, and that in thus refusing cars to said complainant, the railway company committed acts of discrimination in violation of section eleven also of the same law.

#### T. E. MALDEN, MANSON, vs. THE ILLINOIS CENTRAL RAILROAD COMPANY.

##### OVERCHARGE FOR SWITCHING.

March 19, 1881, the complainant sent his complaint to the Board, alleging that he is a dealer in lumber; that he obtains stock *via* the Minneapolis & St. Louis railroad to Fort Dodge, thence to Manson *via* the Illinois Central. He alleges that the latter company charge \$5 per car load for switching from the side-track of the former road to its own, which he claims to be an overcharge. One of the Commissioners made investigation of the case on the ground, taking the testimony of the agent of the Minneapolis & St. Louis Company, and that of the agent of the Illinois Central Company. It appears that from the joint side-track of the Minneapolis & St. Louis Company and the Des Moines & Fort Dodge Company, from which the Illinois Central Company receives cars from the former, the distance to the station of the latter is three-fourths of a mile, and that when a car is believed to be overloaded it has to be hauled four miles to the company's scale; also, that on the return of the empty cars they have to be re-delivered on the side-track above mentioned, for all which the Illinois Central Company hold that a charge of \$5 per car is not an overcharge. From the evidence it was ascertained that the latter company performed a greater service for the Cardiff Plaster Mills for a less sum, and the Commissioners therefore held that the charge of \$5 was an unreasonable one, and in violation of section 11 of the Commissioner law. Whereupon the company refunded the overcharge, and fixed \$3 per car as the rate for switching at that station.

#### T. N. JOHNSTON, REASNOR, vs. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

##### DISCRIMINATION IN CAR DISTRIBUTION.

March 26, 1881, T. N. Johnston wrote, complaining that the defendant railway company "are discriminating against me in the distribution of cars," etc. The complaint was referred to the president of the railway company, who replied that the only instance of what seemed discrimination at Reasnor was as follows: "On or about March 19, on the representation of Wm. R. Manning (understood to be the competitor) that he was liable to sustain heavy loss from the water flooding an oat-bin, the dispatcher took five box cars from the quota assigned to Mr. Manning for loading at Newton and Colfax and billed the same to him at Reasnor." Further: "The division superintendent reports that an examination of the records shows that the distribution of cars at Reasnor has been as equitable as a person of aver-

"age ability can make it." April 13 the Board asked complainant to supply testimony in support of his charge, at the same time giving a copy of the company's reply to his grievance; and also asked if he had any other cause of complaint. April 14 Mr. Johnston replied traversing the explanation of the Company, and asking the Board to suspend a decision until he "produces some evidence," etc. On the 16th the Board notified complainant that it would await the receipt of the promised evidence. Over seven months having elapsed since the evidence was promised, it is the judgment of the Board that the complaint was without sufficient cause, and is therefore dismissed.

CRANDALL & EYER, WEBSTER CITY, vs. THE ILLINOIS CENTRAL RAILROAD COMPANY.

OVERCHARGE.

April 7, 1881, the complainants reported an overcharge on a light spring wagon from Chicago to Webster City, the amount being \$13.60. The case was sent to the Company for attention, and reply and explanation was duly received. The wagon weighed about 600 pounds, but was billed at 1,500 pounds, as per joint revised classification in use on nearly all the Iowa railroads. The wagon was not boxed, and hence was rated first-class on estimated weight of 1,500 pounds, as per tariff schedule. Loaded, as this wagon was, without boxing, not more than four could be put in a car and be safe from abrasion and damage. At actual weight four such would weigh only one and one-fifth tons, while the average load is ten tons. Had the wagon been taken apart and securely boxed the charge would have been ninety cents per 100 pounds actual weight, or about \$5.40 instead of \$13.60, in which case several tons of wagons could be loaded in one car. But, besides these facts, the case was one of inter-State commerce, and therefore was not within the jurisdiction of the Board. The remedy for overcharge, if it was an overcharge, is in the proper court.

L. D. RANDALL & CO., DUBUQUE, vs. THE ILLINOIS CENTRAL RAILROAD COMPANY.

DIVISION OF TERRITORY BETWEEN RAILROADS.

April 14, 1881, the complainants asked the attention of the Board to an alleged division of certain territory reached alike by the Illinois Central and the Chicago, Milwaukee & St. Paul roads. It was alleged that under such an agreed division between these roads only one of them, named in the agreement, should transport freight to certain points named, no matter what might be the wishes of the shipper. The matter was laid before the Illinois Central Company, and the following interrogatories put:

- "1. Is there any arrangement between the companies named for a division of territory in Iowa available alike to both companies?"
- "2. If your answer to the above be yes, please state whether the Dubuque agents of your company are instructed to refuse to convey freight tendered them in the usual way at the station, which is consigned to certain points attainable alike by both the lines mentioned."
- "3. On receipt of merchandise at your station here consigned to stations covered by the agreement (if any there be) is such consignment delayed under any order or rule of your company?"

Prompt reply was made by the Illinois Central announcing that the territorial division complained of was abrogated by the parties to it.

KREUTZER & WASSEN, MARSHALLTOWN, vs. THE CHICAGO & NORTHWESTERN RAILWAY COMPANY.

OVERCHARGE.

The complainants filed a statement of overcharge against the above company May 20, 1881. They asked the company's agent at Sheldahl to ship them their walnut lumber, a car load of which weighed 84,000 pounds. Under a rule of the company double rates were charged upon the excess over the stipulated maximum car load of 28,000 pounds published in the company's tariffs. This is alleged to be an overcharge by complainant. It was held by the Board that as lumber cars were always loaded and unloaded by the shipper or his agent, the company must have the right to affix penal rates on excess as a measure of safety to their cars and the trainmen who operate them. Otherwise the most serious damage, even to the loss of life, might ensue from overloading. All railroads from time immemorial have exercised this power, and the courts have justified the act. As the agent at Sheldahl was acting by complainant's direction, he was to this extent his agent, for whose acts the complainant is responsible. The rate demanded was not, therefore, an overcharge.

S. A. ROBERTSON, DES MOINES, COMPLAINT AS TO TAXING QUARRY TRACK.

TAXATION.

This complaint is, that as the owner of about half a mile of railway track connecting his quarries with the track of the Chicago, Rock Island & Pacific Railway, at Earlham, Madison county, he is assessed thereupon by the local assessor \$1,200 to \$1,600 in addition to the land and improvements. He desires to know whether there is any remedy which the Board of Railroad Commissioners can afford him. This Board is a body of limited powers which are clearly expressed in the statutes. Nowhere is there to be found any authority under which it can act upon such a case. Sections 1317 to 1322, inclusive, of the Code, provide how and by whom railroad property shall be assessed, and the extent of the taxing power is therein provided.

E. L. CARRELL, ADEL, vs. THE DES MOINES & NORTHWESTERN RAILWAY COMPANY.

DISCRIMINATION AND OVERCHARGE.

June 10, 1881, complainant states that the town of Adel is discriminated against in the matter of charges on wheat transported by the said railway company, and that he, personally, has been overcharged one cent a bushel on a large quantity of wheat shipped to Chicago. Both counts in the complaint are based upon the provisions of an alleged contract or agreement entered into by and between the said Des Moines & Northwestern Railway Company and sundry other parties named therein, a copy of which accompanies the complaint. Before final action was had by the Board, the complainant filed a notice asking a postponement of the case until further notice. It is postponed accordingly.

**RICHARDS & BLACK, WAPELLO, vs. THE BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.**

**REFUSAL TO SUPPLY CARS OF CONNECTING ROADS.**

The complainants allege that they are grain shippers, and that the Burlington, Cedar Rapids & Northern Railway Company refuse to receive and transport for their use the empty cars of the Wabash Company; that they are unable to get cars enough for their use of the respondent railway of the connecting Chicago, Burlington & Quincy, but that they can get all they want of Wabash cars. Replying, the Burlington, Cedar Rapids & Northern Company admit that "to a limited extent it may have refused to receive and transport Wabash cars for the use of complainant," and that it has an arrangement with the Chicago, Burlington & Quincy by which the former "cannot justly be expected or required to haul Wabash empties while it has a supply of Chicago, Burlington & Quincy empties on its line." In this reply the defendant company appears to ignore the law. Section 10 of the Commissioner law makes it the duty of railway companies to furnish suitable cars to "any and all persons who may apply therefor; \* \* \* also to receive and transport \* \* \* the empty or loaded cars furnished by any connecting road," etc. This language is too plain to admit of any question as to its meaning. The judgment of the Board is that the complaint is sustained, and that it is the duty of the Burlington, Cedar Rapids & Northern Railway Company to receive and transport Wabash cars, or those of any other connecting road, upon reasonable notice so to do.

**MATHEW COCHRAN, OASIS, vs. THE BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.**

**INSECURE BRIDGE.**

June 20th the complainant notified the Board that a highway bridge over the track near Elmira was unsafe and dangerous. The matter was referred immediately to the superintendent of the railway with the request to give it prompt attention. The master bridge builder of the company was detailed to make examination of the bridge, who reported on the 27th that it was "safe for travel," and that "the timber is sound in floor and bents." The complainant was informed June 30 of this report, and asked to say whether he was satisfied with it, and if not, he was apprised that the Board would make inspection on receiving notice from him. No reply has since been made.

**J. H. MERRILL & CO., OTTUMWA, vs. THE CENTRAL IOWA RAILWAY COMPANY.**

**DISCRIMINATION.**

The complainants are wholesale grocers at Ottumwa, and sell goods to be transported over the line of the Central from Eddyville Transfer. They allege that the railway company discriminates against them and in favor of Oskaloosa, making special low rates to a firm there in the same business. An instance is given: "From Eddyville Transfer to Steamboat Rock is ninety-nine miles. We are compelled to pay thirty-two cents per 100 pounds fourth-class, while Oskaloosa to same point is eighty-nine miles—only ten miles less—and they have a special of eighteen cents fourth-class." In response, the railway company allege that the rate from the Eddyville Transfer to Steamboat Rock is twenty-six cents per 100 pounds fourth-class for

Oskaloosa shippers, and this rate between the same stations is open to the complainants. The decision of the Board, therefore, is that as the railway company offers to transport goods for complainants from Eddyville Transfer at the same rate as is received from others for like service, there is no discrimination. That rate as shown by the Company's answer to the complaint, is twenty-six cents per 100 pounds from the transfer to Steamboat Rock, the station mentioned in complaint.

**KEYSTONE COAL COMPANY, RIPPEY, vs. THE DES MOINES & FORT DODGE RAILROAD COMPANY.**

**REFUSAL TO SUPPLY COAL CARS.**

The coal company complains that it is unable to obtain cars enough to handle the coal ordered by patrons, either cars of the defendant railroad or of the Chicago & Northwestern, for which repeated demands have been made. The superintendent of the Des Moines & Ft. Dodge Railroad replying pleads the small stock of coal cars on that road, and states that fifty coal cars are under contract for them, which he hopes will be sufficient to meet the demands on his road, when they are completed. He also asserts his readiness "to transport Chicago & Northwestern cars from the Junction to be loaded at any mine on our line of road." In deciding the case the Commissioners said: "Under the law it is the duty of railroads to furnish, first, cars for the business originating on their road to any and all stations upon it; second, to draw over their respective roads the cars tendered them by any connecting railway, and also the cars of all transportation companies or persons at reasonable terms and for a compensation not exceeding their ordinary rates.

**HORACE EVERETT, COUNCIL BLUFFS, vs. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.**

**PUBLIC NUISANCE.**

On the 14th of July, 1881, Mr. Everett filed a complaint alleging that the privy of the Chicago, Rock Island & Pacific Railway Company, at Weston station, was a public nuisance, and detailing sundry circumstances on which the complaint was based. The attention of the company was directed to the complaint, and investigation showed that while the cause of the complaint was exaggerated, it was sufficient to challenge the attention of the public. The causes of the complaint were corrected by the company.

**T. & C. VAN HOOSER, CEDAR FALLS, vs. THE ILLINOIS CENTRAL RAILROAD COMPANY.**

**DISCRIMINATION.**

Complainant is the proprietor of an omnibus line and of the Commercial Hotel in Cedar Falls. For some time this line conveyed passengers to and from the depots of the Illinois Central and the Burlington, Cedar Rapids & Northern railways, taking the transfer coupon tickets sold to passengers by both companies in payments, which coupon tickets were redeemed by the companies respectively. For business reasons which are not of the merits of the issue the Illinois Central Company notified complainant not to accept the transfer coupons as they would not be redeemed from him; and also

assigned him a special position on the depot grounds for his omnibus, and another position for another omnibus, giving the transfer business of its roads to the latter omnibus owner. Complainant alleges that as he is a common carrier of persons for hire, the act of the Illinois Central Company is one of discrimination and in violation of law and appeals to this Board for a hearing. This was a new question to the Board and they gave it especial attention as their decision would doubtless be a precedent for all similar cases. In deciding it the Board said interrogatively, Has the Illinois Central Railroad Company a lawful right to the control of its station grounds in the conduct of its business? Has an omnibus proprietor the right to use the grounds of a railroad company, which is devoted by law to railroad uses, for his private benefit or advantage? Railroads are held to strict responsibility as common carriers. In the transportation of passengers they are legally bound to afford every reasonable means for insuring dispatch, convenience, comfort, safety, security, and confidence to the public. That they may do this it is necessary that they have and exercise all such power over their ground and property as is not limited by law. Severe exactions from them on the one hand, coupled with a limitation of power to perform every reasonable requirement necessary to fulfill their duties on the other, would be a hardship which the law does not impose. \* \* \*

In order to perform the duties required of them by law, railway companies must have the authority to exercise the power adequate to the requirement. \* \* \* In this case the Illinois Central Company engages with the public to carry passengers from its station to that of the Burlington, Cedar Rapids & Northern. Charged with this responsibility in the interest and for the convenience of the public, it ought in reason and law to have the power to prescribe the conditions of the contract; in other words, it ought to have a control equal to its liability, unless it engages to do things contrary to public policy or to the harm of private rights. As to the law involved in this issue, see Common Bench Reports, Vol. XVIII, p. 45; *Barker v. The Midland Railway Company*. This was an action brought by the proprietor of an omnibus line against the railway company for refusing him the privilege of entering upon the company's station grounds for the purpose of conveying passengers who desired to take passage on the railway and for conveying passengers by the railway from the station to an inn or to places upon the highway. Chief Justice Jervis held: "I am of opinion that the defendants are entitled to the judgment of the court. The declaration proceeds upon the assumption that the station is the private property of the railway company, subject to the rights of the public using the railway. It is not pretended that the plaintiff was using or seeking to use the railway. What right then can he have to say to the company 'I will use your private property for my profit?' There is no pretense for the action. It has neither principle nor any color of authority to sustain it." Justices Cresswell, Crowder and Willes, of the court, rendered like opinions. In concluding his opinion the latter said: "An action will not lie at the suit of 'A for the breach by B of a duty which he owes to C. I remember a case where a stage-coach passenger brought an action against the builder of the coach for an injury sustained by him from a defect in the vehicle. And the answer was, that an action would only lie as between the parties between whom the contract was made." It is the judgment of the Board that complainants have no legal cause of complaint against the Illinois Central Railroad Company.

J. B. HULL, FORT DODGE, vs. THE CHICAGO & NORTHWESTERN RAILWAY COMPANY.

NEGLIGENCE AND DAMAGES.

July 20, J. B. Hull, a live-stock shipper of Fort Dodge, filed his complaint alleging that on May 10 he had shipped two car loads of live hogs from Fort Dodge, and two from Callender, consigned to Chicago *via* the Des Moines & Fort Dodge and the Chicago & Northwestern railways; that they were delivered upon the side-track of the latter company at Grand Junction soon after noon of that day; that he tried to get the Chicago & Northwestern station officers at Grand Junction to haul the cars to the water-tank so that the hogs could be watered and cooled off; that this was refused; that the hogs lay there until evening suffering with heat, and that as a consequence twenty of the hogs died before reaching Clinton, where he sold the carcasses at great loss. Vouchers of shipping, weights, sales' prices, and affidavits in support of the claim, were also filed. His claim was for \$321.75, less amount received for the dead hogs—\$72—net amount of claim, \$249.75. A careful investigation was made; testimony of complainant, the railway agents at Fort Dodge, Callender, Grand Junction, and Boone taken, and the facts reported to the manager of the Chicago & Northwestern Company; whereupon the company directed its claim agent to make settlement of the loss with the complainant.

W. F. ARCHER, SPENCER, vs. THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

OVERCHARGE.

August 22, 1881, W. F. Archer filed a complaint alleging an overcharge against the Chicago, Milwaukee & St. Paul Railway on a lot of household goods. With the complaint came two second-class passenger tickets from Chicago to Spencer which had been used only to Garner, on which he claimed a rebate for the unused distance; also a "duplicate" receipt of the Rome, Watertown & Ogdensburg Railroad Company for \$34.82 on "lot H. H. goods," marked W. F. Archer, Spencer, Clay Co., Iowa; freight paid through, "\$34.82." The Chicago, Milwaukee & St. Paul Company collected of him at Spencer \$47.25 in addition to the \$34.82 paid in advance to the Rome, Watertown & Ogdensburg Railroad in New York. This he claimed was an overcharge, and asked that it be refunded. Investigation proved that as to the passenger tickets the snow blockade prevented the train of a certain day going west farther than Garner, and that complainant walked thence to Spencer; that the Chicago, Milwaukee & St. Paul Company had overcharged Archer thirty cents per 100 pounds from Chicago to Spencer; that the company had never authorized the Rome, Watertown & Ogdensburg Railroad Company to contract for freight at any special rate, or at any rate other than its regular published tariff; that in so contracting and receipting the "freight paid through," it could not bind the Chicago, Milwaukee & St. Paul Company, and was itself liable for the excess paid by complainant. The decision of the Commissioners was that the defendant railway refund to Archer \$4 on the unused passenger tickets, and \$13.50 overcharge on the freight, which has been done. As to the remainder of the overcharge as per contract with the Rome, Watertown & Ogdensburg Railroad, that company being a foreign corporation this Board has no jurisdiction of the matter.

W. H. CRAWFORD, HAMPTON, vs. THE CENTRAL IOWA RAILWAY COMPANY.

CONSTRUCTION OF LAW.

Complainant is a dealer and shipper of grain and seeds. He states that the Central Iowa Company refuses to ship his flaxseed in bulk unless he will sign a release exempting it from liability as follows: "In consideration of the privilege of loading and shipping flaxseed in car loads *in bulk*, and at the same rate of freight as upon flaxseed shipped in bags, I hereby agree to assume all risk of wastage, loss or damage of all kinds, and further agree that the Central Iowa Railway Company shall not be held liable for any wastage, loss or damage on the flaxseed in bulk shipped in car No. —" Mr. Crawford wishes to know if the railway company has a right to affix such conditions to its contracts for transporting flaxseed. It is the judgment of the Board that as flaxseed is much more liable to wastage and loss when shipped in bulk than any other grain that is ordinarily so shipped, it would be unjust to require the road to transport it at the same rate as is charged for wheat, corn, barley, and like coarser grains. No one expects railroads to carry timothy and clover seed in bulk in ordinary freight cars, and no one can reasonably expect them to prepare cars especially for that purpose, by lining them, at the same rates for coarser cars, and which can be used for all kinds of freight. Railways are bound by law to "furnish suitable cars for transporting any and all kinds freight," to "any and all persons who may apply therefor." They must, therefore, receive and transport flaxseed, but it must be tendered in such shape as will not subject the company to extraordinary hazard—in such form as a prudent man would supply in doing the business himself for himself. Now while the Central Iowa must transport the flaxseed, it obviously has the right to require it to be in such form as shall not subject the carrier to probable loss, or, in the other event, to demand such rate for carrying as will enable the company to make reasonable provision against such probable waste. It is the judgment of the Board that with such a release as the above duly signed the railway company can neither evade nor limit the liability to which common carriers have long been held; but it cannot be compelled to transport goods or things in form or condition that increases their liability in damages on account of waste without the right to an adequate or compensating charge.

A. A. COOPER, DUBUQUE, vs. THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

OVERCHARGE.

On the 27th of August the complainant filed with the Board the letters of Naylor Bros., of Salt Lake City, Utah, alleging an overcharge on two car loads of wagons shipped from Dubuque. The charge for three separate car loads is given, one of \$383, one of \$390, and the third of \$399, all for the same service. On examination it was found that the charge from Council Bluffs to Salt Lake City was \$315 per car in each case, and the excess of charge in the two latter cases was imposed by the Chicago, Milwaukee & St. Paul Company. When the matter was thus brought to the attention of the railway company its manager notified the Board that the matter should be adjusted with Mr. Cooper.

T. E. MALDEN, MANSON, vs. THE ILLINOIS CENTRAL RAILROAD COMPANY.

OVERCHARGE.

This complaint alleges that the company overcharged Malden for switching a car of lumber at Fort Dodge. Before the investigation could be had the complaint was withdrawn.

POTTER & ARMITAGE, GLIDDEN, vs. THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

OVERCHARGE.

This complaint alleged a charge for shortage on car load lot of grain, and asked for information as to the legality of the charge. Before it was investigated the complainants filed a letter which the Board interprets as a withdrawal of the case.

CITIZENS AND AUTHORITIES AT SPENCER, vs. THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY.

APPEAL FOR COAL CARS.

On the 18th of October letters were filed with the Board from E. E. Snow, J. Q. Adams, and J. M. Cummings of Spencer, and H. C. Shadbolt, of Emmetsburg, reciting that there was no coal in those towns, and that it was impossible to obtain cars for getting any. The complaints were immediately forwarded to the railway company at Milwaukee, with the request that they be attended to at once. October 20 a paper reciting the dearth of coal in Spencer, and an appeal for relief, was filed with the Board. This document was signed by the mayor and council of Spencer, by the supervisors of Clay county, and by nearly all of the county officers. This, also, was sent to the company, with a still more urgent request that it be attended to without delay. October 22 General Manager Merrill wrote the Board that his company was "particularly interested in supplying the settlers along our new lines with coal." "You may rest assured we shall do all in our power to supply all parties with coal." Similar appeals coming from other portions of the "slope," the Commissioners concluded to adopt a more effective method, and so proceeded to Chicago, Milwaukee, and Minneapolis, where they made personal representations of the situation, and pleaded for prompt attention to it in order to avert a threatening coal famine. It must suffice here to say that the management of every railway we visited pledged itself to leave no means at hand untried to relieve the situation and guard against its recurrence. This matter will be treated more at length in another part of this report.

J. KNOWLES, ELLIOTT, vs. THE CHICAGO, BURLINGTON & QUINCY RAILROAD.

APPROPRIATING PRIVATE COAL FOR RAILROAD USE.

This complainant alleges, under date of October 6, 1881, that the Chicago, Burlington & Quincy Railroad Company appropriate coal billed to individuals over their road; also that the company takes coal in transit to purchasers and transports it "to favored points, or to points where coal is in demand, and making a speculation out of it." This last averment of complainant is flatly denied by the railroad company, both by letter and in a personal interview. It is quite too improbable to find credit anywhere. As to the former charge the company frankly admits that owing to short supply at the mines, and to miners' strikes, it has in an instance or two used the coal billed to dealers, but palliation is offered. The railway company has contracts with the mines for a fixed quantity daily, which is necessary to move their trains of produce, grain, passengers, mails, etc., and without which all trains must stop. Where the mines fail to supply the necessary quantity, and bill their coal on the company's cars set in for their use to private dealers, the company has, in two or three instances, taken a few car loads in order to avoid the occurrence of immensely greater damage to the public by reason of stopping all trains and commerce on the line. This was only taking the quantity of coal contracted to the railway, and as a measure of public necessity. It is only under stress of circumstances beyond the control of the company that this has been done. The company also states that the demand for coal at this season of the year is far in excess of the capacity of the mines, and it is probable that some mines take orders outside of railroad contracts, beyond their power to fill. Whatever may be the needs of the railway company, it has no lawful right to appropriate coal—even if it be on its own cars—actually contracted to another party for delivery; and this, even if for lack of the coal the company would be unable to transport and deliver it to the purchaser. While this is the unquestioned aspect of the case, as a matter of law, it will hardly be denied that the public necessities may be such as to palliate, if not entirely to justify, the appropriation. With this investigation of the complaint, however, it is unlikely that occasion for further complaint will arise.

W. S. RITCHIE, MUSCATINE, vs. THE BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

DELAY AND DAMAGES.

This case is one claiming damages for an alleged delay and detention of a car load of melons shipped to St. Paul from Muscatine, in consequence of which the melons decayed and were lost. For lack of testimony required of the complainant, the case is yet undecided, and is subject to action when the evidence is produced.

C. TEAL, RUTHVEN.

INQUIRY.

This complaint states that there is vexatious irregularity in the transmission of telegraph messages, and complainant desires to know if the Railroad Commissioners have jurisdiction of the telegraph companies. The jurisdiction of this Board is limited to railroads.

PLINY NICHOLS, WEST LIBERTY, vs. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

OVERCHARGE ON CONTRACT.

Complainant alleges that he was an exhibitor of cattle at the State Fair, held at Des Moines in September, 1881; that the railway engaged to return his exhibit cattle free, together with his herdsman; that the company demanded and received fare from complainant on account of his herdsman in the sum of four dollars. Investigation proved that complainant sold a part of his herd while at the fair, and returned only the remainder under the contract, one of the terms of which was that the special rate was to apply only in case the cattle were not sold. As a part were not sold, and were returned under the contract, the presence of the herdsman was necessary for the proper care of the stock. It is the recommendation of the Board, therefore, that the Chicago, Rock Island & Pacific Railway Company refund to complainant the amount of the herdsman's fare.

L. E. HURLBUT ET AL., FORT DODGE, vs. THE MINNEAPOLIS & ST. LOUIS RAILWAY.

OVERCHARGE ON COAL.

October 24, 1881, L. E. Hurlbut, and several other citizens of Ft. Dodge, filed a complaint against the Minneapolis & St. Louis Railway Company, alleging an exorbitant charge on coal transportation from Craig's mine to that town. The distance is stated at seven miles, and the rate charged ten dollars per car load of ten tons. The former charge was five dollars. Two members of the Board visited Gen. Washburn at Minneapolis, president of the railway company, and succeeded in getting a reduced rate of five or six dollars per car load, not to exceed the latter rate, which the Board deems a reasonable charge, and is ascertained to be acceptable to complainants.

E. H. MELOTT, OGDEN, vs. THE CHICAGO & NORTHWESTERN RAILWAY.

DISCRIMINATION IN DISTRIBUTING COAL CARS.

The complainant alleges a "supposed" discrimination by the Chicago & Northwestern Railway against the town of Ogden in the distribution of coal cars. Complainant is the secretary of the Ogden school board, and states that for the lack of coal the board has been compelled to close the schools, and that repeated efforts have been made to get the company to furnish them coal. The railway company replies that it is not the manager of coal mines, and that mine operators and coal dealers have the business of coal supply in hand; that the railway company does not discriminate against Ogden, and is ready at all times, when in their power so to do, to supply cars for transporting coal. The company also asks that complainant state specific instances of the alleged or "supposed" discrimination against Ogden, in which case the wrong will be corrected. Complainant was duly notified of this request, but no answer has yet been made; from which the Board infer that all occasion for complaint has ceased.



**E. TOWNSEND, CEDAR FALLS, vs. THE ILLINOIS CENTRAL RAILROAD.**

**OVERCHARGE ON SWITCHING SERVICE.**

October 29 complainant made protest against the charge of five dollars per car load for switching from the Burlington, Cedar Rapids & Northern side-track to the business place of complainant, on the Illinois Central side-track, and asked, "what is the legal charge under the railroad laws of Iowa?" The Commissioners found, on investigation, that the average distance from one side-track to the other was about one mile; that as a rule the transfer of cars to the Illinois Central side-track had to be done by a "flying switch"; that when the car was unloaded it had to be returned to the other road's side-track, making almost double service; that the ordinary mileage charge was not fairly applicable to this case, as the delivery of the car load to the Central was not for transport to another more or less distant station on the line of its road, or to any other connecting road; that it is a peculiar and purely local service at a junction station of another road. There is no law fixing freight charges in Iowa; there is a law declaring that an "unreasonable price" shall not be charged for any service. The Granger law rate, if now in force, would be \$4.05 for a car load of coal of the usual weight of fifteen tons. As the receipt of the load and the return of the unloaded car is a local yard service, the Commissioners held that five dollars per car is not an unreasonable charge.

**R. B. FISHER, KNOXVILLE JUNCTION, vs. THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.**

**DEMAND FOR HIGHWAY CROSSING OF TRACK.**

On the 4th of November complainant filed a statement alleging that he was the owner of the land on both sides of the track at Knoxville Junction, Mahaska county, and demanding that the railway company be required to construct a good and convenient crossing over the tracks at the junction of the two branch lines, at the west end of the station platform. The investigation of the complaint is yet incomplete and the case yet to be passed upon.

**J. C. BAKER, EMMETTSBURG, vs. THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.**

**LACK OF COAL CARS.**

This complaint alleges that it is impossible to get cars for hauling coal on the Chicago, Milwaukee & St. Paul Railway to Emmetsburg. As in other similar cases, the matter was urged upon the company and demand made for a supply of cars at that point for the coal trade; replying to which, the company promised to do all in its power to comply.

**GEO. HARRISON, EMMETTSBURG, vs. THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.**

**DEMAND FOR CARS.**

Complainant states that the town of Emmetsburg is out of coal; that applicants are, for some cause, unable to get cars for hauling in supplies; that the people are cutting down their young growing groves to use as fuel, and asks the Board to help them. The railway company promised to comply with the demand for cars, and adds that it has large quantities of its own coal in transit for points in northwestern Iowa, to be sold at cost and haulage.

**W. H. PERRY, LEMARS, vs. THE DES MOINES & FT. DODGE RAILROAD COMPANY.**

**REFUSAL TO RECEIVE CARS OF CONNECTING ROAD.**

This complainant alleges that he is a coal dealer at Lemars, a station on the Illinois Central Railroad; that the Des Moines & Ft. Dodge road refuses to receive and haul the empty coal cars of the Illinois Central company from Ft. Dodge to the Climax coal mine, situated on the latter road, to be loaded with coal and returned to the junction with the Illinois Central road. The complaint is accompanied with a letter from S. R. Stimson, manager of the Climax Coal Company, saying that he has information that the Des Moines & Ft. Dodge Railroad Company refuses to haul Illinois Central cars to the Climax mine. On investigation it was ascertained that the Des Moines & Ft. Dodge company were ready to haul the cars, the superintendent saying that his company "has not refused to take empty coal cars from Ft. Dodge to Coaltown for the purpose of being loaded by the Climax Coal Company, when the cars have been offered to us at Ft. Dodge by the Illinois Central Railway Company." This is in accordance with law, as all railway companies are bound to receive and transport the empty cars of a connecting road to be loaded and returned to the road so connecting.

**J. T. MILLER, IOWA FALLS, vs. THE BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.**

**REQUEST FOR STATION ACCOMMODATIONS.**

The complainant, under date November 24, 1881, alleges that he was on that day a passenger on the Burlington, Cedar Rapids & Northern Railway; that it was a cold wintry day; that desiring to take passage on the Central Iowa at the Junction of the two roads near Abbott, he was delivered by the Burlington, Cedar Rapids & Northern Company on a plank platform, the company having no station building or waiting-room for his accommodation; that he was informed that many persons change daily from one road to the other, and that several ladies the day before had a like experience. He asks that a remedy for the inconvenience and discomfort be supplied. Besides this formal complaint several verbal complaints have been made to the Commissioners on the same account. On due consideration the Board, as authorized by law, gave notice to Mr. C. J. Ives, superintendent of the said railway company, to erect a suitable station building, or waiting-room, at or so near the point of intersection of the two railways as shall afford reasonable shelter, comfort, and accommodation to passengers who may desire to change from the train of one railway to the other. The statement of the case and notice was duly certified by the Secretary of the Board as required by law, and served upon the railway company by mailing it to the superintendent at Cedar Rapids, Iowa.

A. A. WELLS, EMMETSBURG, vs. THE CHICAGO, MILWAUKEE &  
ST. PAUL RAILWAY.

DEMAND FOR COAL CARS.

On the 20th of November this complainant alleged that he was a resident of Walnut township, Palo Alto county, distant some seven miles from Emmetsburg station; that he has already made three trips to the station after coal and was each time disappointed, finding none in the town; that the timber land along the river near by is overflowed, and has, therefore, been unapproachable for three months past; that corn is too scarce and price high to be patiently burned as fuel, and that the rain-storms and high water of the entire fall have destroyed much of the hay crop, so that there is no surplus left to be twisted into coils and knots for fuel, as in years past, and that it is impossible to get either coal or coal cars. This is only another one of the many complaints made by citizens of that section of the State against the Chicago, Milwaukee & St. Paul. As in all the later cases, this complaint was called to the company's attention, which, in its sad recitals, would seem to be quite sufficient to spur the company to the utmost exertion in their power. The company has promised again to meet the demand, so far as its power to do so extends.

CITIZENS OF DUBUQUE vs. THE CHICAGO, MILWAUKEE & ST.  
PAUL RAILWAY COMPANY.

EXTORTION.

On the 24th of November a considerable number of citizens of Dubuque made complaint against the Chicago, Milwaukee & St. Paul Railway Company because of a recent increase in the rates charged on wood from several stations on its lines in Clayton county to that city. A new wood tariff had been promulgated by the company a few days before and the rates were alleged to be excessive. Careful investigation was made and a comparison made of the new rates with those provided in the Granger tariff act of 1874. The Chicago, Milwaukee & St. Paul Railway Company had bought the Chicago, Clinton, Dubuque & Minnesota Railroad during the year preceding and had, up to a recent date, made no changes in the tariff on wood. It appeared that the old rate was made to meet the competitive river rate, and was, in some sense, a neighborhood accommodation. A careful comparison with the "Granger-law" rates proved that the old rates were from forty to about sixty per cent lower, and could not, therefore, have been fair, or in any sense remunerative to the company. The comparison included ten different stations, which comprised all from which wood was shipped in any considerable quantity. There is some little doubt as to what the Granger rate was. The classification section placed wood for fuel in class D, yet the rate section contained no column of charges for such a class. In the absence of such a rate on class D, the Commissioners calculated an equation of the rates on classes A and B, and B and C, and by deducting this equated rate from C, made a forced rate for class D, wood being the only article in this class. With this calculated rate thus obtained the comparison was made, and the result was found to be that the increased or new rate was a little higher than the "Granger rate" from nine of the ten stations in issue, and the single exception showed a difference the other way of only four cents per car load of 24,000 pounds. It was recommended, therefore, that a reasonable reduction be made, which was done.

S. A. AYRES & CO. DES MOINES, vs. THE CHICAGO, ROCK  
ISLAND & PACIFIC RAILWAY COMPANY.

DAMAGES.

The complainant alleges that the Chicago, Rock Island & Pacific Railway Company damaged two packages of crockery and glassware while in transit, and claims damage for the breakage. The company denies the breaking and the case is yet under investigation.

## THE COAL PROBLEM.

ONE of the most difficult and delicate duties of the Commissioners has been the adjustment of complaints growing out of the distribution of cars for transporting coal. Iowa is very largely a prairie State, and its northwestern portion, comprising fully one-third of its area, is peculiarly noted for its scarcity of both coal and wood land. As a consequence, the dependence for fuel and manufacturing purposes is almost wholly upon coal transported by rail. None of the great lines of railway which pass through the principal coal fields of Iowa, extend into the portion of the State mentioned, and hence this necessary article cannot reach the people except by passing over two or more railways on high short-haul rates. The cost to the consumer is therefore considerably enhanced, as compared with those portions of the State directly accessible to the coal fields by a single line of railway. A large proportion of the settlers of northwestern Iowa are people of slender means and limited facilities for storing and handling coal in considerable quantities. Naturally depending upon the railway lines for supplies of all kinds on short notice, great hardships overtake them if this expectation is not fulfilled. The settlements in some parts are widely scattered, and many of them are at long distances from railway stations. Even when the coal supply is equal to the demand, blockading snow-storms and continued rain-storms put an embargo upon carrying it by teams over the common highways. As these conditions are nearly always present at those seasons of the year when coal is most needed, the situation is at best an unfortunate one. Quite naturally a dearth in coal supplies is laid at the doors of the railway companies, and complaints against them are numerous and sometimes very bitter. That these corporations do all that they might or ought to it is folly to assert, but that they are entirely responsible for the misfortunes of the people in this regard is untrue.

If we carefully examine the subject we shall see how it is that many considerations of one kind and another enter into the problem of which no account is taken. We shall see how difficult it is to meet the needs and expectations of so many interests, and these widely scattered, at a time when each is whetted to its keenest activity by the

sudden occurrence of an emergency. Some one has said that "it is the unexpected that always happens." The people who depend on coal never expect a snow blockade—until it happens. Coal dealers never expect an unusual demand for coal—until it happens. Coal mine operators never expect a sudden and unusual rush of orders—until it happens. Miners never expect an opportunity for a "strike" made to hand—until it happens. Railway companies never expect a demand for more cars than they have—until it happens. Coal consumers never expect that coal supplies will be utterly cut off—until it happens.

A year ago the middle of October a severe snow-storm fell upon the State, blockading the railways and suspending business generally. This storm was repeated almost weekly for the three or four succeeding months. There was no supply of coal in the northwest worth mentioning—the railroads even having less than usual in their bins—nobody expecting cold weather at so early a date. The very storms which stopped coal transportation, stopped railway travel and commerce generally. The railways could not supply coal until the tracks were cleared. Locomotives engaged in removing the snow could not be used for hauling coal. Thus the railway candle was burning at both ends. This condition of things continued with only fitful interruptions during the entire winter, and the experience was a painful one. But in one short year its lesson appears to have been forgotten. With the view of obtaining all the facts of the situation, and of determining, if possible, where the responsibility lay, and in the hope that they might aid in averting a repetition of last winter's coal famine, the Commissioners made careful investigation of the matter, which was spread out in their report of 1880, together with such recommendations as the case clearly suggested. Had these recommendations been heeded "coal famines" in Iowa would have been rare, if at all possible. The following are extracts from last year's report:

"The moderation and mildness of several preceding winters had led to somewhat lax habits in the preparation for extreme cold weather at so early a date, and consequently the early opening of the present winter at an unusually low temperature found consumers of coal un-supplied. Owing to the mildness of several successive winters previous to this, the demand for coal was comparatively light, and while mining corporations were gauging their stock by the experience of years past, the railroad corporations were also gauging their transportation facilities to the average demand of the last half dozen years. This situation was made all the worse by the accident of 'strikes' among many bodies of coal miners during the fall and early winter

months. The early 'cold snap' was succeeded by another, and still others, in rapid succession, thus increasing the demand, while the supply was scarcely up to the average, owing to the 'strikes.' The sudden revival of manufacturing industries, and the increase in commerce, in which coal was used to supply the motive power, also increased the unusual demand, and between this large demand on the one hand, and the shortened supply on the other, the early winter, with its continued severity, created a degree of popular anxiety quite unexampled in the history of the State. Complaints of the scarcity of coal were heard on every hand. Regrets were sincerely felt by mining corporations that they were unable to meet the sudden demand. Unprepared for such an emergency, the regrets of the railroad companies over their short supply of coal cars were equally unavailing.

\* \* \* \* \*  
 Manufacturers, transportation companies, and all heavy consumers of coal ought to learn the important lesson conveyed by this winter's experience and make ample provision for such emergencies. All communities in those portions of the State where coal is the principal article of fuel, ought, also, to procure their winter supply before the earliest date of winter openings. Private consumers cannot reasonably complain of coal corporations for not providing great supplies beforehand without knowing whether there will be a demand. The people generally, on due consideration, will scarcely hold coal companies and the railroads to sole responsibility for a condition of things which they themselves make little or no provisions for when it can best be done. The testimony of all the letters printed in this Appendix proves that most of the railroad companies whose lines run into or through coal fields are fairly well supplied with coal cars, and that coal is given the preference in shipment over everything except perishable articles. It proves that although coal cars are ill adapted to any other use than coal and construction transportation, they are, nevertheless, kept in large supply and are being steadily increased. It proves that no matter how long coal cars might be on hand, the unexampled demand suddenly precipitated upon the State by the early and continued cold weather of November and December could not be wholly and promptly met. It also shows that railroad companies can do much to avoid the recurrence of the pressure upon themselves by laying stocks of coal along their lines in August and September, which would enable them to meet the general demand more fully during the next succeeding three months. It is a serious question whether railroad companies are justified in withdrawing their coal cars for use in construction—frequently at remote points—at a time when they are likely to be suddenly needed for their legitimate use. If these suggestions were regularly acted upon the coal companies would have far less difficulty in providing supplies, as it is on occasions of large demand and uncertain supply that miners precipitate 'strikes,' and these make bad worse. Indeed there is no view of this matter which does not suggest a divided responsibility and also the ease with which much of the difficulty surrounding it can be avoided." \* \* \*

Besides the short supply of coal occasioned by miners' "strikes" during the last three months of 1880, and the negligence of all concerned in regard to procuring stocks for winter use, several of the larger lines of railway were engaged in extending their lines into new territory. This was particularly true of the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul railroads. As a consequence both corporations were using nearly all their coal cars, the latter in particular having hundreds of them on their Dakota lines—for carrying ties, rails, spikes, telegraph poles, and other construction material. This greatly reduced the complement of cars for coal uses, so that when the early winter set in with such suddenness and severity the supply was far short of the demand. Even when the first snow blockade was removed along the eastern portion of their lines hundreds of coal cars were snowbound along the western end and on the Dakota extensions. To this state of things add the unexampled increase in the volume of business on all lines and the difficulties of the situation become apparent. The short supplies of coal were exhausted within a few days, and every conceivable shift was resorted to by the people to avoid freezing. Wood was hauled a score of miles, when it was possible to move at all, and prices ran up to enormous figures; fences were burned; growing groves, planted out to afford protection against the blasts of winter, were cut down and burned; sheds and out-houses were torn down to burn, and in some instances dimension lumber was bought from the lumber yards and cut into fire-wood. And worse than all, thousands of bushels of corn was used for fuel. Hundreds of tons of hay was twisted into hard knots, or skeins, and made to do duty as fire-wood. Railway coal-bins were exhausted and trains were frequently snowed in and were unable to get out until coal to supply the locomotives was conveyed to them. So great was the distress at times that when coal trains were being moved along the roads the suffering people defied the law and seized the coal in car loads to keep their families from freezing. The distress was ample excuse for these proceedings, as self-preservation is the first law of nature. The railway companies could not complain, and had they done so, and proceeded to legal extremities, the result would have been the same. During all this time the coal operators were flooded with orders. The railways were under public contract to convey the mails, and failure not only unsettled business obligations, but subjected the companies to heavy fines. The public would not patiently submit to

a general suspension of trains, and thus the railway companies were forced in many instances to seize coal wherever they could find it. This, of course, served to still more intensify public feeling, and altogether the situation was trying in the extreme. Such were the circumstances during a large portion of the winter of 1879-80, and it was in view of them that the Commissioners at once made the most thorough investigation which the brief time permitted, and upon which they made their last year's report on the "Coal Problem."

#### THE SITUATION IN 1881-2.

The present year finds the situation much the same as last. True, the condition of the weather is different, the winter up to this time—November 30—being very moderate. Complaints of scarcity of coal come from all portions of western Iowa, and the Commissioners are entreated to give relief to the complainants. As was the case last year, the railway companies are short of cars and unable to meet the sudden demand for them produced by the first "cold snap." Promptly the Commissioners set to work to afford relief, if in their power to do so. Besides the written complaints filed with them during the latter part of October, many verbal complaints were made to them. One of their number at once passed over some of the roads, in order to ascertain the real condition of things. He soon found that "the half had not been told." Armed with his observations, and with numerous formal complaints, together with the representations verbally made by many dealers in coal, two members of the Board proceeded, in the latter part of October, to Chicago, Milwaukee, St. Paul and Minneapolis, and laid the matter before the managing officers of all the roads whose lines reached into Iowa. The distressing experiences of the winter before were laid before these officers, and the complaints of the present were urgently pressed upon their attention. As the Commissioners expected, the managers had various excuses, and it is but just that they be recited in this report, so that the public may judge of their sufficiency.

#### RAILWAY EXCUSES FOR THE SHORT COAL SUPPLY.

First it was replied that the situation was not due to them alone. It was alleged that the mines were not sufficiently developed to meet the great demand, even if the cars were doubled and quadrupled in number. It was said that the demand for coal during the summer

was light, and that only about half the winter force of miners were kept at work; that because they were unable to get work the whole year round the miners left the State for other mines, where the demand for labor was more regular and constant. As a consequence the large, sudden demand on the first appearance of severe cold weather far exceeded the supply;—and for this the railways alone were blamed. As to the short supply of coal cars, it was replied that many of them were used in constructing new lines—for pushing roads into sections having no railway facilities for coal or anything else. Considerable stress was laid upon this; for, said the managers, while the people you specially represent are in need of coal, those in the sections where we are pushing our extensions are in like need of coal and of everything else carried by railways. The latter certainly are in the worse condition of the two. Another, and somewhat formidable, explanation was that the rail commerce of the State had grown to such vast proportions within the past two years, they were unable to meet the demand for cars for any of the various branches of traffic. Grain and live stock cars to an extent never before known, were in constant use, owing to the unusual surplus of these products seeking market under the spur of high prices and very low transportation rates. The large volume of grain moved eastward had filled the Chicago warehouses and elevators, and hence the continued stream of grain must go on to the sea-board in the local cars—an unusual proceeding and against the rule of the roads—or it must be permitted to remain in them, as store-houses, until such time as room could be made for it. The manager of one corporation which has nearly a thousand miles of road in Iowa, showed the visiting Commissioners his car account, showing that over *three thousand nine hundred* of their cars were at that moment on track between Chicago and New York carrying produce, or on their return with merchandise or empty; and this for want of storage room in Chicago to receive the produce when it reached there. Rather than await the uncertain time when storage room could be had for these four thousand cars of freight, the manager permitted them, in violation of the rule of the company, to be hauled to the sea-board—a round trip which would consume two or three weeks. Shippers and producers, said the managers, insist upon having cars to transport their freight, and unless we supply them the clamor would be a thousand fold greater than over the short supply for coal. Nearly all the managers represented, in further explanation, that not having ex-

pected such an unexampled growth in the volume of business, they had not cars enough to meet the demand; and that as soon as they saw the business had reached such proportions they all sent in orders for new cars—in lots from fifty to many hundred each. This sudden demand had overwhelmed the car factories, and they are now, all over the country, several months behind their orders. Still another fact was offered in excuse; to-wit, that the great increase in business had very largely increased their own consumption of coal in their locomotives, which must be had if business is kept up. The manager of one company informed us that they required from one Iowa mine alone four hundred tons per day for the use of their engines. Such are among the main reasons given by the railway officers for their seeming dereliction in transporting coal.

#### THE OTHER SIDE OF THE CASE.

The Commissioners are frank to admit that there is much weight in the sum of these explanatory excuses; but that nevertheless they do not exonerate railway companies from great responsibility for the suffering made by short coal supplies. They feel assured that had their recommendations of last year been complied with, much, if not all, of the present trouble would have been averted. In their report of 1880 when treating of this coal problem, this language was used: "It is a serious question whether railroad companies are justified in withdrawing their coal cars for use in construction, frequently at remote points, at a time when they are likely to be suddenly needed for their legitimate use." The later experience of last winter, and the similar sufferings of the early part of the present winter, constrain the Board to repeat that suggestion with yet more definiteness and emphasis. We do not believe that any railway corporation has a right to withdraw its coal cars from that trade and employ them in hauling construction material at a time of year when experience shows they are liable to be in great demand on instant notice. The duty of all railways, a duty clearly defined in the law, is to "*furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, when within their power to do so.*" It will hardly be disputed that the railways of Iowa have coal cars enough to meet any demand for that trade, at any time of year, if they are where they can be immediately had. What-

ever may be the supposed needs of any railway in the matter of the construction of new lines or extensions, there is no justification for using coal cars for that purpose on the threshold of winter. The importance of this ruling and the necessity of the law quoted will be the more apparent when we consider the extent and severity of the suffering complained of during the past six weeks. Some complainants allege that they have been compelled to twist knots of hay from their stacks with which to make fires for cooking food and supplying warmth to their homes. In one instance an officer of a school board made a journey of about 300 miles to consult with one of the Commissioners in reference to coal supplies, the officer stating that not a pound of coal was to be had at the station near by and that as a consequence the school he represented and others in the neighborhood had been forced to close. Still others complained that for lack of coal—there being no wood-lands within many miles—the people were buying coarse lumber from the yards and cutting it into fire-wood. On the 20th of October, a complaint was made by the entire officary of the town of Spencer, including all the county officers. This complaint is copied entire for the double purpose of showing the general character of the coal troubles, and as introducing a new feature in the matter of the coal supplies:

#### *To the Railroad Commissioners of the State of Iowa:*

We the undersigned supervisors of Clay county, and county officers thereof, and the mayor and town council of Spencer in said county and State of Iowa, respectfully show your honorable body, that the Chicago, Milwaukee & St. Paul Railway Company is the only company operating a railroad to Spencer or in Clay county, Iowa; that early in the fall said company advertised to furnish soft coal to the people here at prices much below those at which regular dealers here could afford it; that in consequence thereof the local dealers quit handling soft coal and ordered none for sale; that said railroad company has failed to supply the people here with coal as they advertised to do, and have now no coal on hand here nor are they shipping in any at present except an occasional car load; that there is no wood, or coal, or fuel of any kind for sale here, and many families are entirely destitute of fuel; that unless measures are immediately taken to supply the country with fuel great suffering will occur; that your petitioners are informed and believe that plenty of coal can be obtained in the outside markets, and that it is entirely the fault of said Chicago, Milwaukee & St. Paul Railway Company that such destitution exists here. Wherefore, we pray you to take such steps as you may deem necessary to cause said company to ship in coal

here as agreed, and to furnish transportation for hard coal to our local dealers.

Dated, Spencer, Clay county, Iowa, 17th October, 1881.

[Signed]

J. J. DUROC, *Chairman Board of Supervisors.*

H. SMITH,

JOHN DODGE,

JAMES GOODWIN,

*Supervisors, Clay county.*

P. E. RANDALL, *Treasurer, Clay county.*

H. CHAMBERLAIN, *Clerk, Clay county.*

A. G. CONSTANT, *Deputy Recorder, Clay county.*

A. T. McCARGAR, *Auditor, Clay county.*

H. B. WOOD, *Deputy Auditor, Clay county.*

J. B. EDMUNDS, *Mayor of Spencer.*

J. ROOD,

J. P. EVANS,

A. C. PERRINE,

M. S. GREEN,

J. C. MCCOY,

*Council of incorporated town of Spencer.*

The Commissioners, as before stated, at once visited the various railway officers and urged upon them the importance of immediate attention to this matter of coal supply. They directed the attention of the Manager of the Chicago, Milwaukee & St. Paul Railway to the averment in the above complaint, that the company had "early in the fall" advertised to furnish soft coal to the people here, at prices much "below those at which regular dealers could afford it," and "that in consequence thereof the local dealers quit hauling soft coal, and ordered none for sale," and finally to the statement that at so late a day as October 17, "said railway has failed to supply the people here with coal as they advertised to do, and have now no coal on hand here, nor are they shipping in any at present, except an occasional car-load." This agreement of the company advertising thus to supply coal at rates much reduced below the market price by local dealers, was corroborated by posted notices in print in the station buildings and depots of the company, which at least one of the Commissioners has seen, and finally by the admission of the railway management. Replying to this the manager said, his company had been engrossed all summer in the work of extending its lines into sections without any railroad at all, using a large part of their coal cars and motive power in construction, and therefore, they had been unable to give earlier

attention to supplying coal as advertised. The Commissioners were told that the company had bought 30,000 tons of soft coal, which would at the earliest possible day be delivered at stations along its lines, and sold at cost and carriage; that the company earnestly desired the people on its lines to be supplied with every comfort attainable, and remembering their discomforts of last winter, had gone out of their line in buying this large amount of coal in order to supply it at cost price. The motive was unquestionably honorable and humane, but its execution was so fitful and long delayed as to quite rob the good intention of its virtue. The advertised purpose to furnish coal at all the railway stations along this road at practical cost and carriage, served the purpose of driving regular dealers out of the trade, as effectually as though a lawful mandate of prohibition had been served upon them. Consumers, like the dealers, relying upon a redemption of the company's public pledge, took no action toward getting in a supply. But for this unusual scheme of the railway company, it is probable that attempts to lay in stocks would have been made by local dealers, school boards, and private consumers. It is difficult to excuse this company for not taking early action in the way of performing its promise to the public. It is also a matter of serious doubt, whether the plan adopted by the company, however humane and generous in itself, is at all defensible. The business of railways is not one of charity and benevolence, but to supply every facility in their power to the people for the transportation of any and all kinds of freight. The attempt by a railway company to furnish coal at any price looks like an intention to secure control of the business. This is to a certain extent an interference with the legitimate business of the people, and surely is not in the line of legitimate railway operations. As to the case in point the mere public announcement of the purpose to furnish coal to promiscuous consumers at the stations by the company, had the effect to force every coal dealer out of the trade. The assumption in this plan was that the company could, and would, meet the demand for coal with more regularity and certainty, as well as cheapness, than local dealers were in the habit of doing. As a matter of fact, up to November 1, the supply was by no means so large or so general as under the old *regime*. That it could have been otherwise admits of but little if any doubt, for what the company did in November it could have done in September—filled its bins with coal and been prepared for any probable emergency.

Another cause of complaint alleged against several railway companies was that of seizing coal in transit consigned to dealers or consumers.

Admitted instances of this kind are known to the Commissioners. The excuse given by the offending railways for this is that they had existing contracts with the mines for a fixed quantity of coal per day for serving its engines; that this contract ante-dated the private orders and should have been given precedence until the agreed quantity had been furnished; that the public necessity of moving trains knows no law, and when a company finds itself out of coal under such circumstances, and its own cars loaded with coal for private consumers or dealers, it has ample excuse, if not legal warrant, for seizing it in transit. Otherwise all trains must stop, declare the railways, by which vastly greater injury is inflicted upon the people. Admitting the rightfulness of the premises, the conclusion is natural enough. But had the railways laid in stocks of coal a month or two before the average date of winter openings, they would not have been so dependent upon the daily output of the mines for handling traffic, including coal. Then dealers and private consumers would have found the companies in a condition to furnish them cars and the movement of coal for general use could have gone on without let or hindrance so far as the railways are concerned.

In November the attention of the Commissioners was called to an editorial article in the *Standard*, a newspaper published at Boone, Iowa. Appeal was thus publicly made to this Board to effect a remedy for the matters complained of if in their power. Immediately the complaint was laid before the manager of the Chicago & Northwestern Railway, and he was asked to make explanation and reply to the averments and imputations contained in the article. The complaint of the *Standard* was as follows:

A new turn to the fuel question occurred last Monday, when five cars of Oskaloosa coal were unloaded and distributed to the citizens of Boone. The schools of the city, at least some of them, had been obliged to close that day until the distribution of this fuel enabled fires to be again started. We have made inquiry as to the cause of this anomaly, the bringing of coal one hundred and twenty-five miles or more to be burned right over the beds of as good coal as there is west of Pennsylvania, and the result points to the persistent disposition on the part of the Northwestern to discriminate against our home mines, though these are located on their track. It is evident that coal carried one hundred miles will pay a transportation company better than if only carried four miles, and so long as this is the case and our mine operators and the public here patiently submit to this imposition they can continue to buy Oskaloosa coal at \$5 a ton in preference to their own at \$4. The mine operators here tell us that they have filled their contracts daily with

the Northwestern, loading for them the number of cars they agreed to, but that more are demanded and the company refuse to furnish cars for private shipment so long as the miners decline to supply the company with all it desires. To make this supply satisfactory would be well nigh impossible, for it would involve furnishing all the Northwestern can use in its business. That would enable the officers of the company to ship from their own mine at Oskaloosa to private parties, as there is more profit in that part of the business. This is just the way the Boone miners do not desire to do, for they want to supply this private trade themselves, after fulfilling their agreement with the Northwestern. So in this contest, even the immediate local demand remains unsupplied, and where the end will be can only be imagined; but shrewd observers suggest that this is the beginning of the freezing-out process by which all the coal mines of Iowa are to be gathered into the possession of the railway companies, or their managers.

The case here supplies the best opportunity for testing the power and disposition of the State Commission, and of making a record of glaring facts for the coming legislature to ponder over, and both miners and the citizens are interested in seeing that this is done. If the transportation companies obtain control of the mines, they can dictate the price of fuel to the State, and there is no help for it. They will be able to destroy one element of local profit, in the establishment of stores at the mines from which to pay their own operatives, while the merchants of Boone and Boonsboro will continue to be taxed for policing the community and denied the opportunity of making sales to the workmen. We have personally been witness to just this state of affairs in Pennsylvania and do not desire to see it inaugurated here in Iowa, for it is the worst form of slavery known outside of negro servitude before the war. This question is deserving of careful and persistent thought by all who have the future good of Boone county at heart, and this first entering wedge of oppression is suggestive of such consideration.

The following reply was made by the general manager of the railway:

CHICAGO & NORTHWESTERN RAILWAY COMPANY, }  
CHICAGO, November 28, 1881. }

HON. E. G. MORGAN, *Secretary of the Railroad Commission, Des Moines, Iowa:*

DEAR SIR—I have received your favor of November 23, containing a clipping from the *Boone Standard*, and making certain inquiries on behalf of the Commissioners as to the relations between this road and the Consolidation Coal Company. Both of these I shall try to answer.

General charges are hard to meet. If the charges made in the *Boone Standard* mean anything, they mean that this company has willfully failed to supply a proper quantity of cars at the mines on its road in the Boone district, and that, as a consequence, the mines have not been able to ship coal, private parties have not been able to get coal, and this company by judiciously fostering this condition of affairs has been able to sell Oskaloosa coal at Boone at an advanced price. The only answer I will make to this is



to ask that we may be informed of any occasion or date since our attention was seriously called to the matter on which we have failed to deliver at the mines in the Boone district all the cars for the coal trade for which requisition was made. If there has been any occasion on which we have so failed I have yet to be informed of it, and if I am told of any I will cheerfully report it to the fault of this company. As a matter of fact this company has not attempted to monopolize the coal product at Boone, Moingona, and other places. Our own contracts for our own use at these places have been only partially filled, and we have voluntarily relinquished a portion of the amount that we might justly have claimed under our contracts in order to enable the mines to supply private parties. We have not sought to limit the production by these mines in any manner whatever, nor have we in any way interfered with their delivering coal to private parties except by making contracts, into which these mines entered, for such supply as was necessary for the operation of our road. If, therefore, from the fact that the mines in the Boone and Moingona districts have not a large enough production to supply the demand it has come about that Oskaloosa coal has been sold at Boone, I beg that this company may not be held wholly responsible therefor.

This company is engaged in transportation and not in peddling coal. All the investments it has made in coal property have been for the purpose of assuring to itself a sufficient coal supply for its needs in its regular business. Such coal as it does not need for this purpose it sells, but it was not a desire to get into the coal trade, nor to form a coal monopoly, that prompted this company to make its investment in the Consolidation Coal Company.

[Signed]

M. HUGHITT.

The Commissioners have no occasion, and much less disposition, to enter into a discussion of the points in issue between the newspaper complainant and the railway respondent. It is not the province of the Board to determine what coal mines the Chicago & Northwestern or any other corporation shall or shall not buy, nor is it for them to say that Boone or any other town or station shall be supplied with coal from any particular mine, near or remote. It is their duty to see that the law in regard to furnishing cars to all who may apply therefor is faithfully observed. Section 10, chapter 77, of the acts of the Seventeenth General Assembly, makes it "the duty of any railroad corporation, when within their power to do so, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling of the same at any depot on the line of its road."

However it may have been before the Commissioners urged the threatening "coal famine" upon this company, its manager intimated

on the date of his letter above that since that time it has not "failed" to deliver at the mines in the Boone district all the cars for the coal "trade for which requisition was made." It only remains to be said as to this complaint, as has been said in other similar cases, that had the railway company laid in supplies of coal for its own use along its roads during August and September it doubtless would have had an abundance of coal cars to furnish to "all who apply therefor"—local dealers and private consumers—on the opening of winter, which all experience shows to be the time of greatest demand.

#### THE IOWA COAL MINES.

There are now four hundred and fifty-seven operating coal mines in the State. Some of these are very large and their output per day is enormous, in some cases averaging seven hundred tons during the busy season. The entire output of all the mines is estimated by the State Mine Inspector, Mr. Parker C. Wilson, at three million five hundred thousand tons. If all the mines were of equal capacity the output of each would be 7,658 tons per year, or an average of about twenty-five tons per day. Whether the mines are sufficiently developed and numerous to meet the demands at all seasons of the year, is a question very pertinent to a just understanding of the "Coal Problem," and the responsibility of the railways for the short supply annually complained of. That they might speak with some confidence upon this branch of the subject the Commissioners conferred with Inspector Wilson, whom they believe to be well informed thereon, and obtained much information that will aid in a just understanding of the whole matter. He states that when worked to their full capacity all the mines in the State are not sufficient to meet the unusual demands during a cold October, November, and December. If he is correct in this it serves to relieve the railway companies from a part of the responsibility now generally put upon them by the public for the meager coal supplies in many places at certain seasons of the year. In other words, it divides the responsibility, and the fact ought to be taken into account when passing judgment upon coal shortage during the early winter months. This was the opinion which the Commissioners entertained when treating of this subject in their report for 1880, and they are glad to find this opinion justified by the later observations of the State Inspector.

Mr. Wilson was asked if he could suggest any feasible remedy for the inadequate supply. His answer was substantially this: As a rule the mines are ill managed—not so much from choice or lack of judg-

ment as from force of habit and circumstances. In the summer months one-half the miners are discharged because the demand for coal is slack, and rather than remain idle they go to other mining districts where the demand for labor is more constant. If instead of discharging a moiety of the workmen the operators would employ them during the slack season in making "entries," and in other ways preparing for the rush which always comes on the approach of winter, a given number of men could dig and put out a much larger quantity than they now do.

This would insure greater certainty of supply, and would go far toward averting the feverish condition of mine-operators, manufacturers who use coal for making steam-power, dealers and consumers everywhere, and the railways. Very much of the friction now attending the business would be removed, and result doubtless in ultimate profit to the operators. Coal mine operators and railway companies, dealers and consumers, must understand that as the mines are now managed, it will be difficult to shape the "Coal Problem" to their satisfaction. Each interest must do its part toward solving the difficulties of the situation if they are to be overcome and "coal famines" averted.

In concluding this subject, the Commissioners can only make recommendations to the railways, as they only are within the jurisdiction of the Board. Yet they venture to suggest, as they did last year, that manufacturers, school-boards, dealers, and private consumers lay in partial stocks at least as early as September; that railway companies make it a rule to stock up the bins along their lines of road, so that when the "cold snap" comes, as it always does, early or late, partial provision against great peril shall have been made. They also recommend to the railway companies—and they emphasize the recommendation with the declaration that "thus saith the law"—that they furnish suitable cars to any and all persons who may apply therefor, for the transportation of coal to all stations on the lines of their roads respectively. As fuel is such a necessity to the comfort, health, and even existence of the people, they recommend that railway managers can well afford a liberal construction of operating regulations as to the transportation of coal. The laws of the State relating to the control of railways, enjoin managers to operate their roads for the comfort, convenience, and accommodation of the public. The prompt and timely movement of coal is so necessary to the comfort of the people that any dereliction by the railways will surely and justly challenge the most vigorous criticism.

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FOURTH NATIONAL CONVENTION

OF

STATE RAILROAD COMMISSIONERS.

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## NATIONAL CONVENTION.

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ON the 11th of October last, the fourth annual National Convention of State Railroad Commissioners was held at Atlanta, Georgia. The three preceding conventions had proven to be of great benefit, as they afforded excellent opportunity for interchanging views upon many important questions that arise in the administration of their office. The subject of rail transportation has become of such magnitude and so largely involves the prosperity and happiness of the people, that any occasion which may aid in enlarging the understanding of those who are called to act upon it in an official way, should not pass unimproved. Among the highest duties of the Boards of Commissioners is to employ every rational means to qualify themselves for the peculiar work committed to them by the State. It was in view of these and kindred considerations that the Board resolved to have the Iowa Commission represented in the Atlanta Convention. That the regular work of the Board might not be delayed, one member only attended the convention—Commissioner Woodruff. Nine States were represented. Below will be found the proceedings as condensed by the secretaries. The discussions upon the various subjects introduced were of considerable length and very interesting, and occupied two days. The proceedings as reported are as follows:

### FIRST DAY'S SESSION.

ATLANTA, GA., October 11, 1881.

Pursuant to a call, signed by James Harding, Chairman of the Executive Committee of the National Association of State Railroad Commissioners, the Fourth National Convention was called to order in parlor No. 4 of the H. I. Kimball House, Atlanta, Ga., at 12 o'clock noon, October 11, 1881, by Hon. W. B. Williams, of Michigan, Chairman of the preceding National Convention (who announced that he did so in consequence of the non-arrival of Commissioner Harding).

On motion of Commissioner Bonham, Commissioner Williams was made permanent Chairman.

On motion of Commissioner Woodruff, of Connecticut, the Secretaries of the State Commissions present were appointed Secretaries of the Conven-

tion. Mr. R. A. Bacon, Secretary of the Georgia Commission, was the only one present.

Commissioner Johnston, of Kentucky, then moved that H. R. Hobart, of *The Railway Age*, of Chicago, be appointed Assistant-secretary, and the motion carried.

Upon a call of the roll of States, the following Commissioners were found to be in attendance:

*Alabama*—W. L. Bragg, James Crook, Charles P. Ball.

*California*—J. S. Cone, C. J. Beerstecher.

*Connecticut*—G. M. Woodruff.

*Georgia*—Campbell Wallace, Samuel Barnett.

*Iowa*—M. C. Woodruff.

*Kentucky*—J. Fletcher Johnston, C. E. Kincaid, C. H. Rochester.

*Michigan*—W. B. Williams.

*Ohio*—H. Sabine.

*South Carolina*—M. L. Bonham.

Commissioner Woodruff, of Connecticut, suggested an adjournment until the arrival of the delayed train, on which Commissioner Harding was expected, so that the object of this convention might be made fully known.

Commissioner Bragg stated that in obedience to a section in the Alabama statute creating their commission, the Alabama Commissioners were directed to use their efforts to secure a general convention of State Railroad Commissioners. He had, therefore, sent circulars to the different States, immediately upon the appointment of the Alabama Commissioners, asking that such convention be held. Soon after this action he had learned of the existence of the Executive Committee and had addressed a request to the Chairman of that committee, asking if such convention could be held. He presumed that it was in response to such request that this convention was called.

Commissioner Beerstecher then moved an adjournment until 4 o'clock, p. m. Adopted.

#### AFTERNOON SESSION.

Chairman Williams called the convention to order at 4 o'clock, p. m.

Commissioner Harding, being present, stated that the convention was called in accordance with the request of the Alabama Commission, and also because several new commissions had been created in different States since the last convention, and for the purpose of a general interchange of views in regard to State railways, their interests and management.

The following Commissioners, in addition to those in attendance at the morning's session, had their names placed upon the roll:

*Connecticut*—John W. Bacon.

*Missouri*—James Harding, George C. Pratt.

Commissioner Woodruff, of Connecticut, offered a resolution that a committee of five be appointed by the chair to hear suggestions and prepare business to present to the convention. Adopted.

The chair appointed Messrs. Woodruff, of Connecticut; Bragg, of Alabama; Barnett, of Georgia; Johnston, of Kentucky; Cone, of California, as the committee.

Commissioner Bragg offered a resolution to a resolution to adjourn until 7 o'clock, p. m., to give the committee time to prepare a report.

Commissioner Ball moved to amend by substituting 10 A. M., to-morrow as the time of meeting.

The amendment was accepted and the resolution adopted.

#### SECOND DAY'S SESSION.

ATLANTA, GA., October 12, 1881.

The convention was called to order at 10 A. M., by Chairman Williams.

All Commissioners who were in attendance the preceding afternoon, answered to the roll.

The committee, through its chairman, Commissioner Woodruff, of Connecticut, made the following report:

*Resolved*, 1st, That in cases of contiguous States, through which one or more lines of railway run, having different or varying classifications of freight, it is recommended that the Commissioners of such States prepare a uniform classification for the use of such railroads. Also that such classification be recommended to all railway lines operated wholly within the States co-operating under this resolution.

*Resolved*, 2d, That in all cases where a railroad or combination of railroads constituting one line, extends out of one State in another State, and is under the same general management in each of said States, and there is a railroad commission in each of the States, the Railroad Commissioners of said States ought to co-operate as far as possible in recommending and adjusting joint rates on freight and passenger fares as between said States, so as to avoid the high rates produced by a combination of locals on freight and passenger rates out of one State into the other of said States.

*Resolved*, 3d, That a committee of five be appointed by the chair to report at a future National Convention of Railroad Commissioners, whether a general law for the regulation of railroad transportation can be so framed as to apply to all the States, and if so, to report a draft of such a law at said convention.

*Resolved*, 4th, That said committee, in case they conclude that such a law cannot be framed as will apply to all the States alike, report whether they deem it advisable for Congress to regulate railroad transportation between the States, and if so, to report, with their reasons, a draft of law to be submitted to Congress, regulating transportation as between the States only, leaving to the several States the regulation of rates within their boundaries not extending into other States.

Commissioner Ball moved to amend the report by substituting in the third resolution the words "a committee of six, of which the Chairman of this Convention shall be one" in lieu of a "committee of five," which amendment was accepted by the committee.

Commissioner Bonham moved to amend the report and act on each resolution separately and in the order they came. Adopted.

The first resolution of the report was again read.

Commissioner Woodruff, of Iowa, said that he had suggested this resolution to the committee because of there being much complaint in his State on account of the different classifications of freight used by the different rail-

roads. Before moving its adoption he would be glad to hear fully from other members.

Commissioners Crook and Bragg, of Alabama, Kincaid and Rochester, of Kentucky, Bonham, of South Carolina, and Barnett, of Georgia, presented their views.

On motion of Commissioner Woodruff, of Iowa, resolution No. 1 of the committee's report was adopted.

The second resolution of the report being then taken up, Commissioner Bragg, of Alabama, stated that he greatly desired the passage of it. In cases where the same railroad ran into one State from another, and where each State had a commission, which had fixed rates of freight of the roads within its own boundaries, such roads could, by adopting the sums of the local rates allowed by each State Commission to its own State line to such railroad, make a much greater rate than the former continuous rate which the road had been charging between its stations in two different States. This was now the case on one railroad in Alabama. He desired to try if the passage of this resolution by the National Convention, together with a publication of the action of the railroad in this case, would not, coupled with the request of their State Commission, get the railroad to return to its former continuous and lower rates. He stated that heretofore every request of their Commission had been complied with by the various railroads. He believed that moral suasion and publicity was sufficient to manage the railway authorities.

The remarks of Commissioner Bragg in regard to moral suasion elicited a long debate, in which Commissioners Woodruff, of Iowa, Barnett, and Rochester agreed with Commissioner Bragg, while Commissioners Wallace, Bonham, and Kincaid differed, giving as their opinion that advice given to railroads in their States would be very little heeded, unless the Commissioners had power to enforce the advice. All of the gentlemen expressed themselves willing to vote for this resolution, as they considered it could do no harm.

Commissioner Williams seemed doubtful whether any State commission had the right to fix rates on goods passing out of one State into another.

On motion of Commissioner Pratt resolution No. 2 of the report was

The third resolution was taken up, and a wide range of discussion ensued.

Commissioner Woodruff, of Connecticut, thought that this convention, through courtesy to the Alabama legislature, should take some notice of the request embodied in their statute, and that this resolution was therefore embodied in the committee's report. There was such a difference of opinion as to the question of inter-State action or Congressional action, in the matter of inter-State commerce, that he thought it would be very difficult for any committee to frame any law to suit the case which would meet with a general recommendation from the Commissioners, but such effort might be made.

Commissioner Pratt moved to re-commit the third resolution to the committee, with a request that it be changed so as to make it the duty of the

proposed committee to try and agree on a recommendation of a law to manage local transportation within the boundaries of each State without reference to inter-State commerce, but withdrew his motion to permit further discussion.

Commissioner Woodruff, Connecticut, thought if time was allowed the committee it might succeed in drafting a law to be recommended, and thought the passage of the resolution might be productive of some good.

Commissioner Wallace thought not, and did not believe that this convention had any right to attempt to interfere with inter-State commerce, as that was a matter of Congressional duty entirely, or with local transportation within a State's own borders. He moved to lay the third resolution of the report on the table, but on request withdrew his motion to allow further discussion.

Commissioner Johnston thought it best to pass the third resolution as the best method of disposing of such questions, and did not know if such committee would report in favor of a law to be recommended to each State or in favor of a law looking to Congressional action.

Commissioner Pratt thought the third and fourth resolutions incompatible.

Commissioner Wallace wanted it placed on record that the Georgia Commission law suited him and he would vote for no measure that seemed to reflect upon it or was liable to conflict with it. He was opposed to resolutions three and four, as they seemed to look that way. He was opposed to offering any advice to Congress or to any State, unless it was requested.

Commissioner Wallace then offered the following as a substitute for resolution No. 3 of the report:

*Resolved*, That this convention is of opinion that no practical good can be accomplished by a draft of statutes to be submitted to the legislature of each State for the purpose of attempting to secure uniform control of railroad transportation in the several States, and from one State into another State.

Commissioner Bragg endorsed the substitute.

Commissioner Bonham endorsed the views and substitute of Commissioner Wallace, and thought that each State had best attend to its own local affairs, and if Congress thought it desirable to ask this body for information it would then be the time to offer it.

Commissioner Pratt coincided with the views of Commissioner Bonham as to each State attending to its own local affairs.

Commissioner Williams thought it best for railroads and the people if a uniform law on certain subjects could be passed in each State.

Commissioner Barnett thought it best to take some action now so it might be a basis for future action. He had prepared a substitute but would not offer it, as another substitute was before the convention.

Commissioner Johnston thought that resolution No. 3 should pass.

The question upon the adoption of the substitute offered by Commissioner Wallace in place of the third resolution of the report, was then put and the substitute adopted.

Commissioner Bonham then moved to lay the fourth resolution of the report on the table. Unanimous consent having been granted, discussion by several commissioners was had.

Commissioner Barnett believed that Congress had the right to regulate inter-State commerce, but did not wish to offer any voluntary advice to that body.

Commissioner Bragg believed a national commission would conflict with State commissions, and was opposed to Congressional interference with inter-State commerce.

Commissioner Johnston disclaimed any idea that the committee intended resolution No. 4 as a special recommendation. It was merely intended to ask that a committee be appointed to report to this body, at some future convention, anything which they might consider worthy of notice bearing upon this subject.

Commissioner Rochester believed that Congress had no right to interfere with the rates fixed by railroads for transporting goods between States.

Commissioner Bonham thought that under the clause in the Constitution, Congress could regulate inter-State commerce, but was not exactly clear as to the full extent of the meaning of the word "commerce" as there used.

Commissioner Woodruff, of Iowa, was of the opinion that this convention could not now appoint any committee which would agree on any law needed.

Commissioner Kincaid was certain that if Congress should desire any information from this body it would ask it, and opposed volunteering advice now.

Commissioner Bonham then renewed his motion to lay resolution No. 4 of the report on the table, which was carried.

Commissioner Bonham then moved to continue the present executive committee in office, but upon Commissioner Pratt offering a substitute, the original motion was withdrawn and the following substitute offered and unanimously adopted:

WHEREAS, The convention of Railroad Commissioners which met at Columbus, Ohio, in November, 1878, created an executive committee with power to call future meetings of said convention; and

WHEREAS, Commissioner Harding of Missouri, Briggs of Massachusetts, and Bell of Ohio, were appointed assistant committee; and

WHEREAS, By the death of Commissioner Briggs and the retirement from office of Commissioner Bell, two vacancies occurred, which vacancies have been filled by Commissioner Harding by the appointment of Commissioners Woodruff, of Connecticut, and Bogue, of Illinois; therefore,

*Resolved*, That said appointments be confirmed, and that until further changes occur, the executive committee shall consist of Commissioners Harding, of Missouri, Woodruff, of Connecticut, and Bogue, of Illinois.

Commissioner Barnett offered a resolution that *The Railway Age*, of Chicago, be requested to prepare a set of blank forms to be sent to each of the different commissions, for the purpose of securing needed information as to railroads, their earnings, mileage, etc., etc., and the railroad laws, and other information attainable, and that each commission be requested to fill out the blanks. Mr. Hobart stated that this was not a suggestion of his, but that

he was willing to try and collect such information and tabulate it, if the commissions would send it in. The resolution was adopted.

Commissioner Crook, of Alabama, then offered a resolution thanking the chairman, secretary, and assistant secretary for the highly satisfactory manner in which they had conducted the business of the convention, and the proprietors of the H. I. Kimball House for the use of the parlor and other courtesies, which was unanimously adopted.

Commissioner Woodruff, of Connecticut, moved that the chairman of this convention be appointed a committee to print in pamphlet form, the proceedings of this convention, the number to be furnished each commission to be determined by the action of each. Adopted.

On motion of Commissioner Bacon, of Connecticut, the convention adjourned, subject to the call of the executive committee.

R. A. BACON, *Secretary*.

W. B. WILLIAMS, *Chairman*.

H. R. HOBART, *Assistant Secretary*.

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DIGEST OF SUPREME COURT DECISIONS.

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DIGEST OF SUPREME COURT DECISIONS.

*Libby v. The Chicago, Rock Island & Pacific Railway Company*, 52 Iowa, 92.

A railroad company may show its freedom from negligence to escape liability under section 1229 of the Code, for fires caused in the operation of its road. Beck, Ch. J., and Day, J., dissenting.

*White v. The Keokuk & Des Moines Railway Company*, 52 Iowa, 97.

The lien of a judgment for personal injuries against a railroad company is purely statutory, and the claim becomes a lien upon the road only when reduced to judgment.

Pending the foreclosure of a railway mortgage the plaintiff commenced an action against the receiver in charge of the road to recover for personal injuries sustained through the alleged negligence of the receiver's employes, between the date of the foreclosure sale and the execution of the sheriff's deed thereon. After the receiver had appeared and answered in the action, a sheriff's deed was executed, and the receiver made final settlement and was discharged: *Held*, that the judgment subsequently rendered in the action against the receiver did not become a lien upon the property in the hands of the purchaser at the foreclosure sale.

*Hoffbauer v. The Des Moines & Northwestern Railway Company*, 52 Iowa, 342.

When a passenger, though having opportunity, neglected to purchase a ticket: *Held*, that it was error to instruct the jury that the reasonableness of the regulation of the company making an additional charge in such cases was a question of fact for their determination.

It was also error to charge the jury that if the conductor received and retained the fare tendered by the passenger he was not justified in expelling such passenger for a refusal to pay the additional sum demanded.

After the train had been stopped for the expulsion of the passenger, he could not by a tender of the amount demanded re-impose upon the railroad company the obligation of the contract which he had violated by a refusal to pay in the first instance, and he was rightfully ejected.

*Donald v. The St. Louis, Kansas City & Northern Railway Company*, 52 Iowa, 411.

A railway company which occupies with its track land over which it has not acquired the right of way is a mere trespasser, and a pur-



chaser of the land after such occupation, may maintain an action to recover the value of the land appropriated, and the damages occasioned by the trespass since his purchase.

*McCune v. The Burlington, Cedar Rapids & Northern Railway Company*, 52 Iowa, 600.

A regulation of a railway company to the effect that no valuable live stock shall be received for shipment until a contract is signed by the owner, releasing the company from all liability for injury to such stock in shipment, above the value of ordinary stock, is void under section 1308 of the Code.

The failure of the owner of the stock shipped to inform the agent of the carrier that the physical condition of the animals renders extraordinary care necessary in their handling, will not release the carrier from liability for negligence causing injury to the stock.

*Hartshorn v. The Burlington, Cedar Rapids & Northern Railway Company*, 52 Iowa, 613.

In estimating the damages for the location of a railroad over a farm, the injury should not be limited to the legal subdivisions of the land traversed by the road, but the injury to the farm as a whole should be considered.

When an attempt has been made by the owner to lay out certain land over which the railroad was located into an addition to a town, lots and streets having been surveyed and staked out thereon and a plat made of the same, though such plat had not been certified and recorded so as to constitute a valid and legal addition, it was held that evidence of the subdivision and plat was admissible to show the condition of the property, it being further shown that certain lots upon each side of one of the streets, as surveyed, had been sold, which would render it impossible to restore the property to its former condition.

Any inconvenience in the cultivation or use of the farm resulting from the location of the road thereon, and which would affect its market value, is proper to be considered as an element of damage. Where an appeal is taken by the land owner from the award of damages by the sheriff's jury, and upon the trial a larger sum is awarded, it is proper to allow interest thereon from the date of the award appealed from.

*George v. The Keokuk & Des Moines Railway Company*, 53 Iowa, 503.

Where evidence is erroneously admitted upon the trial of an action prejudice will be presumed, and it must affirmatively appear that its admission was not prejudicial to justify an affirmance of the judgment.

*Bran v. The Chicago, Rock Island & Pacific Railway Company*, 53 Iowa, 595.

It is the duty of a railroad company not only to furnish reasonably constructed and safe machinery and appliances for the use of the em-

ployes operating its road, but to exercise a continued supervision over the same to keep them in proper repair.

An employe charged with the duty of inspecting cars, and a breakman using such cars, are not co-employees in such sense that the latter cannot recover from the corporation, by the common law, for an injury received through the negligence of the former in failing to properly perform his duties. Whether or not a railroad company was guilty of negligence in failing to inspect and repair a car of another company passing over its road, such as would render it liable to an employe for injuries sustained by reason of such car becoming out of repair while on its passage over the road, in a particular which would have been disclosed by an inspection conducted with ordinary care, was held to be a question for the jury.

*Welsh v. The Chicago, Burlington & Quincy Railroad Company*, 53 Iowa, 632.

A return of service on a notice of a claim for stock killed on a railroad, which recited that service was made upon the "station agent of 'the road,'" at a certain place, was held sufficient.

The provisions of section 1289 of the Code, authorizing the recovery of double damages for injury to stock in operating railroads, is constitutional.

A horse that has escaped from control and is at liberty, although it has on a halter and bridle, is running at large within the meaning of the statute.

It is incumbent on one suing for damages to stock to establish his ownership of the stock before he is entitled to recover.

*Lamb v. Anderson et al.*, 54 Iowa, 190.

Where the articles of incorporation of a railroad company stated its object to be to acquire, maintain, and operate a railroad through certain designated points, the town of Newton being one of such points, it was held that the construction of the road to Newton was essential to entitle the company to the tax voted in its aid in that township.

The building of the road to a point without the township, and the purchase of another line of road from such point to the town, would not authorize the collection of the tax, the construction of a road being the only object for which such tax can be legally voted or expended under the statute. The certificate of the township trustees that a company is entitled to receive the tax is not authority for its collection, the only object of such certificate being to authorize the treasurer to pay the tax to the company to the amount collected and in his hands.

*Pyne v. The Chicago, Burlington & Quincy Railroad Company*, 54 Iowa, 223.

The plaintiff alleged that he was employed by the defendant, a railroad company, as a private detective, and that while walking upon the track of the defendant's road in the performance of his duty as such employe, and in obedience to the orders of his principal, he was injured without negligence on his part, through the negligence of an engineer of a passing train. *Held*, on demurrer, that the facts alleged were sufficient to bring the plaintiff within the provisions of section 1307, of the Code, and entitle him to maintain an action for injuries received through the negligence of a co-employe.

*Cain v. The Chicago, Rock Island & Pacific Railway Company*, 54 Iowa, 255.

The widow of the owner of real estate, who occupied the same as a homestead after the death of her husband, was held entitled to maintain an action to recover damages alleged to have been caused to her homestead by the wrongful maintenance and use of a railroad track upon the street in front of the property, although such maintenance and use commenced during the lifetime of her husband. Where a railroad company laid a side-track upon the street of a city within six feet of the line of the street, in violation of the provisions of the city ordinance granting it the right of way, which prohibited the construction of any track within eighteen feet of such line, it was held that such track and the use thereof constituted a nuisance, for the maintenance of which any property-holder who sustained special damages by reason thereof might maintain an action; the discretion necessary to be exercised in determining the limits to be imposed upon the use of the street by the railroad being vested in the city council.

The track, being a side-track, and having been wrongfully constructed, in violation of the city ordinance, could not be considered a permanent structure, the damages arising for the maintenance of which would be original and not continuous; nor, being a nuisance, could the right to continue such maintenance be acquired by prescription.

*Boggs v. The Chicago, Burlington & Quincy Railroad Company*, 54 Iowa, 435.

The railroad track of the defendant crosses the farm of the plaintiff between his house and the highway. Plaintiff constructed a lane from his house to the highway, being open at the end where it meets the highway, and requested the defendant to make an open crossing at a point where such lane intersects its track, which request was refused. In an action for a writ of mandamus to compel the construction of such crossing, it was *held*:

1. That an open crossing is within the contemplation of section 1268 of the Code, and may be required under its provisions when, as in this case, it is the only "adequate means" of crossing which can be afforded the land-owner.

2. That in such case the duty to construct a crossing of that char-

acter is imposed by statute, and its performance may be compelled by *mandamus*.

3. That the point designated by the land-owner is *prima facie* the most convenient for him, and will be deemed a reasonable place unless rendered unreasonable by difficulty of construction or some other fact.

*Lisle v. The Iowa, Minnesota & Northern Railway Company*, 54 Iowa, 499.

An instrument executed by the treasurer of a railroad company in the form of receipt for taxes voted in a certain township in aid of said company, and which provided it should be received by the company from the county treasurer in payment of so much of such taxes, was held not to be collectible from the company or an indorser until it had been tendered in payment for the taxes specified and refused by the county treasurer.

*Mackie v. The Central Railroad of Iowa*, 54 Iowa, 540.

The gates which a railway company is required to maintain at private crossings constitute a part of its fence, and the company is liable, under section 1289 of the Code, for injuries to stock by reason of the defective condition of such gates.

It is not essential that the notice and affidavits required to be served on a railroad company, where damages are claimed for stock killed, should contain anything more than a statement of the claim and the fact of the injury.

The double damages authorized to be recovered by section 1289 of the Code, are not in the nature of a fine or penalty, but are simply the measure of damages fixed by statute for a private wrong, and as such do not render the provision unconstitutional.

Evidence of the condition of a gate, through which stock strayed upon a railway track and were injured, three days after the injury, was held competent, it not being shown that its condition had been changed during the interval.

A cause will not be reversed by the Supreme Court because of the failure of the trial court to instruct the jury more fully, when no further instructions were requested, and those given were correct.

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REPORTS  
OF  
RAILROAD COMPANIES  
FOR THE YEAR ENDING JUNE 30, 1881.

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REPORT  
OF THE  
BURLINGTON, CEDAR RAPIDS & NORTHERN  
RAILWAY COMPANY,  
FOR THE YEAR ENDING JUNE 30, 1881.

GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 2,096,304.70
Total expense (including taxes).....	1,465,933.43
Net income .....	\$ 630,371.27
Interest on funded debt .....	425,880.00
Interest paid on funded debt .....	425,880.00
Balance for the year—cash on hand .....	43,210.40
Balance at commencement of year .....	43,210.40
Balance June 30, 1881.....	43,210.40

ANALYSIS OF EARNINGS.

From passengers.....	\$ 367,785.31
From express and extra baggage.....	15,191.85
From mails.....	30,179.64
<i>Total earnings from passenger department.....</i>	<i>\$ 413,156.80</i>
From freight.....	1,645,323.79
From other sources, freight department.....	5,487.64
<i>Total earnings from freight department.....</i>	<i>\$ 1,650,811.43</i>
<i>Total transportation earnings.....</i>	<i>\$ 2,063,968.23</i>
Rents for use of road:	
Burlington & Northwestern Railway .....	\$ 4,200.00
Income from all sources (specifying same):	
Real estate.....	\$ 3,670.41
Interest.....	208.53
Loss and damage.....	456.18
Sundry account .....	22,297.11
Personal .....	33.00
Excess on express earnings.....	1,466.24
	28,136.47
<i>Total income from all sources.....</i>	<i>\$ 2,096,304.70</i>
Proportion for Iowa.....	\$ 2,019,482.54
Earnings per mile of road operated.....	3,894.85
Receipts from passenger trains per train mile run .....	.91
Receipts from freight trains per train mile.....	1.85

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	43,543.81
Legal expenses.....		3,888.63
Insurance.....		2,653.96
Stationery and printing.....		12,263.68
Outside agencies and advertising.....		10,058.69
Contingencies and miscellaneous (shoveling snow).....		60,036.17
Repairs of bridges (including culverts and cattle-guards).....		54,720.42
Repairs of buildings.....		14,699.35
Repairs of fences, road-crossings, and signs.....		7,839.97
Renewal of rails—No. tons laid, steel, 8,800; No. tons laid, iron, 101.....		257,721.64
Renewal of ties—No. laid, 142,664.....		58,003.65
Repairs of road-bed and track.....		180,329.03
Repairs of locomotives.....		101,383.38
Fuel for locomotives.....		116,806.59
Water supply.....		11,404.85
Oil and waste.....		15,449.87
Locomotive service, salaries and wages.....		81,361.43
Repairs of passenger cars.....		15,494.07
Passenger train service, salaries and wages.....		15,592.86
Passenger train supplies.....		1,934.81
Mileage (Pullman sleepers).....		4,415.28
Repairs of freight cars.....		73,063.41
Freight train service, salaries and wages.....		67,149.56
Freight train supplies.....		7,980.75
Freight car hire.....		5,358.96
Telegraph expenses.....		14,983.09
Loss and damage, freight and baggage.....		3,586.62
Loss and damage, property and cattle, including losses by fire.....		13,885.77
Personal injuries.....		8,438.45
Agents and station service, salaries and wages.....		66,941.06
Station supplies.....		3,557.78
Expenses not enumerated here.....		89,958.39
<i>Total operating expenses.....</i>	<i>\$</i>	<i>1,430,412.98</i>
Taxes in Iowa.....		34,750.26
Taxes in other States, Minnesota.....		770.19
<i>Total operating expenses and taxes.....</i>	<i>\$</i>	<i>1,465,933.43</i>
Maintenance of way.....	\$	579,314.06
Motive power and cars.....		189,940.86
Conducting transportation.....		438,754.73
General expenses.....		257,923.78
<i>Total.....</i>	<i>\$</i>	<i>1,465,933.43</i>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	1,465,933.43
Proportion for Iowa.....	\$	1,431,259.04
Per mile of road operated, average miles 531.....		2,700.70
Per train mile for passenger, freight and mixed trains, 1,649,700 miles (cents and mills).....		88.8
Expense of running and management of passenger trains.....		158,576.21
Expense of running and management of passenger trains per train mile, 455,242 miles (cents and mills).....		34.8
Expense of running and management of freight trains.....		410,391.61
Expense of running and management of freight trains per train mile, 892,815 miles (cents and mills).....		45.9
Percentage of expenses to earnings.....		70.88
Net earnings per train mile, 1,348,057 miles, cents.....	\$602,234.80	44.6
Gross earnings per train mile, dollars and cents.....		1.334

## GENERAL RECAPITULATION.

Total earnings.....	\$	2,068,168.23
Total receipts during the year.....		2,096,304.70
Total operating expenses.....		1,465,933.43
Net earnings—earnings above operating expenses.....	\$	602,234.80
Total receipts above operating expenses.....	\$	630,371.27

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

Grading and masonry.....	\$	6,482.10
Side-track.....		13,953.63
Land, land damages, and fences.....		3,488.05
Passenger and freight stations, coal-sheds, and water-tanks.....		3,126.68
Engineering, agencies, salaries and other expenses during construction.....		621.09
Purchase of other roads:		
Grundy County & Albert Lea Extension.....		4,013.62
Chicago, Clinton & Western Railway purchase.....		13,900.82
Iowa City & Western Railway.....		202,164.69
Cedar Rapids, Iowa Falls & Northwestern Railway.....		645,785.57
<i>Total for construction.....</i>	<i>\$</i>	<i>893,536.25</i>

Locomotives, 10.....	\$	94,257.98
Passenger, mail, and baggage cars.....		9,672.45
Freight and other cars.....		326,738.30

<i>Total for equipment.....</i>	<i>\$</i>	<i>430,668.73</i>
Other expenditures charged to property accounts:		
Reorganization.....	\$	4,000.00
Real estate.....		3,000.00
To Burlington, Cedar Rapids & Minnesota Railway Company.....		22,382.93
	<i>\$</i>	<i>29,382.93</i>

*Total expenditures charged to property accounts.....* \$ 1,353,587.91

*Net addition to property account for the year.....* \$ 1,353,587.91

## SURPLUS.

The amount surplus in hands of Treasurer and Assistant Treasurer.....	\$	43,210.40
Iowa City & Western Railway 5,980 shares, \$100 each par value.....		598,000.00
Amount absorbed in construction.....		893,536.25
Amount in balances from other roads.....		66,923.78

## BALANCE SHEET.

## ASSETS.

Cost of consolidated road, equipment and property.....	\$	13,469,296.08
Equipment and improvement account.....		418,280.48
Cedar Rapids, Iowa Falls & Northwestern.....		68,457.98
Capital stock not issued.....		4,500,000.00
Chicago, Clinton & Western Railway, by purchase.....		184,229.93
Albert Lea & Grundy county extension.....	\$	21,308.99
Iowa City & Western Railway.....		202,164.69
Cedar Rapids, Iowa Falls & Northern Railway extension.....		645,785.57
		869,259.25
Stock of What Cheer Land & Coal Company.....		4,000.00
Cash items (as follows):		
Cash.....	\$	43,210.40
Bills receivable.....		1,008.00
Due from agents and companies.....		94,501.87
		138,720.27
Other assets (as follows):		
Materials and supplies, engineering department.....	\$	229,926.37
Materials and supplies, machinery department.....		34,945.58
		264,871.95
Other expenditures, average monthly statements:		
Burlington, Cedar Rapids & Northern Railway Company.....	\$	92,235.74
Outstanding bond account.....		19,262.08
Reorganization.....		8,537.11
Real estate bought.....		8,304.81
Sundry account.....		24,782.33
		163,122.07
<b>Total assets.....</b>	<b>\$</b>	<b>20,080,238.01</b>

## LIABILITIES.

Capital stock.....	\$	10,000,000.00
Funded debt.....		8,059,000.00
Unfunded debt (as follows):		
Sundries and miscellaneous.....	\$	26,354.41
Notes payable.....		153,962.31
Vouchers, accounts and pay-rolls.....		225,070.46
		405,387.18
Profit and loss balance (if surplus) income.....		1,615,850.83
<b>Total liabilities.....</b>	<b>\$</b>	<b>20,080,238.01</b>

## PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road:		
Iowa City & Western Railway.....	\$	584,000.00
Minneapolis & St Louis Railway.....		150,000.00
Cedar Rapids, Iowa Falls & Northern Railway.....		825,000.00

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	455,242
Freight train mileage.....	892,815
Switching train mileage.....	100,071
Other train mileage.....	141,581
<b>Total train mileage.....</b>	<b>1,649,709</b>
Number of local passengers.....	315,977
Number of through passengers.....	4,070
<b>Total number of passengers.....</b>	<b>320,047</b>
Local passenger mileage (local passengers carried one mile)...	9,624,342
Through passenger mileage (through passengers carried one mile).....	1,180,714
Total number tons freight carried (June approximated)....	1,004,900
Through freight mileage (tons through freight carried one mile) approximated.....	83,211,018
Average weight of passenger trains (exclusive of passengers) tons.....	105
Average number of cars in passenger trains.....	3
Number of miles run by loaded freight cars south.....	4,806,520
Number of miles run by loaded freight cars north.....	5,198,876
Number of miles run by empty freight cars south.....	1,546,268
Number of miles run by empty freight cars north.....	1,591,452
Average weight of freight trains (exclusive of freight) tons..	247
Average number of cars in freight train.....	18
Average number of persons employed, about.....	1,900
Miles run by freight cars (north or east).....	6,745,134
Miles run by freight cars (south or west).....	6,397,972
Rate of speed of passenger and express trains, including stops, miles.....	23
Rate of speed of freight trains, including stops, miles.....	11

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	323,052	.323
Flour, meal, bran and mill-stuff.....	96,620	.090
Provisions (beef, pork, lard, etc.).....	19,402	.019
Animals.....	103,847	.094
Agricultural (butter and eggs).....	1,046	.001
Lumber and forest products.....	121,795	.111
Coal.....	186,222	.166
Salt, stone, brick, lime, etc.....	21,303	.021
Railroad iron—iron and steel rails.....	17,670	.017
Ice.....	8,023	.008
Manufactures—household goods and sundries.....	66,566	.066
Sundries.....	46,777	.046
Merchandise and other articles not enumerated above.....	38,754	.038
<b>Total tons carried.....</b>	<b>1,004,900</b>	<b>100*</b>

\*The business for June could only be approximated.

## DESCRIPTION OF ROAD.

Length of main line of road from Burlington to Albert Lea*.....		241.82
Length of main line of road in Iowa.....	229.25	
Length of main line of road in Minnesota.....	12.57	
Milwaukee Division, Linn Junction to Postville, length, miles.....	94.13	
Minnesota Division, Muscatine to Riverside, miles.....	30.55	
Pacific Division, Vinton to Holland, miles.....	48.12	
Iowa City Division, Elmira to What Cheer, and Thornburg to Montezuma.....	83.00	
Iowa Falls Division, Holland to Clarion.....	55.06	
Total length of branches owned by company.....		310.86
Total length of branches owned by company in Iowa.....	310.86	
Total length of road belonging to this company.....	552.68	
Aggregate length of sidings and other tracks not above enumerated.....		48.00
Same in Iowa.....	46.38	
Aggregate length of track, computed as single track.....	586.49	600.68
Same in Iowa.....		
Total length of steel rails in tracks.....		287.72
Total length of iron rails in tracks.....		265.01
Weights per yard, steel, 52, 56 and 60.....		
Weights per yard, iron, 50, 52, 54 and 56.....		
Gauge of track.....	4 ft. 8½ in.	

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

Iowa Central from Manly Junction to Northwood, miles.....	11.02
Total miles of road operated by this company.....	563.70
† Total miles of road operated by this company in Iowa.....	551.14
Number of stations in Iowa on all roads operated by this company.....	85
Number of telegraph offices in same.....	85
Number of stations on all roads owned by this company.....	88
Same in Iowa.....	85

## EMPLOYES.

Number of persons regularly employed on all roads operated by this company.....	1,600
Same in Iowa.....	1,570

## EQUIPMENT.

	OWNED.
Number of locomotives.....	51
Number of passenger cars.....	15
Number of baggage, mail, and express cars.....	17
Number of freight cars (basis of 8 wheels).....	1,672
Number of other cars.....	38

\*Does not include 11.02 miles of track from Manly Junction to Northwood, these being owned by the Iowa Central Railway and leased by the Burlington, Cedar Rapids & Northern Railway Company.

†Includes 11.02 miles leased from the Iowa Central Railway.

Maximum weight of locomotives in working order.....	34 tons.
Average weight of locomotives in working order.....	30 tons.
Maximum weight of tenders full of fuel and water.....	24 tons.
Average weight of tenders full of fuel and water.....	21 tons.
Maximum weight of passenger cars.....	20 tons.
Average weight of passenger cars.....	19 tons.
Number of mail and baggage cars.....	17
Number of 8-wheel box freight cars.....	1,247
Number of 8-wheel box stock cars.....	111
Number of 8-wheel platform cars.....	314
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender.....	42 ft. 7 in.
Length of engine.....	41 ft.
Total length of heaviest engine and tender over all.....	53 ft.
Length of engine.....	41 ft.
Number of locomotives equipped with train-brake.....	11
Kind of brake, Westinghouse air brake.....	
Number of cars equipped with train-brake.....	33
Kind of brake, Westinghouse air brake.....	
Number of passenger cars with Miller platform and buffer.....	33
Are charges for the transportation of the company's supplies included in the earnings as reported for your road? No.	
The Cedar Rapids, Iowa Falls & Northern Railway, named the Iowa Falls Division, was opened about January 1, 1881, this extension runs from Holland to Clarion, 55 miles. An extension of the Iowa City Division from Thornburg to Montezuma was ready for business on the above stated date, January 1, 1881.	

## EXPRESS COMPANIES.

The American Express Company pays us \$40 a day for 2,500 pounds and double first-class freight for any excess thereof on cars at depot. The United States Express Company pays us \$6 per day.

## RENTAL.

We paid Oliver Adams, agent, during the year as part of the rental-purchase-money for two hundred box cars, paid in monthly installments, running till 1882, when they will be fully paid for—the amount paid in 1881, \$19,848.

## SLEEPING CARS.

The Pullman sleepers run on this road. We pay three cents per mile. Owned by Pullman Palace Car Company. From one and one-half to two dollars charged in addition to regular passenger rates. We paid to the Pullman Palace Car Company \$4,415.28—three cents per mile. The treasurer of the Pullman Palace Car Company receives the money.

## U. S. MAILS.

We received \$28,416.68 during the year ending June 30, 1881.

## LOCAL AID IN BUILDING ROAD.

Receipts from taxes voted in favor of the Cedar Rapids, Iowa Falls & Northwestern Railway amount to \$23,105.41.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 12,339,062.82
Average cost of construction per mile of road (not including sidings).....	23,237.41
Proportion of cost of construction for Iowa—average proportion, 531 miles.....	12,048,595.20

## COST OF EQUIPMENT.

Locomotives.....	\$ 515,928.93
Passenger, mail, and baggage cars.....	113,079.40
Freight and other cars.....	935,323.39
Machinery and tools.....	45,000.00
Other items.....	7,640.00

Total for equipment..... \$ 1,616,971.72

Average cost of equipment per mile of road operated by company in the State.....	3,045.14
Proportion of cost of equipment for Iowa (see prop. above).....	1,578,907.47

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 13,956,034.54
Average cost of same per mile.....	26,282.55
Proportion of same for Iowa (see prop. above).....	13,627,502.67

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
No. 53, near Elgin...	Fink's Triangular Combination Truss.	Iowa River.....	168 feet.....	June, 1881.
No. 48, near Riverside	Fink's Triangular Combination Truss.	Iowa River.....	148 feet.....	April, 1881.
No. 223, near Rockford	Fink's Triangular Combination Truss.	Iowa River.....	272 feet.....	March, 1881.

	NO.	LENGTH.
Number pile and trestle bridges and length in Iowa.....	735	44,335 ft.
Number of spans of bridges, of 100 feet and upward.....	33	4,945 ft.
Number of iron bridges, aggregate length.....	1	113 ft.
Number of combination bridges.....	14	3,691 ft.
Number of wooden bridges.....	38	3,584 ft.
Number of crossings of highways at grade.....	590	
Number of crossings of highways over railroad.....	2	
Number of crossings of highways under railroad.....	4	
Number of highway bridges 18 feet above track.....	1	
Number of highway bridges less than 18 feet above track.....	1	
Number of crossings at which gates or flagmen are maintained.....	1	
Number of railroad crossings at grade (specifying each):		
Chicago, Rock Island & Pacific, at Columbus Junction.		
Muscatine Division Burlington, Cedar Rapids & Northern, at Nichols.		
Chicago, Rock Island & Pacific, at West Liberty.		
Illinois Central, at Independence, Cedar Falls and Iowa Falls.		
Dubuque & Dakota, at Clarksville.		
Chicago, Milwaukee & St. Paul, at Nora Junction, Plymouth Junction and Albert Lea.		
Iowa Pacific, north of Randallia.		
Central Iowa, at Abott.		
Number of railroad crossings under other railroads (specifying each):		
Chicago, Rock Island & Pacific, at Iowa City.		

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company.....	3.238
Average rate of fare per mile received from passengers to and from other roads.....	2.883
Average rate of fare per mile received from all passengers.....	3.116
Average rate of freight per ton per mile received from freight to and from other roads.....	1.977
Percentage of freight originating at, and carried to, stations in Iowa, to total freight carried in Iowa (this should not include fuel or any material for the use of the road), about.....	30

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 10,000,000.00
Capital stock authorized by vote of company.....	5,500,000.00
Capital stock issued, number of shares.....	55,000
Total number of shareholders.....	761
Number of stockholders in Iowa.....	12
Amount of stock held in Iowa.....	\$9,100.00
Capital stock per mile.....	9,949.70

## DEBT.

Funded debt, as follows:

First mortgage bonds due June 1, 1906, rate of interest five (5) per cent.....	\$ 6,500,000.00
Interest paid on same during year.....	\$325,000
Minneapolis & St. Louis bonds due June 1, 1927, rate of interest seven (7) per cent.....	150,000.00
Interest paid on same during year.....	\$10,500
Iowa City & Western bonds due September, 1900, rate of interest seven (7) per cent.....	584,000.00
Interest paid on same during year.....	\$36,400
Cedar Rapids, Iowa Falls & Northwestern Railway bonds due April, 1920, rate of interest six (6) per cent.....	412,500.00
Interest paid on same during year.....	\$24,750
Unfunded indebtedness.....	405,387.18
Total amount of funded debt.....	8,059,000.00
Amount of unfunded debt.....	405,387.18

Total amount of debt liabilities..... \$ 8,464,387.18



ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1880.					
August 3.	John Madigan	Laborer	Burlington	Killed	He was seated by a shanty in Burlington yard, and suddenly arose and stepped on track just ahead of switch engines. His own fault.
August 15.	Aaa Knight	Citizen	Columbus Junction	Killed	Attempted to drive across track at Columbus Junction ahead of a freight train, although warned not to do so by several parties; horses became frightened and threw him out. He died from effect of his injuries. His own fault.
Sept. 11.	Chas. Hummell	Boy	Muscatine	Broke his left thigh.	Attempted to steal a ride on dumping car used on construction work at Muscatine and fell off. His own fault.
Sept. 24.	Patrick O'Connor	Citizen	Clermont	Killed	Was discovered laying on the track in an intoxicated condition south of depot at Clermont, near a curve in the track; was not seen in time for engineer to stop train. His own fault.
October 21.	John McNulty	Citizen	What Cheer.	Badly bruised.	Was discovered laying on side-track at What Cheer, in an intoxicated condition; man was dressed in black; track was ballasted with coal-slack; engineer did not see him in time to come to full stop. His own fault.
Dec. 15.	W. T. Slocum	Brakeman	Postville	Bruised in head and side	Was in the act of turning a switch at Postville; while standing by track, section man unloading ties from a car carelessly threw one on him causing injuries mentioned. Fault of section man.
October 29.	J. Reeves	Brakeman	Clarksville	Bad scalp wound.	While riding off side-track in Clarksville yard on tank of engine, slipped and fell while in the act of adjusting link; his head struck on a rail. His own fault.
Dec. 22.	G. P. McClelland	Engineer	Rockford	Killed.	Was engineer of construction train and insisted on trying to reach Rockford ahead of passenger train against positive orders of conductor; trains collided and he was instantly killed. His own fault.
Dec. 25.	John Thomas	Conductor	Vinton	Hurt in back and left hip	Wild freight following him south ran into his train, catching him between caboose and freight car. He was not to blame.
1881.					
January 15.	Thos. Malone	Laborer	Cedar Rapids	Hurt in left hip	In attempting to push round-house door open, it was pried off its hinges by ice formed on the sill. No one to blame.
February 9.	M. Crowley	Laborer	Cedar Rapids	Right arm fractured.	Cleaning out switches in Cedar Rapids yard, and was knocked down by empty box car running on the track. His own fault.
March 1.	John Howe	Brakeman	Dysart	Killed.	Fell off engine betw en freight cars just as train left Dysart. No one to blame.
March 24.	M. L. Stewart	Brakeman	Wapello	Killed.	Foot caught between ties, while switching at Wapello, and threw him underneath some freight cars. No one to blame.
April 11.	H. Cummings	Switchman	Burlington	Hurt in one foot	Foot caught in frog while switching at night. No one to blame.
June 6.	F. P. Bird	Brakeman	Independence	Injured ankle and heel.	While switching a freight train, in yard at Independence, was knocked down by an approaching train. His own fault.
June 22.	Tobias Norton	Engineer	Iowa City	Killed	Freight train wrecked by striking a cow and running off the track and knocking down west span of Iowa River bridge. No one to blame.
June 22.	Patrick Malone	Brakeman	Iowa City	Killed.	Freight train wrecked by striking a cow and running off the track and knocking down west span of Iowa River bridge. No one to blame.
June 27.	A. Q. Coates	Brakeman	Vinton	Killed.	His foot caught in frog of temporary track put in depot grounds, at Vinton, and he fell under cars of a freight train. No one to blame.

## RECAPITULATION OF ACCIDENTS.

Killed—Employes—from causes beyond their control.....	5
misconduct or want of caution.....	2
Others—trespassing, on track, etc.....	2
<i>Total killed</i> .....	9
Injured—Employes—from causes beyond their control.....	4
misconduct or want of caution.....	3
Others—stealing rides.....	1
trespassing, on track, etc.....	1
<i>Total injured</i> .....	9

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

*President and Corporation Counsel*—Judge J. Tracy, Burlington, Iowa,  
*Secretary*—W. D. Walker, Cedar Rapids, Iowa.  
*Treasurer*—H. H. Hollister, New York.  
*Assistant Treasurer*—C. Stickney, Cedar Rapids, Iowa.  
*General Superintendent*—C. J. Ives, Cedar Rapids, Iowa.  
*Assistant Superintendent*—Robert Williams, Cedar Rapids, Iowa.  
*Chief Engineer*—Wm. P. Clark, Cedar Rapids, Iowa.  
*Superintendent of Telegraph*—John C. Fox, Cedar Rapids, Iowa.  
*Auditor*—J. C. Brocksmit, Cedar Rapids, Iowa.  
*General Passenger Ticket Agent*—B. F. Mills, Cedar Rapids, Iowa.  
*General Freight Agent*—A. L. Mohler, Cedar Rapids, Iowa.  
*Solicitor*—S. Tracy, Burlington, Iowa.  
*General Agent*—Wm. P. Brady, Cedar Rapids, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Judge J. Tracy, Burlington, Iowa.  
 Charles Bard, Norwich, Connecticut.  
 C. D. Close, Iowa City, Iowa.  
 J. W. Blythe, Burlington, Iowa.  
 J. C. Peasley, Burlington, Iowa.  
 C. Lynde, Rock Island, Illinois.  
 J. N. Dewey, Des Moines, Iowa.  
 Lyman Cook, Burlington, Iowa.  
 Jno. I. Blair, Blairstown, New Jersey.  
 E. S. Bailey, Clinton, Iowa.  
 C. P. Squires, Burlington, Iowa.  
 F. H. Griggs, Davenport, Iowa.  
 J. Carskadden, Muscatine, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, fourth Tuesday in February, of each year.  
 Fiscal year of the company ends December 31st.

STATE OF IOWA, }  
 COUNTY OF LINN. }

J. C. Brocksmit, Auditor of the Burlington, Cedar Rapids and Northern Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper clerk of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

J. C. BROCKSMIT, Auditor.

[L. S. OF R. R.]

Subscribed and sworn to before me this 14th day of September, A. D. 1881.

[L. S.]

MARK C. FARR,  
Notary Public for Linn county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1881.

E. G. MORGAN,  
Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## BURLINGTON &amp; SOUTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	267,798.70
Total expenses (including taxes).....		274,242.72
Net income (deficit).....		6,444.02
Rentals (specifying amount to each company).....		
Wabash, St. Louis & Pacific.....	\$	12,000.00
Chicago, Burlington & Quincy.....		29,627.29
		41,627.29
Interest paid during the year on receiver's certificates.....		3,304.65

## ANALYSIS OF EARNINGS.

From passengers.....		49,764.00
From express and extra baggage.....		5,493.80
From mails.....		8,888.76
Total earnings from passenger department.....	\$	64,146.65
From freight.....		202,986.10
Total earnings from freight department.....	\$	202,986.10
Total transportation earnings.....	\$	267,132.75
Income from all sources (specifying same).....		665.95
Total income from all sources.....	\$	267,798.70
Proportion for Iowa.....		169,629.30
Earnings per mile of road operated.....		1,475.87
Receipts from passenger trains per train mile run (miles 111,496).....		57.5
Receipts from freight trains per train mile run (miles 208,714).....		99.8

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	7,960.00
Legal expenses.....		6,906.37
Rent of track Bloomfield to Moulton.....		12,000.00
Stationery and printing, contingencies and miscellaneous.....		1,764.44
Shoveling snow.....		500.00
Repairs of bridges (including culverts and cattle-guards).....		29,092.94
Repairs of buildings.....		2,339.85
Repairs of fences, road-crossings, and signs.....		11,579.84
Renewal of rails.....		33,317.66
Renewal of ties—No. laid, 45,000.....		10,802.86
Repairs of road-bed and track.....		26,877.68
Repairs of locomotives.....		20,587.16
Fuel for locomotives.....		13,421.57
Water-supply.....		7,359.81
Oil and waste.....		3,437.79
General train service, salaries and wages.....		31,211.32
Repairs of cars, includes freight and passenger.....		16,143.56
Mileage freightcars, debit balances.....		7,817.34
Loss and damage, freight and baggage.....		1,502.63
Loss and damage, property and cattle, including losses by fire.....		7,650.13
Personal injuries.....		530.42
Agents and station service, salaries and wages.....		11,977.54

Total operating expenses..... \$ 264,781.81

Taxes in Iowa.....		6,342.33
Taxes in other States.....		3,119.58

Total operating expenses and taxes..... 274,242.72

Maintenance of way.....		114,010.73
Motive power and cars.....		36,730.72
Conducting transportation.....		84,908.55
General expenses.....		38,592.72

Total..... \$ 274,242.72

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	274,242.72
Proportion for Iowa.....	\$	174,144.13
Per mile of road operated.....		1,514.30
Per train mile for passenger, freight and mixed trains, miles 2,186,008.....		1.259
Percentage of expenses to earnings.....		1.0240
Net earnings per train mile, 2,186,008 miles.....		1.225
Gross earnings per train mile.....		1.225

## GENERAL RECAPITULATION.

Total earnings.....		267,798.70
Operating expenses.....		274,242.72
Net earnings—earnings above operating expenses (deficit).....	\$	6,444.02
Rent of track, Burlington to Viele.....	\$	29,627.92

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	236,723
Freight train mileage.....	1,949,285
<i>Total train mileage.....</i>	<i>2,186,008</i>
<i>Total number of passengers.....</i>	<i>54,567</i>
Rate of speed of passenger and express trains, including stops—miles per hour.....	18
Rate of speed of freight trains, including stops—miles per hour.....	12

## DESCRIPTION OF ROAD.

Length of main line of road from Burlington to Laclede, Missouri—miles.....	181
Length of main line of road in Iowa—miles.....	117
Length of main line of road in other States—miles.....	64
Total length of road belonging to this company—miles.....	142
Aggregate length of sidings and other tracks not above enumerated—miles.....	4.86
Same in Iowa.....	3.7
Total length of steel rails in tracks—miles.....	23
Total length of iron rails in tracks—miles.....	158
Weights per yard, steel 56.....	
Weights per yard, iron 50 and 52.....	
Gauge of track.....	4 ft. 8½ in.

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

Name, description and length of each:	
Chicago, Burlington & Quincy, Burlington and Viele, length—miles.....	25
Wabash, St. Louis & Pacific, Bloomfield & Moulton, length—miles.....	14
Total length of above roads—miles.....	39
Total length of above roads in Iowa—miles.....	39
Total miles of road operated by this company.....	181
Total miles of road operated by this company in Iowa.....	117
Number of stations in Iowa on all roads operated by this company.....	22
Number of telegraph offices in same.....	13
Number of stations on all roads owned by this company.....	28
Same in Iowa.....	17

## EMPLOYES.

Number of persons regularly employed on all roads operated by company.....	350
Same in Iowa.....	274

## EQUIPMENT.

	LEASED.	OWNED.	TOTAL.
Number of locomotives.....	4	5	9
Number of passenger cars.....		3	3
Number of baggage, mail, and express cars.....		3	3
Number of freight cars (basis of 8 wheels).....		103	103
Number of other cars.....		21	21
Maximum weight of locomotives in working order, tons.....			30
Number of mail and baggage cars.....			3
Number of 8-wheel box freight-cars.....			49
Number of 8-wheel platform cars.....			54
Total length of heaviest engine and tender over all, feet.....			53
Number of passenger cars with Miller platform and buffer...			3

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American—one and one-half first-class for freight, and half fare for messenger. Take freight at depot.

## RENTAL.

We rented:	
Western Car Company 49 cars returned August, 1880.....	\$ 639.00
North Chicago Rolling Mill Company, 33 cars returned October, 1880.....	1,071.54
<i>Total amount paid.....</i>	<i>\$ 1,710.54</i>

## U. S. MAIL.

The compensation paid company by the United States government for the transportation of its mails is \$8,888.71 per annum; daily, except Sunday.

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Between Viele and Franklin.....	Howe truss.....	Wood.....	132 feet.....	1880.
Between Viele and Franklin.....	Trestle.....	Wood.....	368 feet.....	1880.
Between Farmington and Mt. Sterling.....	Trestle.....	Wood.....	298 feet.....	1880.
Between Farmington and Mt. Sterling.....	Howe truss.....	Wood.....	165 feet.....	1880.
Between Mt. Sterling and Bloomfield.....	Howe truss.....	Wood.....	101 feet.....	1881.
Between Mt. Sterling and Bloomfield.....	Trestle.....	Wood.....	96 feet.....	1881.

	NO.	LENGTH
Number pile and trestle bridges and length in Iowa.....	146	14,744
Number of spans of bridges, of 100 feet and upward.....	9	1,780
Number of wooden bridges, Pony Howe Truss.....	64	
Number of crossings of highways at grade.....	70	
Number of crossings of highways under grade.....	2	
Number of railroad-crossings at grade (specifying each).....	3	

St. Louis, Keokuk & Northwestern at Donaldson.  
Keokuk & Des Moines at Farmington.  
Wabash, St. Louis & Pacific at Eldon.

## RATES OF FARE.

Average rate of fare per mile for passengers on roads operated by this company, cents.....	3
Average rate of fare per mile received from passengers to and from other roads.....	3
Average rate per mile for special-ticket passengers.....	2

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
July 1880.	Bruce Graham	Brakeman	Water tank near Mt. Sterling, Iowa.	Killed	Was climbing along side of small car and was struck by tank spout and knocked from car.
July	Infant child of Henry Walkenband		Near Patterson Station.	Killed	Attempted to cross the track in front of a passing freight train, on a curve. Child had been let by its mother, who crossed the track to milk the cows, and was killed in attempting to follow its mother.
1881.	A. H. Himbaugh.	Brakeman	Donaldson.	Finger mashed	Coupling cars.
Jan.	Lon. W. Heath.	Brakeman	Bloomfield.	Hand caught	Slipped in attempting to jump from one car to another when in motion, after uncoupling, and fell under the wheels.
Feb.	Lon. W. Heath	Brakeman	Viale	Killed	Coupling cars.
March	W. F. Willis	Brakeman	Boyer	Finger mashed	Coupling cars.

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

President—Elijah Smith, Boston, Massachusetts.  
 Secretary and Treasurer—Jno. W. Smith, Burlington, Iowa.  
 General Superintendent—Jno. W. Smith, Burlington, Iowa.  
 Chief Engineer—H. A. Sumner, Burlington, Iowa.  
 Auditor—J. A. Ostrander, Burlington, Iowa.  
 General Passenger Agent and General Freight Agent—Jno. W. Smith, Burlington, Iowa.  
 Receiver—Elijah Smith, Boston, Massachusetts.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Elijah Smith, Boston, Massachusetts.  
 Henry Sayles, Boston, Massachusetts.  
 P. W. Smith, Boston, Massachusetts.  
 W. W. Crapo, New Bedford, Massachusetts.  
 W. J. Rotch, New Bedford, Massachusetts.  
 Edward D. Mandeville, New Bedford, Massachusetts.  
 Jno. Severance, St. Joseph, Missouri.  
 T. J. Weakley, St. Joseph, Missouri.  
 Jeff Chandler, St. Joseph, Missouri.

General offices at Burlington, Iowa.  
 Date of annual meeting of stockholders, second Wednesday in July.  
 Fiscal year of the company, January 1.

STATE OF IOWA, }  
 COUNTY OF DES MOINES. }

John W. Smith, General Superintendent of the Burlington & Southwestern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

JNO. W. SMITH,  
 General Superintendent.

Subscribed and sworn to before me, this 12th day of September, A. D. 1881.

[L. S.]

W. D. EATON,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 13th day of September, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CENTRAL IOWA RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	938,182.29
Total expenses (including taxes).....		800,134.49
Net income.....	\$	138,047.80
Rentals:		
C., R. I. & P. R'y (included in above expenses).....	\$	6,000.00
G. & M. R'y, October, 1, 1880, to June 30.....		6,000.00
Interest accrued during year.....		259,000.00
Interest paid during year.....		259,000.00
Interest on funded debt.....		259,000.00
Interest paid on funded debt.....		259,000.00
	\$	265,000.00
Balance for the year, deficit.....		126,952.20
Balance at commencement of year.....		352,441.68
Floating debt liquidated during the year.....		7,011.12
Balance at commencement of year as so charged..		345,430.56
Balance June 30, 1881.....	\$	218,478.36

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	149,131.22
From through passengers.....		55,684.18
From express and extra baggage.....		8,775.92
From mails.....		14,215.84
From other sources, passenger department.....		634.41
Total earnings from passenger department.....	\$	228,441.57
From local freight.....	\$	364,440.90
From through freight.....		316,757.05
Total earnings from freight department.....	\$	681,197.95
Total transportation earnings.....	\$	909,639.52
Rents for use of road and grounds, etc.....		11,696.46
Income from all sources (specifying same), miscellaneous.....		16,846.31
Total income from all sources.....	\$	938,182.29
Proportion for Iowa.....	\$	638,182.29
Earnings per mile of road operated.....		4,063.86
Receipts from passenger trains per train mile run (200,017, miles).....		114.2
Receipts from freight trains per train mile run (382,205, miles).....		181.1

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	22,849.73
Legal expenses.....		6,003.92
Insurance.....		1,782.57
Stationery and printing.....		4,594.01
Outside agencies and advertising.....		5,776.69
Contingencies and miscellaneous.....		59,257.28
Repairs of bridges (including culverts and cattle-guards).....		9,308.77
New bridges (including culverts and cattle-guards) charged to expenses.....		8,978.47
Repairs of buildings.....		2,676.33
Repairs of water-works.....		2,743.47
Repairs of fences, road-crossings, and signs.....		4,238.83
Renewal of fences and stock yards.....		1,718.10
Renewal of rails.....		212,413.88
Renewal of frogs, splices, bolts and spikes.....		10,443.25
No. tons laid, steel 2,753.68.		
Renewal of ties.....		23,450.65
No. laid 44,018.		
Repairs of road-bed and track.....		60,753.23
New ballast charged to repairs.....		17,602.00
Repairs of locomotives.....		52,946.32
Repairs of tools and machinery.....		11,005.01
Fuel for locomotives.....		50,597.02
Water-supply.....		3,559.33
Oil and waste.....		6,749.41
Locomotive service, salaries and wages.....		51,615.79
Train supplies, tools and fixtures.....		4,596.40
Repairs of freight and passenger cars.....		57,066.26
Salaries and wages of conductors, baggagemen and brakemen		41,590.79
Telegraph expenses.....		5,546.14
Loss and damage, freight and baggage.....		1,957.80
Loss and damage, property and cattle, including losses by fire		1,557.38
Personal injuries.....		3,637.52
Agents and station service, salaries and wages.....		28,636.58
Station supplies, fuel and lights for cars.....		5,328.41
Total operating expenses.....	\$	781,546.34
Taxes in Iowa.....		18,588.15
Total operating expenses and taxes.....		800,134.49
Maintenance of way.....	\$	354,321.98
Motive power and cars.....		121,617.59
Conducting transportation.....		205,342.57
General expenses.....		118,852.35
Total.....	\$	800,134.49

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	800,134.49
Proportion for Iowa.....	\$	800,134.49
Per mile of road operated.....		3,465.88
Per train mile for passenger, freight and mixed trains, 582,222 miles, cents.....		187.4
Percentage of expenses to earnings.....		85.28
Net earnings per per train mile, 582,222 miles, cents.....		23.71
Gross earnings per train mile, cents.....		161.11

## GENERAL RECAPITULATION.

Total earnings.....	\$	938,182.29
Total receipts during the year.....	\$938,182.29	
Total operating expenses.....		800,134.49
Net earnings—earnings above operating expenses.....	\$	<u>138,047.80</u>
Total receipts above operating expenses.....	\$	138,047.80
Percentage of net earnings to stock and debt.....		1.72
Percentage of net earnings to cost of road and equipment....		1.72

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

Bridging.....	\$	352.46
Superstructure, including rails, new side-tracks.....		9,702.14
Land, land damages, and fences.....		9,173.68
Passenger and freight stations, coal-sheds, and water-stations.		2,812.91
New sidewalks.....		354.79
Machine-shops, including machinery and tools.....		5,400.53
Engineering, agencies, salaries, and other expenses during construction.....		124.20
Total for construction.....	\$	<u>27,920.71</u>
Locomotives, 2.....	\$	6,763.02
Freight and other cars, 160.....		86,313.00
Total for equipment.....	\$	<u>93,076.02</u>
Total expenditures charged to property accounts....	\$	<u>120,996.73</u>

## SURPLUS.

Surplus at the commencement of year, cash assets and material.....	\$	357,128.67
Surplus at the close of year.....		282,409.34
The amount in banks in Iowa and on hand.....		52,460.42
Amount in material and balances from other roads.....		229,948.92

## BALANCE SHEET.

## ASSETS.

Construction account—cost of all construction, equipment and franchises.....	\$	8,024,800.00
Expenditures on same.....		151,170.17
Cash items (as follows):		
Cash.....	\$	52,460.42
Bills receivable.....		1,385.15
Due from agents and companies.....		53,249.12
Other assets (as follows):		
Materials and supplies.....		74,915.51
Due from sundry accounts.....		<u>126,952.20</u>
		282,409.34
Profit and loss balance (if deficit):		
Paid on indebtedness of the Central Railway of Iowa.....		199,780.18
Less its book accounts and collections.....		<u>95,844.74</u>
		103,935.44
Total assets.....	\$	<u>8,562,214.95</u>

## LIABILITIES.

Capital stock.....	\$	4,324,800.00
Funded debt.....		3,700,000.00
Notes payable.....	\$	65,392.46
Vouchers and accounts.....		210,299.94
Collections to be credited to expenses.....		<u>43,244.19</u>
Profit and loss balance (if surplus).....		318,936.59
		<u>218,478.36</u>
Total liabilities.....	\$	<u>8,562,214.95</u>

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....		200,017
Freight train mileage.....		382,205
Work train mileage.....		61,255
Total train mileage.....		643,477
Number of special ticket passengers.....		4,600
Number of local passengers.....		188,428
Number of through passengers.....		23,522
Total number of passengers.....		211,950
Local passenger mileage (local passengers carried one mile)....		4,432,461
Through passenger mileage (through passengers carried one mile).....		1,707,352
Number tons of freight carried east in Iowa.....		270,964
Number tons freight carried west in Iowa.....		138,852
Total number tons freight carried.....		409,816
Local freight mileage (tons local freight carried one mile)....		24,262,667
Through freight mileage (tons through freight carried one mile).....		7,602,945
Average weight of passenger trains (exclusive of passengers), including locomotives, pounds.....		162,000
Average number of cars in passenger trains.....		31½
Number of miles run by loaded freight cars north.....		2,695,063
Number of miles run by loaded freight cars south.....		735,222
Number of miles run by empty freight cars north.....		256,922
Number of miles run by empty freight cars south.....		2,278,658
Percentage of empty freight cars hauled north.....		8.7
Percentage of empty freight cars hauled south.....		75.6
Average weight of freight trains (exclusive of freight), lbs... ..		417,900
Average number of cars in freight train.....		20
Average number of persons employed on freight and passenger trains (including engineers and firemen).....		130
Miles run by passenger, mail, and baggage cars north.....		719,960
Miles run by freight cars north.....		2,951,985
Miles run by freight cars south.....		3,013,874
Mileage local freight (south or west).....		89.5
Mileage through freight (south or west).....		54.7
Rate of speed of passenger and express trains, including stops, miles per hour.....		20
Rate of speed of freight trains, including stops, miles per hour.....		12

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CRST.
Grain .....	84,076	20.5
Flour .....	900	.2
Animals .....	25,338	6.3
Lumber and forest products .....	27,144	6.6
Coal .....	218,626	53.4
Salt .....	1,540	.3
Railroad iron—iron and steel rails .....	5,676	1.4
Other iron and castings .....	3,038	.8
Oil .....	1,610	.4
Stone and brick .....	6,800	1.8
Manufactures—articles shipped from point of production .....	2,400	.6
Merchandise, and other articles not enumerated above .....	32,580	7.7
<b>Total tons carried .....</b>	<b>409,816</b>	<b>100</b>

## DESCRIPTION OF ROAD.

Length of main line of road from Albia to Northwood, miles .....	189.140
Length of main line of road in Iowa .....	189.140
Branches owned by company:	
Muchakinock, length .....	1.5
Total length of branches owned by company .....	1.5
Total length of branches owned by company in Iowa .....	1.5
Total length of road belonging to this company .....	190.640
Aggregate length of sidings and other tracks not above enumerated .....	23.863
Same in Iowa .....	23.863
Aggregate length of track, computed as single track .....	214.503
Same in Iowa .....	214.503
Total length of steel rails in tracks .....	108.475
Total length of iron rails in tracks .....	106.028
Weights per yard, steel, 52 and 56 pounds.	
Weights per yard, iron, 50 and 56 pounds; a little 45.	
Gauge of track .....	4 ft. 8½ in.

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

Name, description, and length of each:	
Grinnell & Montezuma Railroad, Montezuma Branch, length .....	15.620
Grinnell & Montezuma Railroad, State Center Branch, length .....	26.6
Grinnell & Montezuma Railroad, Montezuma Branch Siding, length .....	.5
Grinnell & Montezuma Railroad, State Center Siding, length .....	1.288
Total length of above roads .....	42.008
Total length of above roads in Iowa .....	42.008
Total miles of road operated by this company .....	230.890
Total miles of road operated by this company in Iowa .....	230.890
Number of stations in Iowa on all roads operated by this company .....	43
Number of telegraph offices in same .....	34
Number of stations on all roads owned by this company .....	37
Same in Iowa .....	37

## EMPLOYEES.

Number of persons regularly employed on all roads operated by this company during the year .....	1,000
Same in Iowa, during the year .....	1,000

## EQUIPMENT.

Number of passenger cars .....	10
Number of baggage, mail, and express cars .....	9
Number of caboose cars .....	18
Number of freight cars (basis of eight wheels) .....	774
Number of other cars—coal (4 wheels), 14; tool cars, 1; pile driver, 1; wrecking car, 1 .....	17
Maximum weight of locomotives in working order, pounds ..	69,000
Average weight of locomotives in working order, pounds ..	60,000
Maximum weight of tenders full of fuel and water, pounds ..	50,000
Average weight of tenders full of fuel and water, pounds ..	44,000
Maximum weight of passenger cars, pounds .....	37,300
Average weight of passenger cars, pounds .....	36,800
Number of mail and baggage cars .....	9
Number of 8-wheel box freight cars—stock 40, box 422 .....	462
Number of 8-wheel platform cars .....	312
Number of 4-wheel platform cars .....	14
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender ..	41 feet,
Total length of heaviest engine and tender over all .....	50 feet,
Number of locomotives equipped with train-brake .....	7
Number of cars equipped with train-brake .....	19
Number of passenger cars with Miller platform and buffer ..	10

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

The United States Express Company pay for 41,600 through pounds or less, \$600 per month, 189 miles; in excess of 41,600 pounds 1½ first-class freight tariff.

## SLEEPING CARS.

We pay Pullman Sleeping Cars three cents per mile run. The Pullman Company receives the extra charge to passengers. \$1,346.40 was paid for use of Pullman Sleeping cars.

## U. S. MAILS.

Between Mason City and Albia, 6 days in week, we are paid \$14,215.84. Between Grinnell and Montezuma, compensation unknown.

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 8,024,800.00
Average cost of same per mile .....	41,044.37
Proportion of same for Iowa .....	8,024,800.00
If any part of road was first opened for operation during the past year, state date.	
Newberg and State Center Branch constructed during year. Operated as built.	



BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
4 miles south of Marshall	Combination	Wood and iron	117 feet 6 inches.	May 1, 1881.
4 miles north of Oskaloosa	Howe Truss	Wood and iron	122 feet	December 1, 1880.
4 miles north of Oskaloosa	Pile Bridge	Wood	120 feet	October 1, 1880.
Edgelyville	Howe Truss	Wood and iron	98 feet	August 1, 1880.
2 miles south of Dillon	Pile bridge, railroad crossing	Wood	112 feet	June 1, 1881.
Muchakinock	Pile	Wood	48 feet	June 1, 1881.

	NO	LENGTH.
Number pile and trestle bridges and length in Iowa	290	29,104 ft. 4 in.
Number of spans of bridges of 100 feet and upward	15	
Number of combination bridges	7	773 ft.
Number of wooden bridges	22	3,182 ft. 8 in.
Number of stone arch culverts and viaducts	3	
Number of crossings of highways at grade	207	
Number of crossings of highways over railroad	1	
Number of crossings of highways under railroad	3	
Number of highway bridges 18 feet above track	1	
Number of crossings at which flagmen are maintained	2	
Number of railroad crossings at grade (specifying each)	9	
Number of railroad crossings over other railroads (specifying each)	2	
Chicago, Rock Island & Pacific Railway at Oskaloosa.		
Chicago, Milwaukee & St. Paul Railway, 2 miles south of Dillon.		

RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, local passengers	3.45
Average rate of fare per mile received from passengers to and from other roads	3.09
Average rate of fare per mile for special ticket passengers	2
Average rate of fare per mile received from all passengers	3.35
Average rate of local freight per ton per mile on roads operated by this company	1.50
Average rate of freight per ton per mile received from freight to and from other roads	4.16
Average rate per ton per mile received for all freight carried	2.14

CAPITAL STOCK.

Capital stock authorized by articles of incorporation	\$ 7,000,000.00
Capital stock authorized by vote of company	4,324,800.00
Capital stock issued, number of shares 40,833; amount paid in	\$4,083,300
Capital stock paid in on shares not issued, number shares 2,415	241,500

Total amount paid in as per books of the company \$ 4,324,800.00

Total number of stockholders	884
Number of stockholders in Iowa	5
Amount of stock held in Iowa	18,700

DEBT.

Funded debt as follows:	
First mortgage bonds, due 1899, rate of interest 7 per cent.	\$ 3,700,000.00
Interest paid on same during year	\$ 259,000.00
Stock and debt	8,024,800.00

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1880. August	23 Robert Lannigan	Passenger	Sheffield	Arm ran over	In intoxicated. Attempted to board morning freight train between two coal cars and fell; had to be supported. Wholly his own fault.
September	27 Martin Solon	Brakeman	Near Marshall	Leg cut	Riding on gravel train plow, which caught and threw him off and plow fell upon him, cutting his leg; no coupling cars. His own fault.
September	28 W. Gregor	Brakeman	New Sharon	Fingers mashed	Two fingers jammed while coupling cars. His own fault.
October	5 H. T. Kronitz	Brakeman	Bet. Oskaloosa & Sharon	Fingers jammed	While coupling, was squeezed between draft iron protector and brake-wheel ratchet; died from injuries which were being inflicted with great force. His own fault.
October	30 L. H. Tuttle	Employee	Newbury	Squeezed	Coupling cars; hand badly smashed; cars were detached from engine and wholly under its control. His own fault.
October	14 T. W. Jones	Brakeman	Muchakinock	Hand badly mashed	Finger jammed off while coupling cars. His own fault.
November	11 Samuel Ewing	Brakeman	Dillon	Finger jammed off	In attempting to step upon approaching pilot of engine his foot slipped and hand ran over the top of one foot. His own fault.
November	12 Frank Van Draska	Brakeman	Gifford	Toes of foot ran over	Slipped and fell, put out his hand to save himself and caught the hook after the coupling was made, the train ran up and caught his finger. His own fault.
November	19 John McNabb	Brakeman	Steamboat Rock	Finger jammed off	While attempting to remove a link from drawbar the cars were running on a side-track he caught his foot on a rail and fell, and was run over. His own fault.
November	18 Thomas Ford	Brakeman	Abboft	Killed	While coupling to Marshall's cracked trestle; supposed a shorting of the rock struck the bridge and it (the bridge) fell with the entire trestle. New iron and wood combination bridge.
December	27 Charles McDowen	Fireman	Timber Creek bridge	Both legs broken	In trying to step on an approaching pilot of an engine his foot slipped and was caught by the head of a pile, or truck wheel of engine, the iron part of his leg was crushed, the result of cup-tation he died. His own fault.
1881. April	16 James Thornton	Brakeman	Abbia Crossing	Foot crushed	



## ANALYSIS OF EXPENSES.

Operating expenses for the year ending June 30, 1881.

REPORT  
OF THE  
CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 20,332,222.87
Total expense (including taxes).....	10,409,146.00
Net income.....	\$ 9,923,076.27
Rentals.....	\$ 178,986.83
Interest on funded debt.....	3,389,183.47
Dividends declared (8 per cent).....	4,285,247.84
Balance for the year.....	2,069,658.13
Balance at commencement of the year, debit.....	\$ 1,269,348.20
Add or deduct entries in profit and loss account during the year not included in the above account, debit.....	974,242.31
Balance at commencement so charged, debit.....	2,243,590.51
Balance June 30, 1881, debit.....	173,932.38

NOTE "A."—By sale and consolidation the Burlington & Missouri River Railroad Company's road, property and franchises have been merged with that of the Chicago, Burlington & Quincy Railroad Company, the managers of which have not the information necessary for answering many of the questions asked in this book. Most of the books of the Burlington & Missouri River Railroad were destroyed by fire in 1872.

## ANALYSIS OF EARNINGS.

From through passengers.....	\$ 1,119,399.17
From express and extra baggage.....	61,128.15
From mails.....	82,440.94
Total earnings from passenger department.....	\$ 1,262,968.26
Through freight.....	\$ 4,845,801.55
Total earnings from freight department.....	\$ 4,845,801.55
Income from all other sources.....	\$ 46,315.56
Total income from all sources.....	\$ 6,155,085.37
Proportion for Iowa, all.	
Earnings per mile of road operated.....	\$ 7,795.40
Receipts from passenger trains per train mile run.....	1.33.9
Receipts from freight trains per train mile run.....	1.59
Average train earnings.....	1.53

	WHOLE LINE.	IOWA.
Train service.....	\$ 693,158.05	\$ 312,661.95
Engine service.....	874,364.19	367,845.18
Station service.....	780,813.84	221,455.60
Water service.....	67,128.01	32,195.67
Repairs track.....	1,209,697.15	635,866.69
Repairs bridges.....	324,091.03	175,830.84
Repairs fences.....	47,745.65	15,575.01
Repairs buildings.....	89,680.22	34,774.01
Repairs docks and levees.....	278.25	.....
Repairs engines.....	581,853.10	255,099.83
Repairs cars.....	771,581.87	301,153.08
Lost and damaged freight.....	19,849.75	7,682.52
Miscellaneous loss and damage.....	88,354.69	49,144.19
Telegraphing.....	159,152.44	86,444.45
Fuel consumed.....	801,945.96	362,654.23
Oil and waste.....	128,527.16	54,156.44
Stationery.....	60,915.53	22,674.93
Printing, advertising and subscription.....	36,192.94	16,450.18
General expenses.....	419,734.70	169,578.45
Legal expenses.....	51,368.67	20,912.41
Miscellaneous expenses.....	7,534.36	3,010.58
Foreign agencies.....	121,637.45	55,163.18
Insurance.....	597.94	273.68
Rent of cars.....	8,741.68	2,478.49
Taxes.....	328,895.06	117,451.00
Interest.....	2,237,289.78	341,622.01
Total.....	\$ 9,906,129.77	\$ 3,661,534.60

Maintenance of way.....	\$ 802,046.55
Maintenance of motive power.....	556,252.91
Conducting transportation.....	1,496,098.72
General expenses.....	405,514.41
Total.....	\$ 3,319,912.59

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$ 9,906,129.77
Proportion for Iowa.....	\$ 3,661,534.60
Per mile of road operated.....	4,642.15
Per train mile for passenger, freight and mixed trains, cents and mills.....	9.17
Percentage of expenses to earnings.....	59.48
Net earnings per train mile (3,990,937 miles), cents and mills.....	\$2,493,550.77 62.4

## GENERAL RECAPITULATION.

Total earnings.....	\$ 6,155,085.37
Total receipts during the year.....	\$ 6,155,085.37
Total operating expenses.....	3,661,534.60
Net earnings—earnings above operating expenses.....	2,493,550.77
Total receipts above operating expenses.....	2,493,550.77

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

Grading and masonry (includes superstructure).....	\$	608,290.88	
Bridging.....		36,774.38	
Land, land damages, and fences.....		202,308.75	
Passenger and freight stations, coal-sheds, and water-stations.....		71,283.12	
Engine-houses, car-sheds, and turn-tables.....		32,844.42	
Machine-shops, including machinery and tools.....		27,965.97	
Engineering, agencies, salaries, and other expense during construction.....		43,356.33	
Changing channels.....		40,805.04	
Double track extension.....		199,554.68	
<i>Total for construction.....</i>	\$	<u>1,263,183.57</u>	
*Locomotives, 29.....	\$	123,592.21	
Passenger, mail and baggage cars, 19.....		78,340.82	
Freight and other cars, 1,054.....		699,358.97	
<i>Total for equipment.....</i>	\$	<u>901,292.00</u>	
Other expenditures charged to property account:			
Changing grade (Tyrone).....	\$	17,733.90	
<i>Total expenditures charged to property accounts.....</i>	\$	<u>2,182,209.47</u>	
Credits in Iowa:			
Land sold at Fredrick.....	\$	100.00	
Buildings sold at Des Moines.....		130.00	
		230.00	
<i>Net addition to property account for the year.....</i>	\$	<u>2,181,979.47</u>	

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$	68,702,736.85
Equipment account.....		14,047,515.87
Other permanent investments.....		14,040,421.82
Bonds.....		5,987,607.17
Cash.....		487,415.17
Bills receivable balance.....		3,970,116.25
Other assets (as follows):		
Materials and supplies.....		2,498,073.39
Sinking fund.....		4,389,084.86
Profit and loss balance to income account.....		173,932.38
<i>Total assets.....</i>	\$	<u>114,296,903.76</u>

## LIABILITIES.

Capital stock.....	\$	55,692,096.51
Funded debt.....		50,852,225.00
Profit and loss balance, or income account.....		7,752,582.25
<i>Total liabilities.....</i>	\$	<u>114,296,903.76</u>

\*The equipment account is for whole line and the increase cannot be prorated between States. Some of the equipment reported was but partly finished during the year.

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	914,511
Freight train mileage.....	2,833,174
Mixed train mileage.....	143,272
<i>Total train mileage.....</i>	<u>3,990,957</u>
Number of local passengers.....	766,699
Number of through passengers.....	75,662
<i>Total number of passengers.....</i>	<u>842,361</u>
Passenger mileage (passengers carried one mile).....	45,847,641
Number tons of local freight carried in Iowa.....	1,506,853
Number tons freight carried in Iowa.....	826,626
Total number of tons freight carried.....	2,333,479
Local freight mileage (tons local freight carried one mile)....	265,940,534
Through freight mileage (tons through freight carried one mile)	190,707,196
Average weight of passenger trains (exclusive of passengers) including engines, tons.....	200
Average number of cars in passenger trains.....	6
Number of miles run by loaded freight cars east.....	23,714,638
Number of miles run by loaded freight cars west.....	21,799,330
Number of miles run by empty freight cars east.....	4,742,179
Number of miles run by empty freight cars west.....	6,779,121
Percentage of empty freight cars hauled east.....	16.66
Percentage of empty freight cars hauled west.....	23.72
Average weight of freight trains (exclusive of freight) including engines, tons.....	230
Average number of cars in freight train.....	18
Average number of persons employed.....	5,845
Miles run by passenger, mail and baggage cars.....	4,208,918
Miles run by freight cars east.....	28,456,817
Miles run by freight cars west.....	28,578,451
Total.....	57,035,268
Mileage of passengers.....	45,847,641
Local freight.....	265,940,534
Through freight.....	190,707,196
Rate of speed of passenger and express trains, including stops, miles per hour.....	25
Rate of speed of freight trains, including stops, miles per hour.	12

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	898,884	38.6
Flour.....	24,166	1.0
Provisions (beef, pork, lard, etc).....	33,716	1.5
Animals.....	261,512	11.2
Other agricultural products, cotton and wool.....	27,439	1.2
Lumber and forest products.....	380,216	16.4
Coal.....	273,837	11.4
Iron and castings.....	72,667	3.1
Stone and brick.....	26,751	1.2
Manufactures—articles shipped from point of production.....	37,704	1.6
Merchandise, and other articles not enumerated above.....	296,587	12.8
<i>Total tons carried.....</i>	<u>2,333,479</u>	<u>100</u>

## DESCRIPTION OF ROAD.

Length of main line of road from center of Mississippi River, at Burlington to East Plattsmouth.....	281,024
Length of main line of road from Pacific Junction to Council Bluffs.....	18,200
Length of main line of road in Iowa.....	299,224
Length of double track on main line.....	32,068
Same in Iowa.....	32,068
Branches owned in Iowa—giving distances from Junction with main line:	
Burlington to Keokuk.....	42,012
Albia to Des Moines.....	67,807
Albia to Moravia.....	11,477
Chariton to Grant City.....	95,450
Chariton to Indianola.....	33,200
Bethany Junction to Bethany.....	28,586
Creston to Hopkins.....	44,535
Creston to Fontanelle.....	27,800
Clarinda to Burlington Junction.....	35,000
Red Oak to East Nebraska City.....	49,860
Red Oak to Griswold.....	18,100
Hastings to Sidney.....	20,800
Hastings to Carson City.....	15,728
Total length of branches.....	490,355
Total length of branches in Iowa.....	446,755
Total length of branches in Missouri.....	43,600
Total length of road belonging to this company, Iowa lines....	789,579
Aggregate length of sidings and other tracks not above enumerated.....	148,880
Same in Iowa.....	144,760
Aggregate length of track, computed as single track.....	970,527
Same in Iowa.....	922,807
Total length of steel rails in tracks.....	439,880
Total length of iron rails in tracks, balance of track.....	530,647
Weights per yard, steel 60 and 66.	
Weights per yard, iron 56 and 60.	
Gauge of track.....	4 ft. 8½ in.
Length Chicago, Burlington & Quincy lines in all States:	
Illinois.....	1,436,746
Iowa.....	497,955
Missouri.....	354,860
Nebraska.....	881,200
Total miles of road operated by this company.....	3,170,761
Total miles of road operated by this company in Iowa.....	745,979
Number of stations in Iowa on all roads operated by this company.....	183
Number of telegraph offices in same.....	111
Number of stations on all roads owned by this company, Illinois and Iowa lines.....	310
Same in Iowa.....	133
<b>EMPLOYES.</b>	
Number of persons regularly employed on all roads operated by company, Illinois and Iowa lines.....	13,976
Same in Iowa.....	5,845

## EQUIPMENT.

	IOWA.	TOTAL.
Number of locomotives.....	150	388
Number of passenger cars.....	55	146
Number of baggage, mail, and express cars.....	28	72
Number of parlor or sleeping cars (11 assigned sleepers).....	4	15
Number of dining cars.....	2	5
Number of freight cars (basis of 8 wheels).....	4,185	12,648
Number of other cars, including hand and rubble.....	489	1,207
Maximum weight of locomotives in working order, pounds.....		79,500
Average weight of locomotives in working order.....		64,400
Maximum weight of tenders full of fuel and water.....		60,000
Average weight of tenders full of fuel and water.....		39,000
Maximum weight of passenger cars.....		57,100
Average weight of passenger cars.....		45,150
Number of mail and baggage cars, Iowa Division.....		28
Number of 8-wheel box freight cars.....		3,272
Number of 8-wheel platform cars and coal cars.....		913
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender....	46 ft. 2 in.	
Total length of heaviest engine and tender over all.....	56 ft. 6 in.	
Number of locomotives equipped with train-brake.....		25
Kind of brake, Westinghouse.		
Number of cars equipped with train-brake.....		90
Kind of brake, Westinghouse.		
Number of passenger cars with Miller platform and buffer....		90
Number of miles of road operated by your company not furnished with telegraph facilities:		
From Albia to Moravia, number of miles, 11.		
If any part of road was first opened for operation during the past year, state the date.		
Mt. Ayr to Grant City, Mo., Sept. 20, 1880.		
Hastings to Carson City, Oct. 6, 1880.		
Bethany Junction to Bethany, Mo., Nov. 15, 1880.		

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American Express Company runs the road. Railroad company furnishes cars, and express company furnishes all carriers and agents.

## SLEEPING CARS.

Run Pullman Sleeping Cars. Sleeping car charges, \$2 per berth. Dining cars owned by Pullman Company and railroad company jointly. The railroad company maintains and repairs the cars, and the Pullman Palace Car Co. maintains everything relating to the sleeping apparatus. The Pullman Palace Car Co. receives the entire earnings.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails is: Main line, two times each way daily for large stations and one time each way daily for small, on branches one time each way daily; receipts, \$82,440.94, for the year ending June 30, 1881.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from Congressional grants .....	358,442.09
State the number of acres yet to inure to your company from Congressional grants.....	None.
State the average price at which these lands are offered for sale by the company.....	\$ 10.00
State the average price at which these lands have been sold or contracted for by the company .....	12.12
State the number of acres sold .....	310,653.79
State the amount received from sales (cash sales) .....	115,947.16
State the amount received from outstanding contracts.....	2,827,122.16
State the amount received from forfeited contracts (including interest on deferred payments received by the company) ..	460,287.63
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30.....	3,403,356.95

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE, AT BURLINGTON, IOWA, CARRIED BY C., B. &amp; Q. R. R., FOR YEAR ENDING JUNE 30, 1881.

East-bound, number of tons.....	1,540,384
West-bound, number of tons .....	795,252
Total tons.....	2,335,636

## TONNAGE CROSSING THE MISSOURI RIVER BRIDGE, AT PLATTSMOUTH, NEB., FOR THE YEAR ENDING JUNE 30, 1881.

East-bound, number of tons .. . . . . .	237,092.20
West-bound, number of tons .....	271,138.84
Total tons... .. . . .	508,231.04

## BRIDGES.

	NO.	LENGTH*
Number pile and trestle bridges and length in Iowa.....	976	95,090
Number of iron bridges, aggregate length, feet .....	37	4,543
Number of combination bridges, length, feet .. . . . . .	3	285
Number of wooden bridges, length, feet... .. . . .	55	7,061
Number of stone arch culverts and viaducts.....	30	
Number of crossings of highways at grade .....	760	
Number of crossings of highways over railroad.....	20	
Number of crossings of highways under railroad.....	11	
Number of highway bridges 18 feet above track .....	20	
Number of crossings at which gates or flagmen are maintained.	7	
Number of railroad-crossings at grade (specifying each) .....	13	
Number of railroad-crossings over other railroads:		
Chicago, Rock Island & Pacific Railway, at Fairfield.		
Chicago, Rock Island & Pacific Railway, at East Des Moines.		
Chicago, Rock Island & Pacific Railway, at West Des Moines.		
Chicago, Rock Island & Pacific Railway, at Ottumwa.		
Wabash, St. Louis & Pacific, at Albia.		
Wabash, St. Louis & Pacific, at Malvern.		
Kansas City, St. Jo. & Council Bluffs, at Pacific Junction.		
Wabash, St. Louis & Pacific, at Clarks.		
Wabash, St. Louis & Pacific, at Shenandoah.		
Wabash, St. Louis & Pacific, at Humeston.		
Wabash, St. Louis & Pacific, at Moravia.		
Chicago & Northwestern Railway, at Council Bluffs (two crossings).		

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company (for all roads operated), cents.....	2.32
Average rate of fare per mile received from all passengers (Iowa) .....	2.31
Average rate per ton per mile received for all freight carried.	1.054
Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa, (this should not include fuel or any material for the use of the road), about	65
(This percentage is percentage of local tons moved to total.)	

FUNDED DEBT CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

NAME OF BOND.	When issued.	When due.	Rate per cent.	When payable.	Amount of bonds
C., B. & Q. 1st mortgage inconvertible.	January 1, 1858	January 1, 1883	8	January 1, July 1	\$ 2,262,000
C., B. & Q. 2d mortgage inconvertible.	July 1, 1860	July 1, 1890	4	January 1, July 1	666,000
C., B. & Q. 1st mortgage convertible	January 1, 1888	January 1, 1883	8	January 1, July 1	180,000
C., B. & Q. trust mortgage of 1890	October 1, 1864	October 1, 1890	7	April 1, October 1	633,000
C., B. & Q. plan of 7 per cent of 1896	January 1, 1872	January 1, 1896	7	January 1, July 1	547,475
C., B. & Q. consolidated mortgage of 7 per cent of 1903.	July 1, 1873	July 1, 1903	7	January 1, July 1	15,986,000
C., B. & Q. 5's of 1895.	June 1, 1875	June 1, 1895	5	June 1, December 1	380,000
C., B. & Q. 5's of 1901.	October 1, 1876	October 1, 1901	5	April 1, October 1	2,325,000
C., B. & Q. Iowa mortgage 4's of 1919	October 1, 1879	October 1, 1919	4	April 1, October 1	8,965,000
C., B. & Q. Iowa mortgage 5's of 1919	October 1, 1879	October 1, 1919	5	April 1, October 1	2,935,000
B. & M. R. R. Iowa land grant 7's	October 1, 1879	October 1, 1919	7	April 1, October 1	4,424,550
B. & M. R. R. convertible 8's, 1894.	October 1, 1883	October 1, 1893	7	April 1, October 1	81,600
B. & M. R. R. convertible 8's, 1889	July 1, 1869	July 1, 1894	8	January 1, July 1	198,500
B. & M. R. R. Nebraska 4's of 1910	July 1, 1870	July 1, 1889	8	January 1, July 1	3,947,000
B. & M. R. R. consolidated 6's	January 1, 1880	January 1, 1910	4	January 1, July 1	9,876,300
B. & M. R. R. convertible 8's	July 1, 1878	July 1, 1918	6	January 1, July 1	48,500
Total.	January 1, 1873	January 1, 1883	8	January 1, July 1	\$50,852,000

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	FAULT.	NATURE OF AND HOW INJURED.
1880.					
July 10	P. Quinlan	Citizen	Ottumwa	Person's	Legs crushed between cars.
July 16	T. F. McMinn	Stockman	Hastings	Person's	Killed—fell between cars.
July 14	J. Hamilton	Brakeman	Fort Madison	Person's	Hips crushed in coupling.
August 6	Frank Dell	Laborer	Des Moines	Person's	Legs crushed, fell under cars.
August 12	Frank Crawford	Switchman	Burlington	Person's	Foot crushed, coupling.
August 28	E. B. Heman	Citizen	Osceola	Person's	Killed, suicide, run over by train.
September 10	George Cornell	Employe	Mt. Pleasant	Person's	Leg broken, jumped from train.
September 17	Frank Ault	Switchman	Pacific Junction	Person's	Run over and killed while coupling.
October 5	G. M. Moore	Brakeman	Hawthorn	Person's	Run over and killed, fell from train.
October 7	Q. Adams	Boy	Osceola	Person's	Leg crushed, amputated, jumped from train.
October 8	Frank Clark	Brakeman	Oreston	Person's	Killed, struck by engine.
October 11	C. Wilson	Brakeman	Bethany Junction	Person's	Killed, fell between cars, coupling.
October 14	J. Martin	Young boy	Mt. Pleasant	Person's	Arm crushed, amputated, playing about cars.
October 19	J. Houston	Foreman	Melrose	Person's	Ribs broken, run over by hand car.
October 28	B. Armele	Citizen	Des Moines	Person's	Hand run over, died of lock-jaw, drunk.
November 2	William Enderle	Brakeman	Fairfield	Person's	Run over and killed, fell from train.
November 4	James Kelly	Laborer	Lockridge	Person's	Run over and killed, fell from train.
November 6	J. Hetherman	Laborer	Creston	Person's	Run over and killed, knocked from car.
November 11	Jno. Carey	Switchman	Burlington	Person's	Crushed between cars, coupling air hose.
November 14	Gus. Kritzer	Citizen	Lockridge	Person's	Legs run over, fatal, getting on train.
November 19	W. T. Cross	Brakeman	Oreston	Person's	Crushed between cars, fatal, coupling.
December 8	Ezra Kett	Citizen	Ottumwa	Person's	Internal bruises, struck by train, drunk.
December 22	Charles Collins	Brakeman	Fairfield	Person's	Run over and killed, fell from train.
December 22	Thomas Cox	Pumper	Flaglers	Person's	Leg broken, fell from house-top, injuries fatal.
December 23	Frank Moran	Brakeman	Villisca	Person's	Run over and killed, fell while switching.
1881.					
January 5	Jno. Nelson	Car repairer	Burlington	Person's	Leg cut, caught under cars.
January 22	William Sweeney	Child	Ottumwa	Person's	Leg broken and crushed, playing about cars.
February 14	D. E. Dale	Laborer	Humeston	Person's	Broken rail
April 14	Sarah Spencer	Citizen	Red Oak	Person's	Killed, walking on track.
May 1	William Miller	Citizen	Burlington	Person's	Foot crushed, getting on train.
May 5	A. L. Wentz	Conductor	Agency	Person's	Run over and killed, switching.
May 7	L. T. Knox	Brakeman	Fairfield	Person's	Fatal internal injuries, fell from train.
May 12	C. Anderson	Laborer	Melrose	Person's	Struck by hand car, fell on track.
May 20	Jno. Losey	Car repairer	Burlington	Person's	Crushed, fatal, going between cars.
May 23	Frank Alberts	Citizen	Burlington	Person's	Legs run over, getting on cars, drunk.
May 28	Lott Dorsey	Brakeman	Pacific Junction	Person's	Run over and killed, fell from train.

## ACCIDENTS TO PERSONS IN IOWA.

DATE.	NAME.	OCCUPATION.	PLACE.	FAULT.	NATURE OF AND HOW INJURED.
June	1 W. J. Hallway	Stockman	Glendale	Collision	Killed.
June	4 Len T.	Citizen	Montrose	Person's	Run over and killed, struck while drunk.
June	6 L. Rickey	Citizen	Des Moines	Person's	Foot and leg crushed, getting on train.
June	8 Jno. Nagle	Citizen	Woodburn	Collision	Crushed between engine and cab, fatal.
June	20 W. H. Kern	Brakeman			

## RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their control.....	1
misconduct or want of caution .....	1
Emploves—from causes beyond their control .....	1
misconduct or want of caution .....	16
Others—stealing rides.....	1
trespassing, on track, etc.....	5
Total killed.....	25
Injured—employees—from causes beyond their control.....	1
misconduct or want of caution.....	8
Others—stealing rides.....	6
trespassing, on track, etc.....	1
Total injured.....	16

In view of the many accidents which occur from railway employes getting their feet caught in frogs, switches, etc., please state whether your company has adopted any plan for preventing such accidents.

We block up mouths of frogs with wood and find it effectual; none of the foregoing are from this cause.

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

*President*—John M. Forbes, Boston, Massachusetts.

*Vice-President*—Chas. E. Perkins, Burlington, Iowa.

*Treasurer*—Amos T. Hall, Chicago, Illinois.

*General Manager*—Thos. J. Potter, Chicago, Illinois.

*Superintendent*—J. D. Besler, Galesburg, Illinois.

*Division Superintendents*—Geo. Alexander, Aurora, Illinois; E. Ryder, Galesburg, Illinois; Wm. C. Perkins, Burlington, Iowa.

*Chief Engineer*—Robert J. McClure, Chicago, Illinois.

*Superintendent of Telegraph*—O. Stewart, Chicago, Illinois.

*General Auditor*—Jno. L. Lathrop, Chicago, Illinois.

*General Passenger Agent*—Percival Lowell, Chicago, Illinois.

*General Freight Agent*—E. P. Ripley, Chicago, Illinois.

*Attorney-General*—Wirt Dexter, Chicago, Illinois.

## NAMES OF DIRECTORS WITH RESIDENCE.

John M. Forbes, Boston, Massachusetts.

Sidney Bartlett, Boston, Massachusetts.

Chas. J. Paine, Boston, Massachusetts.

T. Jefferson Coolidge, Boston, Massachusetts.

Jno. L. Gardner, Jr., Boston, Massachusetts.

Wm. Endicott, Jr., Boston, Massachusetts.

Edward Bangs, Boston, Massachusetts.

Jno. H. A. Griswold, New York City.

Peter Geddes, New York City.

Wirt Dexter, Chicago, Illinois.

Chas. E. Perkins, Burlington, Iowa.

General offices at 102 Michigan Avenue, Chicago, Illinois.

Date of annual meeting of stockholders, Wednesday after fourth Monday in March.

Fiscal year of the company ends December 31st.



STATE OF ILLINOIS, }  
COUNTY OF COOK. }

Amos T. Hall, Secretary, J. C. Peasley, Treasurer of the Chicago, Burlington & Quincy Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)  
[L. S. OF R. R.]

AMOS T. HALL, *Secretary.*  
J. C. PEASLEY, *Treasurer.*

Subscribed and sworn to before me, this 13th day of October, A. D. 1881.

[L. s.]

FRED. L. BLOSSOM,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 14th day of October, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

# KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1881.

### GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 1,559,825.92
Total expense (including taxes) .....	1,101,247.42
Net income .....	\$ 458,578.50
Interest accrued during year.....	407,260.00
Interest paid during year .....	407,260.00
Balance for the year—surplus.....	51,318.50

### ANALYSIS OF EARNINGS.

From local passengers .....	\$ 302,031.71
From through passengers .....	147,058.04
From express and extra baggage.....	21,090.39
From mails.....	34,546.33
<i>Total earnings from passenger department.....</i>	<u>\$ 504,726.47</u>
From local freight.....	\$ 492,804.05
From through freight .....	504,010.32
<i>Total earnings from freight department.....</i>	<u>\$ 996,814.37</u>
<i>Total transportation earnings.....</i>	<u>\$ 1,501,540.84</u>
Rents for use of road, and miscellaneous sources.....	58,285.08
<i>Total income from all sources.....</i>	<u>\$ 1,559,825.82</u>
Income from all sources:	
Freight .....	\$109,419.52
Passenger .....	63,780.90
Mail, express, and miscellaneous.....	21,075.53
	\$ 194,275.95
Proportion for Iowa .....	104,275.95
Earnings per mile of road operated, 312,460 miles in 1881.....	4,946.36
Receipts from passenger trains per train mile run (miles 468- 400), cents and mills .....	107.7
Receipts from freight trains per train mile run (miles 402.857), cents and mills.....	212.8

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks .....	\$ 63,982.74
Stationery and printing .....	13,282.77
Outside agencies and advertising .....	10,372.39
Contingencies and miscellaneous .....	11,970.96
Repairs of bridges (including culverts and cattle-guards) .....	13,657.68
Repairs of buildings .....	13,321.46
Repairs of fences, road-crossings, and signs .....	9,836.58
Renewal of rails—No. tons laid, steel, in 1880, 3,582; in 1881, 3,187, $\frac{1}{2}$ %; .....	118,982.27
Renewal of ties—in 1880, 103,075; No. laid in 1881, 64,550 .....	38,370.40
Repairs of road-bed and track .....	168,316.95
Repairs of locomotives .....	51,558.49
Fuel for locomotives .....	68,063.85
Water supply .....	12,069.96
Oil and waste .....	6,022.23
Locomotive service, salaries and wages .....	83,502.42
Repairs of passenger cars .....	27,638.92
Passenger and freight train service, salaries, wages, and supplies .....	72,752.17
Repairs of freight cars .....	55,244.04
Rents .....	33,816.14
Boston office expenses .....	333.25
Mail service .....	1,064.00
Mileage freight cars, debit balances .....	7,908.07
Telegraph expenses .....	11,919.47
Loss and damage, freight and baggage .....	1,258.01
Loss and damage, property and cattle, including losses by fire .....	14,610.99
Personal injuries .....	6,983.49
Agents and station service, salaries, wages, and station supplies .....	145,357.71
<i>Total operating expenses</i> .....	\$ 1,061,247.42
Taxes in Iowa .....	\$ 10,000.00
Taxes in other States .....	30,000.00
<i>Total operating expenses and taxes</i> .....	\$ 1,101,247.42
Maintenance of way .....	\$ 361,585.34
Motive power and cars .....	134,441.45
Conducting transportation .....	430,398.38
General expenses .....	174,822.25
<i>Total</i> .....	\$ 1,101,247.42
RECAPITULATION OF EXPENSES.	
Total expenses of operating the road .....	\$ 1,101,247.42
Proportion for Iowa, pro rate .....	\$236,768.19
Per mile of road operated (312.46 miles in 1881) .....	3,492.14
Per train mile for passenger, freight and mixed trains, miles (in Iowa) 250.956 (cents) .....	04
Percentage of expenses to earnings .....	70.6
Net earnings per train mile (871.257 miles) for whole line .....	52.6
GENERAL RECAPITULATION.	
Total earnings .....	\$ 1,559,825.02
Total operating expenses .....	1,101,247.42
Net earnings—earnings above operating expenses .....	458,578.50
Percentage of net earnings to stock and debt .....	3.9
Percentage of net earnings to cost of road and equipment .....	3.8

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

Grading and masonry .....	\$ 22,751.07
Bridging .....	22,419.42
Land, land damages, and fences .....	6,020.44
Engine-houses, car-sheds, and turn-tables .....	8,185.02
Purchase of other roads:	
*Tarkio Valley Railroad (leased), cost .....	602,787.62
Nodaway Valley Railroad (leased), cost .....	639,255.99
<i>Less land sold</i> .....	\$ 1,302,019.56
<i>Total for construction</i> .....	1,846.70
Freight and other cars, and boarding cars .....	\$ 2,109.74
Other expenditures charged to property account:	
New tools and machinery .....	251.94
<i>Net addition to property account for the year</i> .....	1,302,534.54

## SURPLUS.

The amount surplus in the hands of treasurer and assistant treasurer .....	\$ 51,318.50
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## BALANCE SHEET.

## ASSETS.

Construction account .....	\$ 10,504,636.67
Equipment account .....	1,357,253.19
Other permanent investments ( <i>as follows</i> ):	
Lands in St. Joseph, purchased for depot purposes .....	\$ 62,280.18
Stock of Union Depot Company, Atchison, Kansas .....	8,000.00
Stock of Union Depot Company, Kansas City, Missouri .....	3,409.53
Stock of Union Depot Company St. Joseph, Missouri .....	1,000.00
Stock of Union Stock Yards, St. Joseph, Missouri .....	4,950.00
<i>Cash items (as follows):</i>	
Cash .....	\$ 193,576.05
Due from agents and companies .....	205,889.74
<i>Cash assets (as follows):</i>	
Materials and supplies .....	124,379.05
<i>Total assets</i> .....	\$ 12,555,375.01

\*The Tarkio and Nodaway Valley Railroad Companies mentioned above were finished during the year, both roads having been built under a separate charter granted by the State of Missouri and Iowa. Both roads leased to K. C., St. J. & C. B. R. R., under date of May 1, 1880, for 999 years. Length of main line of Tarkio Valley Railroad, 25.31 miles in Missouri, and in Iowa, 4.64 miles. Length of main line of Nodaway Valley Railroad, 31.53 miles in Missouri.

## LIABILITIES.

Capital stock.....	\$ 3,205,356.71	
Funded debt.....	8,307,474.51	
Unfunded debt (as follows):		
Interest unpaid, coupons not presented.....	\$ 2,818.35	
Interest unpaid, coupons due July 1, 1881.....	179,771.66	
Land grant (State lands).....	35,557.21	
Notes payable.....	234,000.00	
Vouchers and accounts.....	159,172.90	
		611,320.12
Profit and loss balance (if surplus).....		431,223.67
<i>Total liabilities</i> .....	\$ 12,555,375.01	

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage, in Iowa.....	86,672
Freight train mileage, in Iowa.....	78,228
Switching train mileage, in Iowa.....	57,315
Other train mileage, in Iowa (work trains).....	28,741
<i>Total train mileage</i> .....	250,956
Number of local passengers.....	281,740
Number of through passengers.....	48,529
<i>Total number of passengers</i> .....	330,269
Total number tons freight carried.....	699,285
Average weight of passenger trains (exclusive of passengers), including locomotives, tons.....	115
Average number of cars in passenger trains.....	3.7
Number of miles run by loaded freight cars, in Iowa (18.5 of total).....	1,099,981.7
Number of miles run by empty freight cars.....	447,748.8
Percentage of empty freight cars hauled.....	29
Average weight of freight trains (exclusive of freight), including locomotives, tons.....	214
Average number of cars in freight train.....	18.5
Average number of persons employed on freight trains.....	6
Miles run by passenger, mail and baggage cars.....	317,406
Miles run by freight cars.....	1,547,730.5
Rate of speed of passenger and express trains, including stops, miles per hour.....	24
Rate of speed of freight trains, including stops, miles per hour.....	10.75

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	145,684	20.83
Flour.....	17,853	2.50
Provisions (beef, pork, lard, etc.).....	14,430	2.06
Animals.....	50,800	7.15
Other agricultural products.....	1,976	.28
Lumber and forest products.....	178,930	25.57
Coal.....	61,642	8.81
Plaster.....	5,472	.78
Salt.....	8,820	1.26
Petroleum.....	84	.01
Railroad iron—iron and steel rails.....	13,416	1.91
Other iron and castings.....	3,250	.46
Oil.....	1,260	.18
Stone, brick and sand.....	5,395	.77
Manufactures—articles shipped from point of production.....	11,292	1.61
Merchandise and other articles not enumerated above.....	179,791	25.82
<i>Total tons carried</i> .....	699,285	100

## DESCRIPTION OF ROAD.

Length of main line of road from Kansas City to Union Pacific Transfer, Council Bluffs, miles.....	194.40
Length of main line of road in Iowa.....	49.43
Length of main line of road in Missouri.....	144.97
Branches owned by this company:	
Hopkins Branch (single track), length.....	50.30
East Atchison (single track), length.....	1.22
East Nebraska City (single track), length.....	2.26
Tarkio Valley (single track), length.....	29.95
Nodaway Valley (single track), length.....	31.53
Total length of branches owned by company.....	115.16
Total length of branches owned by company in Iowa.....	6.90
Total length of branches owned by company in Missouri.....	108.26
Total length of road belonging to this company.....	309.56
Aggregate length of sidings and other tracks not above enumerated.....	44.01
Same in Iowa.....	7.51
Aggregate length of track, computed as single track.....	353.57
Same in Iowa.....	59.76
Total length of steel rails in tracks in Iowa.....	36.00
Total length of iron rails in tracks in Iowa.....	17.09
Weights per yard, steel, 17 miles of 60 pounds; 19 miles of 52 pounds.	
Weights per yard, iron, 52 pounds.	
Gauge of track.....	4 ft. 8½ in.

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

Name, description and length of each:	
Hannibal & St. Joseph Railroad and bridge, Harlem to Kansas City.....	1.50
Chicago, Rock Island & Pacific Railway Council Bluffs depot Union Pacific Transfer.....	1.40
Total length of above roads.....	2.90
Total length of above roads in Iowa.....	1.40
Total length of above roads in Missouri.....	1.50

Total miles of road operated by this company.....	312.46
Total miles of road operated by this company in Iowa.....	53.09
Number of stations in Iowa on all roads operated by this company.....	10
Number of telegraph offices in same.....	10
Number of stations on all roads owned by this company.....	48
Same in Iowa.....	10

## EMPLOYES.

Number of persons regularly employed on all roads operated by this company, say.....	1,400
Same in Iowa.....	90

## EQUIPMENT.

Number of locomotives.....	38
Number of passenger cars.....	20
Number of baggage, mail and express cars.....	11
Number of official cars.....	1
Number of dining cars.....	1
Number of freight cars (basis of 8 wheels).....	979
Number of other cars.....	163
Maximum weight of locomotives in working order, pounds.....	70,800
Average weight of locomotives in working order.....	58,000
Maximum weight of tenders full of fuel and water.....	46,700
Average weight of tenders full of fuel and water.....	30,000
Maximum weight of passenger cars.....	39,000
Average weight of passenger cars.....	38,000
Number of mail and baggage cars.....	11
Number of 8-wheel box freight cars.....	797
Number of 8-wheel platform cars.....	166
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender.....	42 ft. 11 in.
Total length of heaviest engine and tender over all.....	52 ft.
Number of locomotives equipped with train-brake.....	14
Kind of brake, Westinghouse.....	
Number of cars equipped with train-brake.....	33
Kind of brake, Westinghouse.....	
Number of passenger cars with Miller platform and buffer... ..	33

Are charges for the transportation of the company's supplies included in the earnings as reported for your road? No.

If any part of road was first opened for operation during the past year, state the date. Sarkio Valley (in Iowa) December 1, 1880.

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES IN IOWA.

United States Express Company pays a fixed sum for transporting within and up to a fixed limit of weight, and one and one-half first-class rates on excess. This company does not handle, or have anything to do with the express matter or rates thereon as charged by express company, but simply carries when placed in baggage car.

## TRANSPORTATION COMPANIES.

Various companies, cars pass over this road for which we pay mileage, as to railroad companies for similar service.

Have paid various railroad companies for use of cars, \$7,908.07.

## SLEEPING CARS.

The Pullman Palace Car Company's sleepers run on the road, for which we pay the same rate per mile as for a coach hired of any railroad company. The Pullman Palace Car Company receives the earnings for lodging accommodations.

## U. S. MAIL.

The compensation paid us by the U. S. government for transportation of its mails, is \$150.48 per mile per annum for main line in Iowa.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 10,594,636.67
Average cost of construction per mile of road (not including sidings) 312.46 miles.....	33,907.17
Proportion of cost of construction for Iowa.....	1,937,460.92

## COST OF EQUIPMENT.

Total for equipment.....	\$ 1,357,253.19
Average cost of equipment per mile of road operated by company in the State.....	4,343.76
Proportion of cost of equipment for Iowa.....	250,765.26

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 11,951,889.86
Average cost of same per mile.....	38,250.93
Proportion of same for Iowa.....	2,208,226.18

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

May, 1881, two miles north of Henton's, Mills county, pile trestle, wood, 160 feet.

	NO.	LENGTH.
Number of pile and trestle bridges and length in Iowa.....	32	2,100 ft.
Number of wooden bridges.....	2	
Howe Truss bridges, 80 feet, and pile trestle approaches, 225 feet.		
Number of crossings of highways at grade.....	36	
Number of railroad crossings at grade.....	2	
Chicago, Burlington & Quincy Railroad, at Pacific Junction.		
Wabash, St. Louis & Pacific, at Council Bluffs.		

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company.....	2.87
Average rate of fare per mile received from all passengers....	2.87
Average rate per ton per mile received for all freight carried.	1.79
Percentage of freight originating at, and carried to, stations in Iowa, to total freight carried in Iowa (this should not include fuel or any material for the use of the road)....	34.45

CAPITAL STOCK.

Capital stock issued, number of shares, 27,894,1366; amount paid in.....	\$ 2,796,356.71
Total amount paid in as per books of the company.....	2,796,356.71
Capital stock Tarkio Valley Railroad Company.....	194,000.00
Capital stock Nodaway Valley Railroad Company.....	215,000.00
	<b>\$ 3,205,356.71</b>

DEBT.

Funded debt, as follows:

First mortgage bonds due January 1, 1907, rate of interest 7 per cent.....	\$ 5,000,000.00
Interest paid on same during the year.....	\$350,000
Income bonds due January 1, 1907, rate of interest not to exceed 6 per cent, payable when earned.....	2,488,974.51
Council Bluffs & St. Jo. bonds, old issue outstanding, to be exchanged for Kansas City, St. Jo. & Council Bluffs bonds..	500.00
First mortgage bonds of Tarkio Valley Railroad Company, secured by first mortgage on 30.96 miles of road, rate of interest 7 per cent.....	430,000.00
Interest paid on same.....	\$30,100
First mortgage bonds of Nodaway Valley Railroad Company secured by mortgage on 33.47 miles of road, rate of interest 7 per cent.....	388,000.00
Interest paid on same.....	\$27,100.00
Total amount of funded debt.....	8,307,474.51
<i>Total amount of debt liabilities</i> .....	<b>\$ 8,307,474.51</b>
Stock and debt.....	<b>\$ 11,512,831.22</b>

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1880.					
June	5 Henry Jones	Tramp	One mile north Nebraska City Junction	Face cut	Stealing ride on pills; struck a cow.
August	7 Thos. Kabeen	Hostler	East Nebraska City	Face scalded	Accident.
October	17 Thos. Kabeen	Hostler	East Nebraska City	Face scalded	Accident.
December	20 Ed. Baldwin	Brakeman	Council Bluffs yard	Hand crushed	Coupling cars. His own fault.
1881.					
January	8 Wm. Givens	Laborer	Council Bluffs	Head cut	Packing ice; tongue slipped and he fell.
January	8 John Nelson	Car repairer	Council Bluffs	Leg hurt	Working under car; did not put out flag, and car was struck.
May	7 J. Keenan	Track laborer	One and a half miles north East Nebraska City		Struck hand with spike-manul. His own fault.
June	20 J. Long	Laborer	Hendon's	Left hand mangled	Tried to couple cars. His own fault.



Total income including elevators.....	\$ 14,757,455.41
Proportion for Iowa.....	2,140,441.41
Earnings per mile of road operated, whole line.....	4,234.31
Earnings per mile of road operated in Iowa.....	2,370.37
Receipts from passenger trains per train mile run (2,846,397 miles) whole line.....	1.41
Receipts from freight and mixed trains per mile run (6,164,729 miles) whole line.....	1.69
Average number of miles in operation for the year, whole line.....	3,425
Average number of miles in operation, in Iowa.....	903

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$ 259,778.15
Legal expenses.....	55,990.37
Insurance.....	29,598.27
Stationery and printing, and station and train supplies.....	259,906.03
Outside agencies and advertising.....	103,004.34
Contingencies and miscellaneous.....	170,019.22
Elevators.....	70,274.29
Repairs of bridges (including culverts and cattle-guards).....	206,323.84
New buildings, charged to expenses.....	195,092.07
Repairs of fences, road-crossings, and signs.....	57,248.33
Renewal of rails and repairs of road-bed and track.....	1,839,511.25
No. tons laid, steel, say 5,830; iron, say 3,370.	
Repairs of locomotives.....	594,733.00
Fuel for locomotives.....	1,260,702.16
Oil and waste.....	126,250.52
Locomotive service, salaries and wages.....	876,891.99
Repairs of cars.....	819,430.56
Train service, salaries and wages.....	609,837.31
Mileage freight cars, debit balances.....	5,780.67
Loss and damage, freight and baggage.....	20,079.56
Loss and damage, property and cattle, including losses by fire.....	28,754.40
Personal injuries.....	71,708.84
Agents and station service, salaries and wages.....	1,268,411.67
<i>Total operating expenses (less taxes).....</i>	<i>\$ 8,858,752.55</i>
Taxes in Iowa.....	\$ 89,353.90
Taxes in other States.....	337,405.15
	\$ 426,759.05
<i>Total operating expenses and taxes (expenses of elevators not included).....</i>	<i>\$ 9,285,511.60</i>
<i>Total operating expenses and taxes and elevators.....</i>	<i>\$ 9,355,786.39</i>
Maintenance of way.....	\$ 2,298,175.49
Motive power.....	1,414,163.56
Conducting transportation.....	4,268,417.12
General expenses.....	1,375,030.22
<b>Total.....</b>	<b>\$ 9,355,786.39</b>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$ 9,285,511.60
Proportion for Iowa.....	\$1,763,814.78
Per mile of road operated in Iowa.....	1,953.28
Per mile of road (whole line).....	2,445.63
Per train mile for passenger, freight and mixed trains (miles 9,011,126).....	1.3
Percentage of expenses to earnings (less taxes).....	61
Net earnings per train mile (9,011,126 miles), passenger, freight, and mixed (cents).....	58

## GENERAL RECAPITULATION.

Total earnings (including elevators).....	\$ 14,757,455.41
Total receipts during the year.....	484,288.09
Total operating expenses (including elevators).....	9,355,786.39
Net earnings—earnings above operating expenses.....	5,401,669.02
Total receipts above operating expenses.....	5,885,957.11
Percentage of net earnings to stock and debt.....	5.2
Percentage of net earnings to cost of road and equipment.....	5

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

Bridging.....	\$ 455,223.27
Land.....	458,338.60
Passenger and freight stations, coal-sheds, and water-stations.....	184,080.33
Machine-shops, including machinery and tools.....	165,241.68
Southern Minnesota Railway.....	7,238,443.62
Davenport & Northwestern Railway.....	114,911.22
Hastings & Dakota Railway.....	1,990,112.70
Viroqua Railway.....	7,449.60
Dubuque & Southwestern Railway.....	13,026.94
Chicago & Pacific Railroad.....	756,638.91
Mineral Point Railroad.....	1,399,004.36
Chicago, Clinton, Dubuque & Minneapolis Railway, and branches.....	6,840,028.63
Wisconsin Valley Railroad.....	1,883,778.28
Pine River Valley & Stevens' Point Railway.....	87,422.39
Oshkosh & Mississippi River Railway.....	215,599.13
Minnesota Midland Railway.....	381,122.63
Sioux City & Dakota Railway.....	1,590,524.70
Construction Iowa & Dakota Division extension.....	1,016,985.20
Construction Hastings & Dakota Division extension.....	2,017,684.26
Construction Southern Minnesota Division extension.....	413,899.74
Construction Libertyville extension.....	4,206.09
Construction Rockton extension.....	21,550.69
Construction Minneapolis extension.....	526,611.00
Construction Monroe extension.....	340,957.17
Construction Broadhead extension.....	16,867.05
Construction Beloit extension.....	192,264.21
Construction Clinton extension.....	89,650.23
Construction Marion extension.....	2,129,325.93
Construction Necedah extension.....	296.63
Construction line to Cement Mills.....	10,448.29
Construction Ottumwa Line.....	39,014.56
Construction Elk Point Cut-off.....	38,323.63
Construction line, St. Paul to Minneapolis.....	224,498.52
Double track, side-tracks, etc.....	97,831.23
<i>Total for construction, purchase, etc.....</i>	<i>\$ 30,971,111.44</i>

Locomotives, 22.....	\$	220,524.54
Parlor, sleeping and dining cars, 5.....		57,987.59
Passenger, mail, baggage and express cars, 16.....		34,664.14
Freight and other cars, 4,392.....		2,406,647.12
<b>Total for equipment.....</b>	<b>\$</b>	<b>2,779,823.38</b>
<i>Total expenditures charged to property accounts.....</i>	<i>\$</i>	<i>33,750,934.82</i>

Property sold (or reduced in valuation on the books) and credited property accounts during the year:		
Real estate, Minneapolis.....		4,000.00
<i>Net addition to property account for the year.....</i>	<i>\$</i>	<i>33,746,934.82</i>

**SURPLUS.**

Surplus at the commencement of year.....	3,435,441.83
Surplus at the close of year.....	3,958,330.28
The amount in banks in New York, etc.....	447,968.75
Amount absorbed in construction.....	780,338.94
Amount in material and balances from other roads, etc.....	2,730,022.59

**BALANCE SHEET.**

**ASSETS.**

Construction and purchase accounts, etc., equipment account.....	\$107,583,572.10
Stock of McGregor & Missouri River Railway, etc.....	\$459,550.00
Stock of St. Paul & Duluth Railroad.....	716,480.00
Minneapolis Eastern Railway.....	75,203.63
Illinois and Iowa coal mines.....	196,793.20
St. Paul depot and elevator companies.....	51,006.00
Other investments.....	37,656.74
	<u>1,536,689.57</u>
<b>Cash items (as follows):</b>	
Cash.....	\$ 447,968.75
Bills receivable.....	1,000.00
Due from agents and companies, etc.....	1,353,987.86
	<u>1,802,956.61</u>
<b>Other assets (as follows):</b>	
Materials and supplies.....	1,375,034.73
<i>Total assets.....</i>	<i>\$112,298,253.01</i>

**LIABILITIES.**

Capital stock.....	\$ 28,354,744.00
Funded debt.....	74,615,000.00
<b>Unfunded debt (as follows):</b>	
Interest unpaid.....	\$ 20,070.85
Dividends unpaid.....	29,030.44
Notes payable.....	1,635,356.37
Vouchers and accounts.....	3,679,721.07
	<u>5,370,178.73</u>
Profit and loss balance (if surplus).....	3,958,330.28
<i>Total liabilities.....</i>	<i>112,298,253.01</i>

**MILEAGE, TRAFFIC, ETC.**

Passenger train mileage.....	2,846,397
Freight and mixed train mileage.....	6,164,729
Switching train mileage.....	2,443,802
Other train mileage.....	1,378,448
Total train mileage.....	12,833,376
Number of local passengers.....	2,384,178
Number of through passengers.....	91,476
Total number of passengers.....	2,475,654
Local passenger mileage (local passengers carried one mile).....	96,247,205
Through passenger mileage (through passengers carried one mile).....	22,273,274
Number tons of local freight carried in Iowa.....	387,995
Number tons of local freight carried east in Iowa.....	282,157
Number tons of local freight carried west in Iowa.....	105,838
Number tons through freight carried in Iowa.....	98,554
Number tons through freight carried east in Iowa.....	55,316
Number tons through freight carried west in Iowa.....	43,238
Total number tons freight carried (whole line).....	3,648,710
Local freight mileage (tons local freight carried one mile).....	540,646,024
Through freight mileage (tons through freight carried one mile).....	48,562,007
Average number of cars in passenger trains.....	5
Number of miles run by loaded freight cars east and west.....	82,315,558
Number of miles run by empty freight cars.....	30,236,946
Percentage of empty freight cars hauled.....	27
Average number of cars in freight train.....	20
Average number of persons employed, June, 1881.....	17,890
Miles run by passenger, mail and baggage cars.....	13,181,484
Miles run by freight cars.....	112,552,504
Mileage local passengers (east).....	46,066,943
Mileage local passengers (west).....	50,180,262
Mileage through passengers (east).....	6,838,400
Mileage through passengers (west).....	15,434,874
Mileage local freight (east).....	294,704,426
Mileage local freight (west).....	245,941,598
Mileage through freight (east).....	20,150,912
Mileage through freight (west).....	28,441,695
Rate of speed of passenger and express trains, including stops, miles, say.....	30
Rate of speed of freight trains, including stops, miles, say.....	10

**TONNAGE OF ARTICLES TRANSPORTED.**

	TONS.	PER CENT.
Grain.....	892,171	24.455
Flour.....	235,458	6.450
Provisions, beef, pork, lard, etc.....	65,965	1.800
Animals.....	189,303	5.188
Other agricultural products.....	89,725	2.458
Lumber and forest products.....	623,187	17.081
Coal.....	248,094	6.813
Plaster.....	19,516	.533
Salt.....	32,105	.880
Railroad iron—iron and steel rails.....	15,917	.436
Other iron and castings.....	163,252	4.474
Stone and brick.....	162,235	4.446
Manufactures—articles shipped from point of production.....	62,521	1.713
Merchandise and other articles not enumerated above.....	840,051	23.273
<i>Total tons carried.....</i>	<i>3,648,710</i>	<i>100</i>



## DESCRIPTION OF ROAD.

	WHOLE LINE.	IN IOWA.
From Milwaukee to Western Avenue, Chicago.....	82.20	
From P., C. & St. Louis Junct., to Milwaukee Ave., Chicago.....	.40	
From Libertyville Junction to Libertyville.....	3.00	
From Kinnickinnic to Bay View.....	.75	
From Chicago to Lanark Junction.....	115.68	
From Racine to Port Byron Junction.....	192.00	
From Eagle to Elkhorn.....	16.50	
From Watertown to Hampton Mines.....	4.25	
From Savanna to Sabula.....	2.74	.20
From Sabula to Cedar Rapids.....	92.20	92.20
From Farley to Paralta.....	43.60	43.60
From Davenport to Jackson Junction.....	150.60	150.60
From Eldridge to Maquoketa.....	32.30	32.30
From Milwaukee to Prairie du Chien.....	194.40	
From Milton to Monroe.....	42.90	
From Lone Rock to Richland Center.....	16.00	
From Stock Yards, Mil., to P. du Chien Division Junction.....	.66	
From Broadhead to Albany.....	7.15	
From Janesville to Beloit Junction.....	13.84	
From Milwaukee to La Crosse.....	196.39	
From Madison to Portage.....	39.00	
From Watertown Junction to Madison.....	36.55	
From Lisbon to Necedah.....	12.86	
From Viroqua Junction to Viroqua.....	32.20	
La Crosse Levee track.....	.75	
From North La Crosse to Bridge Junction.....	1.93	
From Clinton to La Crescent Junction.....	171.55	146.65
From Turkey River Junction to Wadena.....	43.75	43.75
From Bellevue to Cascade.....	35.59	35.59
From Waukon Junction to Waukon.....	22.80	22.80
From Caledonia Junction to Preston.....	57.50	
From Hastings to Milbank Junction.....	214.10	
From Milbank Junction to Groton.....	77.43	
From Milbank Junction to Northwest.....	22.00	
From Benton to Minneapolis.....	28.90	
From Warren to Mineral Point.....	32.75	
Calamine to Platteville.....	18.00	
From Tomah to Merrill.....	108.53	
From Milwaukee to Portage.....	95.08	
From Horicon to Berlin.....	42.30	
From Rush Lake to Winneconne.....	14.80	
From Ripon to Oskosh.....	20.00	
From Spring Street Junction to Schwartzburg.....	5.34	
From Line to Cement Mills.....	1.20	
From McGregor to Minneapolis.....	215.42	84.88
From Conover to Decorah.....	8.77	8.77
From Austin to Mason City.....	39.33	27.96
From Calmar to Marion Junction.....	287.40	249.28
From Marion Junction west.....	99.30	
From Marion Junction to Running Water.....	62.31	
From Rock Valley to Eden.....	9.60	9.21
From Sioux City to Yankton.....	61.30	5.78
From Elk Point to Sioux Falls.....	69.70	33.49
From Bridge Junction to St. Paul.....	128.51	
From St. Paul to St. Paul Junction.....	5.61	
From St. Paul to Minneapolis.....	8.30	
From Wabasha to Zumbrata.....	59.00	

## DESCRIPTION OF ROAD—CONTINUED.

	WHOLE LINE.	IN IOWA.
From Bridge Switch to Madison.....	335.00	
From Sioux Falls Junction to Dell Rapids.....	13.15	
From Wells to Mankato.....	40.00	
Total.....	3,786.17	987.06

Total length of steel rails in tracks, miles, say.....	822
Total length of iron rails in tracks, miles, say.....	2,964.17
Weights per yard, steel, 56 to 60 pounds.....	
Weights per yard, iron, 50 and 60 pounds.....	
Gauge of track, narrow.....	3 feet.
Gauge of track, standard.....	4 ft. 8½ in.

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

Total miles of road operated by this company.....	3,786.17
Total miles of road operated by this company in Iowa.....	987.06
Number of stations in Iowa on all roads operated by this company.....	163
Number of telegraph offices in same.....	129
Number of stations on all roads owned and operated by this company.....	633
Same in Iowa.....	163

## EMPLOYES.

Number of persons regularly employed on all roads operated by company, June, 1881.....	17,800
Same in Iowa.....	3,200

## EQUIPMENT.

Number of locomotives.....	470
Number of passenger cars.....	187
Number of baggage, mail, and express cars.....	140
Number of parlor or sleeping cars.....	25
Number of freight cars (basis of 8 wheels.....)	15,928
Number of other cars.....	28
Maximum weight of locomotives in working order.....	41 tons.
Average weight of locomotives in working order.....	28 tons.
Maximum weight of tenders full of fuel and water.....	28 tons.
Average weight of tenders full of fuel and water.....	22½ tons.
Maximum weight of passenger cars.....	30 tons.
Average weight of passenger cars.....	23 tons.
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender.....	45 ft. 3 in.
Total length of heaviest engine and tender over all.....	56 ft.
Number of locomotives equipped with train-brake.....	110
Kind of brake, Westinghouse automatic air brake.....	
Number of cars equipped with train-brake.....	288
Kind of brake, Westinghouse automatic air brake.....	
Number of passenger, baggage, mail and express cars with Miller platform and buffer.....	289
Rock Valley to State Line was opened fall of 1880.	

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

United States Express Company pays us:

McGregor to Minneapolis & St. Paul.....	} \$71.00 per day.
Conover to Decorah.....	
Calmar to Mitchell and Running Water.....	} \$106.50 per day.
Austin to Mason City.....	
Davenport to Jackson Junction.....	} 1½ times first-class rates and \$110 per month messenger fare.
Eldridge to Maquoketa.....	

American Express Company—

Sabula to Marion.....	\$75.00 per month.
Farley to Cedar Rapids.....	} 1½ times first-class rates and, \$1.50 per day messenger fare
Sioux City to Yankton.....	} Regular—1½ times first-class rates. Special first-class rates, 10 per cent added.
Elk Point to Sioux Falls.....	
Rock Falls to Eden.....	

Dubuque Division—

Main Line and Turkey River Branch...}	} Regular—\$1.00 per 100 pounds through; special 67 cents.
Cascade Branch.....	} .0056 cents per pound per mile.
Waukon Branch.....	
Preston Branch.....	

## TRANSPORTATION COMPANIES.

All fast freight lines doing business between eastern and north western points run over Chicago, Milwaukee & St. Paul road, but no contract or special arrangement exists whereby different rates from those charged the general public are made on freight secured by such fast freight lines.

NAME.	LOCATION.	AMOUNT.
Ames Transportation Co.....	Chicago, Ill.....	\$ 114.31
Anderson & Co.....	New York City.....	938.92
Arnott, M. H. & Co.....	Elmira, N. Y.....	143.00
Blue Line.....	Rochester, N. Y.....	3,103.53
Chicago & Milwaukee Coal Co.....	Chicago, Ill.....	3,024.38
Canada Southern Line.....	Buffalo, N. Y.....	1,402.51
Comstock, C. C.....	Grand Rapids, Mich.....	28.27
Case, J. I.....	Racine, Wis.....	113.95
Commercial Express.....	Chicago, Ill.....	1,022.16
Ellsworth & Co.....	Chicago, Ill.....	166.00
Empire Line.....	Philadelphia, Pa.....	387.59
Erie & Pacific Express.....	Indianapolis, Ind.....	2,980.23
Erie & North Shore Line.....	London, Ont.....	522.89
Eureka Coal Co.....	Chicago, Ill.....	893.58
Erie & North Shore Despatch.....	Detroit, Mich.....	1,570.52
Fall Brook Coal Co.....	Corning, N. Y.....	6.10
Fish Bros. & Co.....	Racine, Wis.....	3.47
Great Eastern Line.....	Montreal, Quebec.....	3,647.61
Great Western Despatch.....	New York City.....	68.95
Hoosac Tunnel Line.....	Rochester, N. Y.....	2,352.07
Hersey Lumber Co.....	Muscatine, Iowa.....	.36
Merchants Despatch Transportation Co.....	New York City.....	2,090.46
Mitchell, Lewis & Co.....	Racine, Wis.....	80.02
Menasha Wooden Ware Co.....	Menasha, Wis.....	179.97
Morrison, A. H.....	St. Joseph, Mich.....	16.82
National Despatch.....	St. Albans, Vt.....	2,032.20
Red Line.....	Buffalo, N. Y.....	5,428.61
Rend & Co.....	Chicago, Ill.....	296.13
Streator Coal Co.....	Streator, Ill.....	18.73
St. Louis Refrigerator Car Company.....	St. Louis, Mo.....	10.81
Star Union Line.....	Pittsburgh, Pa.....	5,448.04
Tiffany Refrigerator Co.....	Chicago, Ill.....	60.03
Wil. Coal M. and M. Co.....	Chicago, Ill.....	248.49
Watson Coal Co.....	Indianapolis, Ind.....	11.99
White Line.....	Buffalo, N. Y.....	98.20
Zimmerman Refrigerator.....	Chicago, Ill.....	1.23
Total.....		\$ 38,512.82

## SLEEPING CARS.

We run no dining cars; the sleepers are owned by the company. Additional charge for accommodation in sleepers is \$1.50 and \$2.00 per berth. Sleepers are owned by the Chicago, Milwaukee & St. Paul Railway Company.

## \* U. S. MAILS.

The compensation paid us by the United States government for the transportation of its mails is:

	PER MILE PER ANNUM.
McGregor to State Line.....	\$ 93.20
Conover to Decorah.....	52.16
Calmar to Sheldon.....	56.78
Sheldon to Pattersonville.....	70.97
Pattersonville to State Line.....	64.13
Mason City to State Line.....	65.84
Savanna to Marion.....	52.16
Farley to Cedar Rapids.....	54.72
Davenport to Calmar.....	52.16
Davenport to Maquoketa.....	42.75
Sioux City to Yankton.....	68.40
Sioux City to Sioux Falls.....	42.75
Clinton to State Line.....	70.97
Turkey River to Wadena.....	42.75
Waukon Junction to Waukon.....	42.75
Bellevue to Cascade.....	42.75

TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT M'GREGOR, IOWA,  
FOR THE YEAR ENDING JUNE 30, 1881.

East-bound, number of tons.....	193,415
West-bound, number of tons.....	121,804
Total tons.....	315,219

TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT SABULA, IOWA, FOR  
THE YEAR ENDING JUNE 30, 1881.

East-bound, number of tons.....	69,212
West-bound, number of tons.....	62,576
Total tons.....	131,788

Number of railroad crossings over other railroads (specifying each):  
At Center Junction, over Chicago & Northwestern Railway.  
At Delaware, over Illinois Central Railroad.

## RATES OF FARE, ETC.

Average rate of fare per mile received from passengers to and from other roads.....	2.81
Average rate of fare per mile received from all passengers.....	2.81
Average rate of local freight per ton per mile on roads operated by this company.....	1.81
Average rate of freight per ton per mile received from freight to and from other roads.....	1.30
Average rate per ton per mile received for all freight carried.....	1.77

## CAPITAL STOCK.

Capital stock issued, number of shares, 283,547.44; amount paid in ..... \$ 28,354,744.00

Total amount paid in as per books of the company. \$ 28,354,744.00

Total number of shareholders..... 1,886  
Number of stockholders in Iowa..... 2  
Amount of stock held in Iowa..... \$ 1,200.00  
Capital stock per mile..... 7,489.56

## DEBT.

Funded debt, as follows:

NAME OF BOND.	Issued.	Due.	Rate of interest, per cent.	Amount.
Consolidated.....	1875	1905	7	\$ 12,400,000
Consolidated (old issue).....	1874	1904	7	87,000
La Crosse Division.....	1863	1893	7	5,743,000
Iowa and Minnesota Division.....	1867	1897	7	3,436,000
Prairie du Chien Division, first mortgage.....	1868	1898	8	3,674,000
Prairie du Chien Division, second mortgage.....	1868	1898	7 <sup>1/2</sup>	1,315,000
Chicago and Milwaukee Division.....	1873	1903	7	2,497,000
St. Paul (or River) Division.....	1872	1902	7	3,998,000
Iowa and Dakota Division.....	1869	1899	7	572,000
Iowa and Dakota Extension.....	1878	1908	7	4,395,000
Hastings and Dakota Division.....	1872	1902	7	97,000
Hastings and Dakota Extension.....	1880	1910	7	4,060,000
Southwestern Division.....	1879	1909	6	4,000,000
La Crosse and Davenport Division.....	1879	1919	5	2,500,000
Chicago and Pacific Division.....	1880	1910	6	3,000,000
Chicago and Western Division.....	1881	1921	5	4,200,000
Southern Minnesota Division.....	1880	1910	6	7,198,000
Mineral Point Division.....	1880	1910	5	7,160,000
Dubuque Division.....	1880	1920	6	6,500,000
Wisconsin Valley Division.....	1880	1920	6	1,700,000
Second mortgage.....	1864	1884	7	387,000
Minnesota Central.....	1864	1894	7	123,000
Milwaukee and Western.....	1861	1891	7	215,000
Land grant income.....	1880	1890	7	358,000
Total amount funded debt.....				\$ 74,615,000

Debt per mile..... \$ 19,706.98  
Stock per mile..... 7,489.56

Stock and debt per mile..... \$ 27,196.54

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLAC.	INJURY.	REMARKS.
1880.					
July 29	Adam Keizer	Harvester	Oswan		Falling from car, legs cut off.
August 6	Mike Corran	Brakeman	Mason City		Coupling, finger cut off, employe.
July 9	Lois Van Alstine	Girl 13 years old	Sioux City		Falling into wash-out, body bruised.
August 9	Jas. H. Jameson	Laborer	Mason City		Working on turn-table, foot jammed, employe.
August 21	Edward Clarke	Small boy	Ulmur		Sitting near track, foot broken.
August 26	H. Tucker	Brakeman	Charles City		Coupling, hand injured, employe.
September 3	George Burns	Brakeman	Mason City		Falling from car, both wrists broken, employe.
September 4	John Johnson	Brakeman	Calmar		Coupling, finger crushed, employe.
September 4	James Keeche	Brakeman	Hartley		Coupling, hand injured, employe.
September 30	Frank Bejamin	Brakeman	Rock Valley		Coupling, left leg broken, employe.
September 11	Jacob Gline	Track repairer	Garner		Breaking of telegraph pole, foot hurt, employe.
October 15	Kate Clifford	Girl 5 years old	Beulah		Walking on track, head and body bruised.
October 22	Nathan Atkinson	Brakeman	Mason City		Walking on track, head and body bruised.
October 24	R. C. McNulton	Brakeman	Sanborn		Walking on track, head and body bruised.
October 26	Morris Olson	Brakeman	Algona		Walking on track, head and body bruised.
October 27	J. H. Rogers	Brakeman	Cresco		Walking on track, head and body bruised.
November 14	Knute Gladden	Brakeman	Calmar		Walking on track, head and body bruised.
September 10	David Wright	Laborer	Britt		Walking on track, head and body bruised.
November 16	Coarles Muzzle	Brakeman	Chickasaw		Walking on track, head and body bruised.
November 20	O. C. Ellison	Conductor	Sabula Junction		Walking on track, head and body bruised.
November 18	Samuel Bryant	Brakeman	North McGregor	Killed	Walking on track.
November 37	Hans Olson	Brakeman	Calmar	Killed	Coupling cars, leg bruised, employe.
November 8	John Johnson	Brakeman	Calmar	Killed	Run over by engine, right arm and left leg broken, employe.
October 23	Con. Weldon	Laborer	Marion	Killed	Run over by engine, right arm and left leg broken, employe.
November 30	J. B. Preston	Pump repairer	Algona	Died	Falling in well, head and face bruised, employe.
December 9	Ed. Collis	Brakeman	Bellevue	Died	Slipped under car, legs run over, employe.
December 4	W. M. McDonald	Brakeman	Bellevue	Died	Train running off track, hip injured, employe.
November 5	Wm. Fear	Bridge laborer	Sabula	Died	Falling of timber, leg broken, employe.
November 30	P. A. Gallan	Bridge laborer	Sabula	Died	Falling from bridge, spine broken, employe.
November 24	Henry Beck	Bridge laborer	Sabula	Died	Falling from bridge, concussion of brain, employe.
December 7	Robert McKenyon	Bridge laborer	Sabula	Died	Falling from bridge, body bruised, ankle sprained, employe.
December 11	John Dally	Yardmaster	Mason City	Killed	Jumping on train, employe.
December 15	Robert Monroe	Bridge laborer	Sabula	Died	Falling from bridge, arm broken, head cut, employe.
December 21	George Sohn	Bridge laborer	Sabula	Died	Falling from bridge, legs broken, employe.
December 22	Charles Tully	Bridge laborer	Sabula	Died	Falling from bridge, hip injured, employe.
December 26	Gilbert Ferris	Brakeman	North McGregor		Coupling, finger broken, employe.
December 24	Frank Van Hooser	Brakeman	Calmar		Pulling pin, thumb cut off, employe.
August 6	Adam Balentine	Foreman	Javenport		Run over by train, legs cut off, employe.
December 14	Peter Eberle	Bellevue			Collision, face and hip injured, passenger.
December 14	Thomas Hussey	Brakeman	Sabula		Struck by frozen dirt, leg broken, employe.
December 4	Peter Denlin	Section-man	Monticello		Struck by sledge, arm broken, employe.
August 28	Thomas Deignan	Section-man	Sioux City		Fell from hand car, knee cut, ankle bruised, employe.
December 15	J. H. Kelley	Bridge laborer	Sabula		Working on bridge, finger broken, employe.
December 16	Frank Wagoner	Bridge laborer	Sabula		Working on bridge, slightly injured, employe.
December 31	Edward Coyne	Bridge laborer	Sabula		Working on bridge, wrist dislocated, employe.
December 26	L. J. Hauser	Bridge laborer	Sabula		Working on bridge, slightly injured, employe.
1881.					
January 4	Fisher	Unknown	Et. Atkinson		Walking on track, head bruised, collar bone broken.
January 24	Gilbert O'Hern	Car-repairer	Calmar	Killed	Run over by cars, employe.
January 24	Ole Holm	Car-repairer	Calmar		Run over by cars, leg cut, head bruised, employe.
January 15	Thos. A. Hefner	Conductor	Oxford Junction		Coupling, hand bruised, employe.
January 19	T. Mahoney	Brakeman	Paralia		Coupling, two fingers smashed, employe.
January 31	Wm. Abbott	Brakeman	Decorah		Fell from platform, hips bruised, injured internally, employe.
January 14	Wm. Joyce	Brakeman	Sheldon		Coupling, finger smashed, employe.
January 28	Eugene Ferriter	Bridge laborer	Sabula		Falling from bridge, slightly injured, employe.
January 11	Eugene D. Gibbs	Brakeman	Et. Atkinson		Coupling, fingers smashed, employe.
February 19	Geo. Shugars	Brakeman	McGregor		Coupling, thumb jammed, employe.
February 23	Jas. McCracken	Laborer	Dubuque shops		Falling of lever, right leg broken, employe.
February 25	Louis Kniffle	Coal-heaver	Dubuque		Getting on engine, right arm crushed, employe.
March 2	Dan Sullivan	Brakeman	Mason City		Collision, slightly injured, employe.
March 2	Pat Darcy	Brakeman	Mason City		Collision, hip hurt, employe.
March 2	R. E. Hanwood	Brakeman	Mason City		Collision, thumb dislocate, passenger.
February 20	John Berry	Section-foreman	Waukon		Falling from hand-car, leg badly bruised, employe.
March 15	Frank L. Grant	Machinist	Dubuque shops		Falling of a pipe, ankle injured, employe.
March 11	Jno. Mulgoney	Laborer	Maquoketa		Working at bridge, two ribs fractured, employe.
April 1	Frank Everest	Thirteen years old	Clinton	Died	Standing on track, legs cut off.
March 27	Frank Loftus	Bridge laborer	Sabula	Died	Falling from bridge, injured internally, employe.
March 30	M. V. Van Wormer	Brakeman	Center Junction		Falling from cars, chest bruised, employe.
April 8	Jno. Dean	Brakeman	Marion		Coupling, finger cut off, employe.
March 31	Jno. Sullivan	Brakeman	Calmar		Coupling, thumb jammed, employe.
April 19	Aug Henning	Farmer's boy	Lime Springs		Walking on track, arm broken and hand hurt.
February 25	Gab'l Magnusson	Section-man	Sanborn	Killed	Walking on track, employe.
April 17	Thos. Guy	Conductor	Savanna	Killed	Falling from train, employe.
February 11	Geo. Helton	Brakeman	Mason City		Coupling, injured internally, employe.
April 1	Wm. Fosha	Brakeman	Mason City		Coupling, finger smashed, employe.
March 25	W. Wolcott and wife		New Albin		Train running off track, slightly injured, passenger.
March 25	Carrie Halverson		New Albin		Train running off track, slightly injured, passenger.
April 6	Sola Robinson	Carpenter	Dubuque		Spine and ankle injured, employe.
March 8	Edward J. Cummings	Carpenter			Hip sprained, employe.
March 8	Wm. Hockings	Carpenter			Back injured, employe.
March 8	Ang. Fricks	Carpenter			Back injured, employe.
March 21	G. W. Martin	Brakeman			Coupling, finger smashed, employe.
April 1	Frank Evans	Fourteen years old	Clinton		Foot caught in guard rail, legs cut off.
May 23	J. S. Beanan	Brakeman	Marion		Falling into culvert, leg broken, employe.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1881.					
June	1 Harry Steeds	Switchman	Davenport		Compling, hand crushed, employe.
June	12 Chas. Rich	Night-operator	Elk River		Jumping on train, head cut, employe.
June	14 Jno. Casey	Brakeman	Dubuque		Compling, internal injuries, employe.
June	17 Jas. McCrutch	Track-walker	Buena Vista		Asleep on track, head cut, employe.
June	18 J. O'Connell	Engineer	Yalwood River		Thrown against support, spine injured, passenger.
June	4 D. O'Connell	Engineer	Yellow River		Engine struck rock, ankle sprained, employe.
June	4 F. A. Jackson	Conductor	Yellow River		Engine struck rock, rib broken, employe.
June	22 Albert E. Carter		Mason City	Killed	Collision, passenger.
June	22 Carl Erickson		Mason City		Collision, arm broken, passenger.

## RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from misconduct or want of caution	1
Employes—from causes beyond their control	1
misconduct or want of caution	7
Others—trespassing on track, etc.	2
<i>Total killed</i>	<hr/> 11
Injured—Passengers—from causes beyond their control	7
Employes—from causes beyond their control	17
misconduct or want of caution	51
Others—stealing rides	1
trespassing on track, etc.	6
<i>Total injured</i>	<hr/> 82

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

*President*—Alex. Mitchell, Milwaukee.  
*Vice-President*—Julius Wadsworth, New York.  
*Secretary*—P. M. Myers, Milwaukee.  
*Treasurer*—R. D. Jennings, Milwaukee.  
*General Manager*—S. S. Merrill, Milwaukee.  
*General Superintendent*—W. C. Van Horne, Milwaukee.  
*Iowa Division Supts*—  
     C. H. Prior, Minneapolis, Minn.  
     G. W. Sanborn, Mason City, Iowa.  
     D. A. Olin, Racine, Wis.  
     J. H. Jenkins, Dubuque, Iowa.  
*Chief Engineer*—D. J. Whittemore, Milwaukee.  
*Auditor*—James P. Whaling, Milwaukee.  
*General Passenger Agent*—A. V. H. Carpenter, Milwaukee.  
*General Freight Agent*—Geo. Olds, Milwaukee.  
*General Solicitor*—Jno. W. Cary, Milwaukee.

## NAMES OF DIRECTORS WITH RESIDENCE.

Alex. Mitchell, Milwaukee.  
 Julius Wadsworth, New York.  
 S. Chamberlain, Cleveland.  
 Jno. M. Burke, New York.  
 Peter Geddes, New York.  
 Jno. Plankinton, Milwaukee.  
 David Dows, New York.  
 S. S. Merrill, Milwaukee.  
 J. Milbank, New York.  
 A. R. Van Nest, New York.  
 H. T. Dickey, Newport, R. I.  
 J. Stillman, New York.  
 Jason C. Eason, Lanesboro, Minn.

General offices at Milwaukee, Wis.  
 Date of annual meeting of stockholders, June.  
 Fiscal year of the company ends December 31st.

STATE OF WISCONSIN. }  
COUNTY OF MILWAUKEE. }

S. S. Merrill, General Manager, and P. M. Myers, Secretary, of the Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)

S. S. MERRILL, *General Manager.*  
P. M. MYERS, *Secretary.*

[L. S. OF R. R.]

Subscribed and sworn to before me this 27th day of September, A. D. 1881.

[L. S.]

WILLIAM S. MILLIGAN,  
*Notary Public for Milwaukee county, Wis.*

Received and filed in the office of the Commissioners of Railroads, this first day of October, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

# CHICAGO & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

### GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$ 10,069,335.42
Total expenses (including taxes).....	10,041,493.54
Net income.....	9,327,841.88
Rentals (specifying amount to each company):	
Chicago, Iowa & Nebraska Railroad Company. \$ 514,464.05	
Cedar Rapids & Missouri River Railroad Company.....	818,126.57
Maple River Railroad Company .....	38,912.00
Des Moines & Minneapolis Railroad Company. ....	40,784.83
Interest accrued during year.....	1,412,287.85
Sinking funds.....	3,695,548.16
Dividends declared (6 per cent) common.....	98,120.00
Dividends declared (7 per cent) preferred.....	\$ 905,226.00
Deficit in accounts of roads controlled, etc. (one month) .....	1,515,046.75
Balance for the year.....	2,420,272.75
Balance at commencement of year.....	124,957.50
Add for sinking fund coupons credited income account.....	\$ 6,431,589.80
Balance at commencement of year as so charged.....	188,698.71
Balance June 30, 1881.....	\$ 6,620,288.51
	\$ 8,196,944.13

### ANALYSIS OF EARNINGS.

From passengers.....	\$ 4,198,342.12
From express and extra baggage.....	315,122.09
From mails.....	324,352.40
<i>Total earnings from passenger department.....</i>	<i>\$ 4,837,817.30</i>
<i>Total earnings from freight department.....</i>	<i>\$ 14,978,712.05</i>
<i>Total transportation earnings.....</i>	<i>\$ 19,816,529.35</i>
Income from all sources:	
Miscellaneous earnings .....	\$ 152,806.07
<i>Total income from all sources.....</i>	<i>\$ 19,969,335.42</i>

Proportion for Iowa.....	\$ 4,751,171.31
Earnings per mile of road operated.....	7,484.87
Receipts from passenger trains per train mile run (3,366,255 miles).....	143.71
Receipts from freight trains per train mile run (7,414,763, miles).....	202.01

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$ 111,920.30
Legal expenses (month of June, 1881).....	3,533.19
Insurance.....	170.00
Stationery and printing.....	67,405.86
Outside agencies and advertising.....	120,631.05
Contingencies and miscellaneous.....	121,215.72
Repairs of bridges (including culverts and cattle-guards).....	459,411.46
Repairs of buildings.....	418,889.30
Repairs of fences, road-crossings, and signs.....	103,411.14
Renewal of rails.....	412,675.41
No tons laid, steel 17,755 <sup>51</sup> / <sub>100</sub> .....	
No. tons laid, iron 100 <sup>24</sup> / <sub>100</sub> .....	
Renewal of ties.....	297,143.03
No laid 601,005.....	
Repairs of road-bed and track.....	1,253,935.04
Repairs of locomotives.....	649,396.68
Fuel for locomotives.....	1,220,393.33
Water-supply (month of June, 1881).....	5,528.47
Oil and waste.....	127,128.01
Locomotive service, salaries and wages.....	1,069,224.80
Repairs of passenger cars.....	181,541.43
Passenger train service, salaries and wages.....	168,420.00
Passenger train supplies.....	37,657.08
Mileage passenger cars, debit balances.....	15,609.63
Repairs of freight cars.....	598,364.70
Freight train service, salaries and wages.....	489,982.33
Freight train supplies.....	27,101.33
Mileage freight cars, debit balances.....	64,735.62
Telegraph expenses (month of June, 1881).....	17,153.14
Loss and damage, freight and baggage.....	54,643.35
Loss and damage, property and cattle, including losses by fire.....	16,084.11
Personal injuries.....	100,915.63
Agents and station service, salaries and wages.....	1,859,969.30
Station supplies.....	177,677.70

Total operating expenses.....\$ 10,191,868.14

Taxes in Iowa.....	\$ 107,004.03
Taxes in other States.....	342,621.37

Total operating expenses and taxes.....\$ 10,641,493.54

Maintenance of way.....	\$ 2,945,465.38
Motive power and cars.....	1,369,302.81
Conducting transportation.....	5,452,223.83
General expenses.....	874,501.52

Total.....\$ 10,641,493.54

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$ 10,641,493.54
Proportion for Iowa.....	\$ 2,538,204.01
Per mile of road operated.....	3,988.02
Per train mile for passenger, freight and mixed trains, miles.....	98.70
Percentage of expenses and taxes to earnings.....	53.29
Net earnings per train mile.....	86.52

## GENERAL RECAPITULATION.

Total earnings.....	\$ 19,969,335.42
Total receipts during the year.....	\$ 19,969,335.42
Total operating expenses and taxes.....	10,641,493.54
Net earnings—earnings above operating expenses.....	\$ 9,327,841.88
Total receipts above operating expenses.....	\$ 9,327,841.88
Percentage of net earnings to stock and debt.....	8.04
Percentage of net earnings to cost of road and equipment.....	7.56

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

Bridging.....	\$ 432,440.61
Superstructure, including rails.....	4,331,980.27
Land, land damages, and fences.....	1,054,769.69
Passenger and freight stations, coal-sheds and water-stations, engine-houses, car-sheds and turn-tables, machine-shops, including machinery and tools.....	616,155.77
Engineering, agencies, salaries, and other expenses during construction.....	133,099.80
Total for construction.....	\$ 6,568,446.14
Total for equipment.....	\$ 2,264,842.67
Total expenditures charged to property accounts.....	\$ 8,833,288.81
Net addition to property account for the year.....	\$ 8,833,288.81

## SURPLUS.

Surplus at commencement of year.....	\$ 6,431,589.80
Surplus at the close of year.....	8,196,944.13
The amount surplus in hands of Treasurer and Assistant Treasurer:	
The amount in banks in New York.....	\$ 681,875.42
The amount in banks in Chicago.....	270,463.45
	952,338.87
Real estate notes.....	200,000.00
Bills receivable.....	18,684.22
Cost of securities.....	1,035,625.15
The amount of its own stock or bonds owned by company.....	645,889.44
Amount absorbed in construction.....	1,980,410.35
Amount in material and balances from other roads.....	3,363,996.10

## BALANCE SHEET.

## ASSETS.

Construction and equipment account .....		\$123,380,297.00
Other permanent investments:		
Real estate account.....	\$ 200,000.00	
Stock owned by company.....	579,289.44	
Bonds owned by company.....	66,600.00	
Cost of securities.....	1,035,625.15	
	\$ 1,881,514.59	
Cash items:		
Cash.....	\$ 952,338.87	
Bills receivable.....	18,684.22	
Due from agents and companies.....	1,331,247.11	
	\$ 2,302,270.20	
Other assets:		
Materials and supplies.....	2,272,748.99	
<i>Total assets</i> .....		\$129,836,830.84

## LIABILITIES.

Capital stock.....	\$ 58,568,150.53
Funded debt.....	57,471,000.00
Unfunded debt:	
Interest unpaid.....	\$ 502,804.05
Dividends unpaid.....	111,426.62
Notes payable.....	482,766.30
Vouchers and accounts.....	3,372,515.16
Other liabilities.....	1,131,223.45
	\$ 5,600,736.18
Profit and loss balance (if surplus).....	8,106,944.13
<i>Total liabilities</i> .....	\$129,836,830.84

## PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road:		
Menominee River Railroad, first mortgage.....	\$ 560,000.00	
Winona & St. Peter Railroad, first mortgage.....	650,000.00	
Winona & St. Peter Railroad, second mortgage.....	1,610,000.00	
Winona & St. Peter Railroad, extension, gold.....	4,255,000.00	
Iowa Midland Railway, first mortgage.....	1,350,000.00	
Minnesota Valley Railway, first mortgage.....	150,000.00	
Rochester & Northern Minnesota Railway, first mortgage.....	200,000.00	
Plainview Railroad, first mortgage.....	100,000.00	
Chicago & Tomah Railroad, first mortgage.....	1,528,000.00	
Miles & Madison Railway, first mortgage.....	1,600,000.00	
<i>Total (not included in balance sheet)</i> .....	\$ 12,003,000.00	

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	3,366,255
Freight train mileage.....	7,414,763
Switching train mileage.....	3,245,417
Other train mileage.....	1,313,163
<i>Total train mileage</i> .....	15,339,598
<i>Total number of passengers</i> .....	4,548,976
Passenger mileage (passengers carried one mile).....	167,345,614
Total number tons freight carried.....	6,901,938
Freight mileage (tons through freight carried one mile)...	1,015,717,368
Average weight of passenger trains (exclusive of passengers) tons, about.....	121
Average number of cars in passenger trains.....	4.25
Number of miles run by loaded freight cars east.....	61,914,118
Number of miles run by loaded freight cars west.....	54,678,941
Number of miles run by empty freight cars east.....	13,584,523
Number of miles run by empty freight cars west.....	21,462,541
Percentage of empty freight cars hauled east.....	38.76
Percentage of empty freight cars hauled west.....	61.24
Average weight of freight trains (exclusive of freight) tons about.....	231
Average number of cars in freight train, about.....	21
Average number of persons employed.....	3
Miles run by passenger, mail, and baggage cars, south or east.....	8,111,128
Miles run by passenger, mail, and baggage cars, north or west.....	8,111,128
Miles run by freight cars, south or east.....	75,498,641
Miles run by freight cars, north or west.....	76,141,482
Rate of speed of passenger and express trains, including stops, miles per hour.....	25
Rate of speed of freight trains, including stops, miles per hour.....	12

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	1,136,786	16.47
Flour.....	207,559	3.00
Provisions (beef, pork, lard, etc.).....	84,939	1.23
Animals.....	291,077	4.22
Other agricultural products.....	95,277	1.38
Lumber and forest products.....	934,804	13.55
Coal.....	641,767	9.30
Salt.....	36,640	.52
Petroleum.....	24,551	.36
Railroad iron—iron and steel rails.....	196,902	2.85
Other iron and castings.....	81,477	1.18
Stone and brick.....	106,474	1.54
Manufactures—articles shipped from point of production..	83,049	1.20
Merchandise and other articles not enumerated above.....	2,980,636	43.10
<i>Total tons carried</i> .....	6,901,938	100



## MILES OF ROAD IN OPERATION JUNE 30, 1881.

	Total miles.	In Illinois.	In Wisconsin.	In Michigan.	In Iowa.	In Minnesota.	In Dakota.	Leased.
<i>Wisconsin Division.</i>								
Chicago to Ft. Howard . . .	245.83	70.80	175.03					
West Chicago Shops to Montrose . . . . .	5.20	5.20						
Chicago to Milwaukee . . .	85.00	44.76	40.24					
Kenosha to Rockford . . . .	72.10	44.60	27.50					
Janesville to Afton . . . . .	6.10		6.10					
Sheboygan to Princeton . . .	78.40		78.40					
<i>160 West Union Division.</i>								
Milwaukee to Fon du Lac	62.63		62.63					
<i>Galena Division.</i>								
Chicago to Miss. River . . . .	137.00	137.00						
Chicago to Freeport . . . . .	121.00	121.00						
Elgin to Lake Geneva . . . . .	45.84	36.34	8.70					
St. Charles to Batavia . . . .	5.60	5.60						
So. Branch Junct. to River C., I. & N. R. R. Division.	4.50	4.50						
East end of Mississippi Bridge to Cedar Rapids. C. R. & M. R. R., Div.	82.40			82.40				82.40
Cedar Rapids to Council Bluffs . . . . .	271.60			271.60				271.60
Clinton to Lyons . . . . .	2.60			2.60				2.60
<i>Maple River Division.</i>								
Maple River Junction to Mapleton . . . . .	60.15			60.15				60.15
Wall Lake to Sac City . . . .	12.76			12.76				12.76
<i>Iowa R'y C. &amp; Mf. Co. Div.</i>								
Boone to Coal Banks . . . . .	3.25			3.25				
<i>D. M. &amp; M. R. R. Div.</i>								
Des Moines to Callanan . . . .	58.00			58.00				58.00
<i>T. &amp; N. W. R'y Div.</i>								
Tama to Eagle Grove . . . . .	98.15			98.15				
Jewell Junct. to Stratford S. & T. Div.	15.03			15.03				
Stanwood to Tipton . . . . .	8.50			8.50				
<i>I. M. R'y Div.</i>								
Lyons to State Quarries . . . .	70.97			70.97				
<i>Madison Div.</i>								
Galena to Woodman . . . . .	76.84	10.25	66.59					
Lancaster Junct. to Lancaster . . . . .	12.04		12.04					
Platteville Junction to Platteville . . . . .	4.00		4.00					
Belvidere to Madison . . . . .	68.90	20.10	48.80					
Winona Junct. to Winona Madison Ext'n Div.	29.00		29.00					
Madison to Winona Junct Peninsula Div.	129.10		129.10					
<i>Ft. Howard to Ishpeming and branches to mines</i>								
Men. River Junction to Florence . . . . .	221.90		47.45	172.45				
	52.65	12.90	39.75					

## MILES OF ROAD IN OPERATION JUNE, 30, 1881—CONTINUED.

	Total miles.	In Illinois.	In Wisconsin.	In Michigan.	In Iowa.	In Minnesota.	In Dakota.	Leased.
<i>Winona &amp; St. Peter Div.</i>								
Winona to Lake Kampeska . . . . .	327.00					288.50	38.50	
Chatfield Junct. to Chatfield . . . . .	11.46					11.46		
Plainview Junct. to Plainview . . . . .	15.01					15.01		
Rochester to Zumbrata . . . .	24.48					24.48		
Mankato Junct. to Mankato . . . . .	3.75					3.75		
Sleepy Eye Junct. to Redwood Falls . . . . .	24.40					24.40		
Tracy to Dakota line . . . . .	46.40					46.40		
<i>Dakota Div.</i>								
Minn. State line to Pierre	209.11						209.11	
Total . . . . .	2,807.85	500.15	750.48	212.20	683.41	414.00	247.61	

Total length of road belonging to company—miles . . . . .	2,320.34
Total length of road operated by this company—miles . . . . .	2,807.85
Total length of road belonging to this company in Iowa—miles . . . . .	683.41
Aggregate length of sidings and other tracks not above enumerated—miles . . . . .	440.19
Same in Iowa . . . . .	83.53
Aggregate length of track, computed as single track . . . . .	3,248.04
Same in Iowa . . . . .	766.94
Total length of steel rails in tracks . . . . .	1,766.18
Total length of iron rails in tracks . . . . .	1,041.67
Weights per yard, steel, 50 to 60 pounds.	
Weights per yard, iron, 50 and 60 pounds.	
Gauge of track, 113.88 miles . . . . .	3 feet.
Gauge of track, 2,693.97 miles . . . . .	4 ft. 8½ in.
Number of stations in Iowa on all roads operated by this company . . . . .	112
Number of telegraph offices in same . . . . .	96
Number of stations on all roads operated by this company . . . . .	460

## EMPLOYEES.

Number of persons regularly employed on all roads operated by this company during the year . . . . .	12,809
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## EQUIPMENT.

Number of locomotives.....	476
Number of passenger cars.....	207
Number of baggage, mail, and express cars.....	113
Number of parlor cars.....	3
Number of dining cars.....	4
Number of freight cars (basis of 8 wheels).....	16,581
Maximum weight of locomotives in working order, tons.....	36
Average weight of locomotives in working order, tons.....	32
Maximum weight of tenders full of fuel and water, tons.....	24
Average weight of tenders full of fuel and water, tons.....	20
Average weight of passenger cars, tons, about.....	28
Number of express and baggage cars.....	102
Number of 8-wheel box freight cars.....	9,530
Number of 8-wheel platform cars.....	2,455
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender..	43 ft. 6 in.
Total length of heaviest engine and tender over all.....	53 ft. 6 in.
Number of locomotives equipped with train-brake.....	197
Kind of brake, Westinghouse air brake.	
Number of cars equipped with train-brake, all.	
Kind of brake, Westinghouse air brake.	
Number of passenger cars with Miller platform and buffer, all.	
The earnings as reported include charges on material for construction of new roads, but no charges on supplies for operating.	
If charges for the transportation of the company's supplies are included in the earnings as reported state at what rates, the number of tons carried, and the amount credited to earnings.	
Tons carried, 156,095; tons carried one mile, 40,691,406, at one-half per cent per ton per mile; earnings, \$203,525.13.	
If any part of road was first opened for operation during the past year state the date:	

Toledo & Northwestern Railway, 94.88 miles.  
 Gladwood to Gifford, 21.60 miles, August 2, 1880.  
 Gifford to Webster City, 43.09 miles, December 6, 1880.  
 Webster City to Eagle Grove, 29.79 miles, June 13, 1881.

Dakota Central Railway, 152.40 miles.  
 De Smet to Iroquois, 15.20 miles, July 5, 1880.  
 Iroquois to Huron, 18.10 miles, July 19, 1880.  
 Huron to Pierre, 119.10 miles, November 15, 1880.

Rock River Railway, 6.10 miles.  
 Janesville to Afton, 6.10 miles, September 5, 1880.

Menominee River Railroad, 27.94 miles.  
 Quinnesec to Florence (inc. branches), 27.94 miles, October 11, 1880.

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American Express Company and United States Express Company run on this road. For terms and condition as to rates see statement attached. The express companies have no care of machinery or repairs of cars. They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express companies deliver their freight into this company's cars.

## Express Contracts, June 30, 1881.

ROUTE.	RATE PER DIEM ON LIMITED TONNAGE.		Limit of pounds to be carried each day whole length of route at regular per diem rates.	Rate per 100 pounds carried whole length of route to be paid in excess of tonnage.	Tonnage per week of six days.	Tonnage per week of seven days.
	Whole route.	Subdivision.				
AMERICAN EXPRESS CO.						
Chicago to Council Bluffs	\$ 275.00	\$ .....	10,000	150	60,000	70,000
Chicago to Mo. River.	106.97	.....	.....	.....	.....	.....
Miss. River Bridge .....	2.75	.....	.....	.....	.....	.....
C. I. & N. R. R. ....	59.34	.....	.....	.....	.....	.....
C. R. & M. R. R. ....	105.94	.....	.....	.....	.....	.....
Chicago to Freeport .....	80.00	.....	12,000	50	72,000	84,000
Chicago to Ishpeming. .	250.00	.....	1,000	150	60,000	70,000
(Fish \$1 per 100 lbs.)	.....	.....	.....	.....	.....	.....
Chicago to Ft. Howard	.....	113.38	.....	.....	.....	.....
Ft. Howard to Ishpeming (in Menominee River Railroad).	.....	81.97	.....	.....	.....	.....
Chicago to Milwaukee	.....	31.28	.....	.....	.....	.....
Milwaukee to Fon Du Lac .....	.....	23.27	.....	.....	.....	.....
Chicago to Winona.....	135.00	.....	10,000	105	60,000	70,000
Chicago to Calendonja Junction.....	.....	35.10	.....	.....	.....	.....
Calendonja Junction to Madison.....	.....	28.35	.....	.....	.....	.....
Madison to Winona J. ....	.....	58.05	.....	.....	.....	.....
Winona J. to Winona. ....	.....	13.50	.....	.....	.....	.....
Winona & St. Peter R. R. & Bra. ....	75.00	.....	5,000	150	30,000	35,000
Kenosha to Rockford...	5.07	.....	1,000	60	6,000	7,000
Elgin to Geneva Lake ..	5.00	.....	2,000	25	12,000	14,000
Galena to Woodman.....	10.00	.....	2,500	40	15,000	17,500
Clinton to Anamosa .....	6.25	.....	1,000	30	6,000	7,000
Lyons Branch.....	.....	.21	.....	.....	.....	.....
Iowa Midland R'y.....	.....	6.04	.....	.....	.....	.....
Stanwood to Tipton .....	2.00	.....	500	.....	3,000	3,500
Tama to Webster City..	6.25	.....	1,000	40	6,000	7,000
Des Moines to Callanan.	7.00	.....	2,000	25	12,000	14,000
Maple River Railroad & Branches.....	6.25	.....	1,000	30	6,000	7,000
UNITED STATES EX. CO.						
Chicago to Milwaukee..	66.66	.....	17,000	40	102,000	119,000

## TRANSPORTATION COMPANIES.

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load). Their freight has no preference over other freight of like class.

We have paid other corporations, car loaning companies (stock companies), or individuals, *not operating railroads*, for the use of cars:

Anderson Refrigerator Company, Chicago, Ill.....	\$	284.11
Arnot, Elmira, N. Y.....		27.45
Chi. & Wtl. Coal Co., Chicago, Ill.....		613.41
Eureka Coal Co., Chicago, Ill.....		147.35
Fish Bros. & Co., Racine, Wis.....		172.19
Menasha Wooden Ware Co., Menasha, Wis.....		316.54
Pullman Palace Car Co., Chicago, Ill.....	15,944.25	
W. P. Rend & Co, Chicago, Ill.....		7,748.10
Tiffany Refrigerator Co., Chicago, Ill.....		187.30
Watson Coal & Mining Co., Chicago, Ill.....		66.64
Total amount paid.....	\$	25,507.34

## SLEEPING CARS.

Sleeping cars are run for the use of which this company furnishes light and fuel and keeps in order the exterior of the cars. They are owned by the Pullman Palace Car Company and all charges in addition to regular fare are made and collected by that company. Parlor cars are not run in the State of Iowa. Dining cars are run owned by this company, on which the charges are 75 cents per meal.

We pay Pullman Palace Car Company, \$15,944.25, for use of hotel cars, which were run during a part of the year, and for use of which this company paid 3 cents per mile run.

## U. S. MAIL.

Mail service—rates in force June 30, 1881.

Route.	TERMINI.	Miles.	Amount per annum.
23,001	Chicago to Milwaukee.....	85.37	\$ 10,522.41
23,002	Chicago to Freeport.....	121.29	21,334.90
23,003	Chicago to Missouri River.....	491.18	177,460.39
23,004	Elgin to Lake Geneva.....	43.65	1,866.03
23,056	Geneva to Batavia.....	3.66	156.46
24,031	Ft. Howard to Ishpeming.....	179.07	13,227.90
24,032	Power to Quinnesec.....	25.69	1,072.59
24,032	Quinnesec to Florence.....	17.30	Not fixed.
25,009	Chicago to Green Bay.....	242.50	41,643.87
25,010	Calendonia Junction to Winona Junction.....	190.02	19,984.40
25,011	Kenosha to Rockford.....	72.50	4,525.45
25,012	Milwaukee to Fond Du Lac.....	63.53	8,039.98
25,013	Onalaska to La Crosse.....	8.51	363.80
25,014	Winona Junction to Winona.....	30.83	2,530.52
25,019	Sheboygan to Princeton.....	78.79	3,705.49
25,025	Galena to Woodman.....	76.27	3,326.13
25,025	Lancaster Junction to Lancaster.....	12.34	559.25
25,025	Platteville Junction to Platteville.....	4.84	206.91
26,014	St. Peter to Gary.....	150.63	7,212.16
26,014	Gary to Watertown.....	34.00	Not fixed.
26,015	Winona to St. Peter.....	141.40	12,670.85
26,015	Mankato Junction to Mankato.....	3.75	182.77
26,016	Sleepy Eye to Redwood Falls.....	26.76	1,143.98
26,017	Rochester to Zumbrota.....	26.42	1,129.45
26,018	Chatfield to Plainview.....	28.47	1,217.09
26,031	Tracy to Pierre.....	255.85	Not fixed.
27,013	Stanwood to Tipton.....	9.44	403.56
27,024	Clinton to Anamosa.....	71.57	3,059.61
27,030	Des Moines to Callanan.....	57.92	3,367.46
27,038	Maple River Junction to Mapleton.....	60.20	2,573.55
27,050	Wall Lake to Sac City.....	13.98	597.64
27,052	Tama to Webster City.....	83.62	3,646.67

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT CLINTON, IOWA FOR YEAR ENDING JUNE 30, 1881.

East-bound, number of tons.....	737,923
West-bound, number of tons.....	452,092
Total tons.....	1,190,015

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$123,380,297.06
Average cost of same per mile.....	53,173.37
Proportion of same for Iowa.....	10,416,663.16

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Toledo & Northwest- ern Railway	Truss	Iron	150 feet	
Toledo & Northwest- ern Railway	Truss	Wood	150 feet	
Toledo & Northwest- ern Railway	Trestle and pile	Wood	*11,014 feet	
West of Boone	Truss	Iron	52 feet	

\*132 bridges.

	NO.	LENGTH
Number pile and trestle bridges and length in Iowa	569	54,477 ft.
Number of spans of bridges, of 100 feet and upward	21	
Number of iron bridges, aggregate length	19	2,191 ft.
Number of combination bridges	7	2,160 ft.
Number of wooden bridges	13	1,496 ft.
Number of crossings of highways at grade, about	400	
Number of highway bridges 18 feet above track	1	
Number of crossings at which gates or flagmen are main- tained	2	
Number of railroad crossings at grade	8	

## RATES OF FARE, ETC.

Average rate of fare per mile received from all passengers	2.51
Average rate per ton per mile received for all freight carried	1.47

## CAPITAL STOCK.

Capital stock outstanding, amount paid in	\$ 58,568,150.53
Total amount outstanding as per books of the company	58,568,150.53
Total number of stockholders	1,341
Number of stockholders in Iowa	3
Amount of stock held in Iowa	\$ 3,600.00

## DEBT.

CLASS OF BOND.	When due.	Rate of interest, per cent.	Interest pay- able.	Amount.
Preferred sinking fund	Aug. 1, 1885	7	Feb. 1, Aug. 1	\$ 971,400.00
Funded coupon	Nov. 1, 1883	7	May 1, Nov 1	676,300 00
General first mortgage	Aug. 1, 1885	7	Feb. 1, Aug. 1	3,440,500.00
Appleton extension	Aug. 1, 1885	7	Feb. 1, Aug. 1	116,000.00
Green Bay extension	Aug. 1, 1885	7	Feb. 1, Aug. 1	180,000 00
Gal. & Chi. Un. R. R., first mortgage	Feb. 1, 1882	7	Feb. 1, Aug. 1	1,632,000.00
Mississippi River bridge	Jan. 1, 1884	7	Jan. 1, July 1	153,000.00
Beloit & Madison R. R., first mortgage	Jan. 1, 1888	7	Jan. 1, July 1	246,000.00
Peninsula Railroad, first mortgage	Sept. 1, 1898	7	March 1, Sept. 1	261,000.00
Consolidated sinking fund	Feb. 1, 1915	7	Feb. 1, May 1 Aug. 1, Nov. 1	5,222,000.00
Madison extension	April 1, 1911	7	April 1, Oct. 1	3,150,000.00
Menominee extension	June 1, 1911	7	June 1, Dec. 1	2,700,000.00
General consolidated gold	Dec. 1, 1902	7	June 1, Dec. 1	12,343,000.00
Consolidated sinking fund of 1879	Oct. 1, 1929	6	April 1, Oct. 1	6,308,000.00
Consolidated sinking fund of 1879	Oct. 1, 1929	6	April 1, Oct. 1	975,000.00
Winona & St. Peter R. R., first mortgage	Jan. 1, 1887	7	Jan. 1, July 1	2,547,000.00
Winona & St. Peter R. R., second mortgage	Nov. 1, 1907	7	May 1, Nov. 1	1,610,000.00
Winona & St. Peter R. R., extension, gold	Dec. 1, 1916	7	June 1, Dec. 1	4,255,000.00
Minn. Valley R'y, first mortgage	Oct. 1, 1908	7	April 1, Oct. 1	150,000.00
Roch. & No. Minn. R'y, first mortgage	Sept. 1, 1908	7	March 1, Sept. 1	200,000.00
Plainview R. R., first mortgage	Sept. 1, 1908	7	March 1, Sept. 1	100,000.00
Iowa Midland R'y, first mortgage	Oct. 1, 1900	8	April 1, Oct. 1	1,350,000.00
Chicago & Milwaukee R'y, first mortgage	July 1, 1898	7	Jan. 1, July 1	1,700,000.00
Northwestern Union R'y, first mortgage	June 1, 1917	7	March 1, Sept. 1	3,500,000.00
Chicago & Tomah R. R., first mortgage	Nov. 1, 1915	6	May 1, Nov. 1	1,528,000.00
Milwaukee & Madison R'y, first mortgage	Sept. 1, 1905	6	March 1, Sept. 1	1,600,000.00
Menominee River R. R., first mortgage	July 1, 1906	7	Jan. 1, July 1	4 0,000.00
Menominee River extension, first mortgage	July 1, 1906	7	Jan. 1, July 1	160,000.00
Total				\$ 57,471,000.00

Total amount of funded debt	\$ 57,471,000.00
Amount of unfunded debt	5,600,736.18

Total amount of debt liabilities \$ 63,071,736.18

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1880.					
July	1 H. W. Alexander	Brakeman	Nevada	Fatal	Fell from top of train.
Sept.	8 C. Peterson	Laborer	Clinton	Leg fractured	Fell from coal car.
Sept.	13 J. B. Hooley	Brakeman	Blairstown	Ribs broken	Coupling cars.
Sept.	13 P. Franey	Laborer	Gifford	Fatal	Fell from working train.
Sept.	22 S. Robinson	Brakeman	Belle Plai.	Collar-bone broken	Coupling cars.
Sept.	24 Jerry G. Smith	Brakeman	Clinton	Finger amputated	Coupling cars.
Sept.	25 John Kielman	Farmer	Goose Lake	Arm amputated	Fell under train.
Sept.	25 Edgar Thrall	Fireman	Cedar Rapids	Leg fractured	Engine run off track.
Oct.	5 H. M. Anderson	Telegraph repairer	Jewell Junction	Leg fractured	Telegraph pole fell on him.
Oct.	19 Barbara Hastel	Transient	Quarry	Fatal	Walking on track, run over.
Nov.	4 Jas. Kenyon	Transient	Bertram	Fatal	Intoxicated, climbing on car.
Nov.	5 C. H. Hall	Bridge carpenter	Almont	Limbs bruised	Riding on hand-car, fell off.
Nov.	10 Thos. Rogan	Brakeman	Scranton	Fatal	Fell from train.
Nov.	25 H. McNeal	Switchman	Boone	Foot crushed	Foot caught in frog.
Nov.	26 J. T. Broadfield	Conductor	Ankney	Finger amputated	Coupling cars.
Dec.	2 C. M. Packard	Brakeman	Bryant	Thumb amputated	Coupling cars.
Dec.	4 W. M. Shooner	Brakeman	Stauwood	Thumb amputated	Coupling cars.
Dec.	8 W. Hall	Brakeman	Coon River	Leg fractured	Coupling cars.
Dec.	10 Mrs. G. Ferham	Passenger	Charlotte	Slight cut on head	Broken rail.
Dec.	10 Mrs. J. Mathews	Passenger	Charlotte	Fracture of collar-bone	Broken rail.
Dec.	10 Wm. Arraholtz	Boy, 9 years	Boone	Leg amputated	Climbing on moving car.
1881.					
Jan.	5 A. Golding	Boy, 7 years	Luzern	Arm amputated	Climbing on cars.
Jan.	8 Frank Dole	Brakeman	Bertram	Fatal	Coupling engine to cars.
Feb.	1 J. W. Davis	Brakeman	West Side	Hand amputated	Coupling cars.
Feb.	5 Mrs. Young	Old lady	Cedar Rapids	Collar-bone broken	Walking on track.
Feb.	1 D. Weston	Brakeman	Dow City	Collar-bone broken	Coupling cars, fell.
Feb.	18 Jas. Brady	Tramp	Mongona	Fatal	Laying on bridge.
March	2 Dr. Graham	Passenger	Toledo	Rib broken	Rear collision.
March	2 Miss E. Sanborn	Passenger	Toledo	Spine injured	Rear collision.
March	2 R. N. Buck	Passenger	Toledo	Internal injury and fracture of ribs	Rear collision.
March	2 W. C. Shannon	Passenger	Toledo	Fatal	Rear collision.
March	2 Mrs. J. Peterson	Passenger	Toledo	Collar-bone broken	Rear collision.
March	2 J. C. Dunn	Passenger	Toledo	Contused wound	Rear collision.
March	2 S. Berry	Brakeman	Nevada	Finger amputated	Coupling cars.
March	5 E. B. Thrall	Fireman	Blairstown	Concussion of spine	Engine thrown from track.
March	11 John Stowers	Laborer	Charlotte	Two ribs and one leg broken	Walking on track.
March	23 Harry Elce	Brakeman	Lisbon	Fatal	Fell from moving train.
March	25 J. McGonigle	Brakeman	Maple River	Finger amputated	Coupling cars.
April	3 J. W. Tapp	Brakeman	London	Finger amputated	Coupling cars.
April	4 Carl Market	Tramp	Sac City Junction	Fatal	Stealing ride.
April	6 H. K. Winne	Transient	Clinton	Fatal	Getting on moving train.
April	12 Jno. Hiley	Brakeman	Carroll	Finger amputated	Coupling cars.
April	15 W. O. Cressy	Brakeman	Carroll	Fatal	Coupling cars.
May	3 E. D. Yager	Citizen	Tama	Leg amputated	Attempting to board train.
May	15 Unknown	Transient	State Center	Fatal	Run over by train.
May	30 Phillip Figert	Switchman	Clinton	Fatal	Coupling cars.
June	5 Thos. Hurley	Brakeman	Cedar Rapids	Fatal	Collision.
June	5 Frank J. Horton	Brakeman	Cedar Rapids	Fatal	Collision.
June	11 Jas. Houston	Transient	Missouri Valley	Leg cut	Jumped off hand car.
June	17 — Chandler	Child, 3 years	Eagle Grove	Fatal	Walking on track.

## RECAPITULATION OF ACCIDENTS.

Killed—Passengers—from causes beyond their control .....	1
Employees—from causes beyond their control .....	2
misconduct or want of caution .....	7
Others—at stations and highway crossings .....	1
stealing rides .....	2
trespassing on track, etc. ....	4
—	—
Total killed .....	17
Injured—Passengers—from causes beyond their control .....	7
Employees—from causes beyond their control .....	4
misconduct or want of caution .....	16
Others—at stations and highway crossings .....	2
stealing rides .....	4
—	—
Total injured .....	33

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

*President*—Albert Keep, Chicago, Illinois.  
*Vice-President, Secretary and Treasurer*—M. L. Sykes, New York.  
*Second Vice-President and General Manager*—Marvin Hughitt, Chicago, Illinois.  
*General Superintendent*—J. D. Layng, Chicago, Illinois.  
*Division Superintendents*—John M. Whitman, Clinton, Iowa; Edward J. Cuyler, Chicago, Illinois; Charles Murray, Chicago, Illinois; Curtis A. Swineford, Baraboo, Wisconsin; Wm. B. Linsley, Escanaba, Michigan; Sherburn Sanborn, Winona, Minnesota; T. J. Nicholl, Huron, Dakota,  
*Chief Engineer*—E. H. Johnson, Chicago, Illinois.  
*Superintendent of Telegraph*—G. H. Thayer, Chicago, Illinois.  
*Auditor*—J. B. Redfield, Chicago, Illinois.  
*General Passenger Agent*—W. H. Stennett, Chicago, Illinois.  
*Freight Traffic Manager*—H. C. Wicker, Chicago, Illinois.  
*General Freight Agent*—C. G. Eddy, Chicago, Illinois.  
*Attorneys, General and Local*—B. C. Cook, Chicago, Illinois.

## NAMES OF DIRECTORS, WITH RESIDENCE.

A. G. Dulman, New York.  
 Augustus Schell, New York.  
 Chauncey M. Depew, New York.  
 Samuel F. Barger, New York.  
 Martin L. Sykes, New York.  
 Albert Keep, Chicago.  
 Marvin Hughitt, Chicago.  
 David Dows, New York.  
 Sydney Dillon, New York.  
 D. O. Mills, New York.  
 John M. Burke, New York.  
 Wm. L. Scott, Erie.  
 C. J. Osborn, New York.  
 Jay Gould, New York.  
 R. P. Flower, New York.  
 Anson Stager, Chicago.  
 Frederick W. Vanderbilt, New York.

General offices at Chicago, Illinois.  
 Date of annual meeting of stockholders, first Thursday in June.  
 Fiscal year of the company, May 31st.

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

Albert Keep, President, and J. B. Redfield, Auditor, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)

ALBERT KEEP.  
 J. B. REDFIELD.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 27th day of August, A. D. 1881.

RALPH C. RICHARDS,

Notary Public.

[L. S.]

☐ Received and filed in the office of the Commissioners of Railroads, this 29th day of August, 1881.

E. G. MORGAN,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CHICAGO, IOWA &amp; NEBRASKA RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income, including full rental under lease for March, April, May and June, 1881, see terms of rental . . . . .	\$ 684,359.68
Total expense (including taxes) abatement of rental under temporary agreements, see statement of terms of rental and contributions to connecting roads . . . . .	210,384.86
Net income . . . . .	\$ 473,974.82
Interest on funded debt for the year \$37,966, less coupons July 1, 1880, in last report \$13,986 . . . . .	\$ 23,980.00
Interest on other debt coupons due July 1, 1881 . . . . .	7,050.00
Interest paid on other debt, accrued interest on bonds bought . . . . .	1,356.42
Dividends declared (5 per cent) July 1, 1880; 4 per cent January 1, 1881, on 39,162 shares . . . . .	352,453.00
Balance for the year . . . . .	384,844.42
Balance at commencement of year . . . . .	89,130.40
Including also \$6,385.89, from loans etc., sales and rental of real estate . . . . .	477,131.08
Balance at commencement of year as so charged . . . . .	477,131.08
Balance June 30, 1881, to credit of income account . . . . .	566,261.48

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . . .	\$ 5,700.00
Expenses general office . . . . .	1,906.84

## SURPLUS.

Surplus at the commencement of year to credit of income account . . . . .	477,131.08
Surplus at the close of year . . . . .	566,261.48
The amount in banks in New York . . . . .	669.79
The amount in banks in Boston . . . . .	96,719.96
The amount in banks in Iowa . . . . .	648.72
Give the names of each road, and the number of shares owned in each of them and the par value of shares:	
Sioux City & Pacific Railroad stock, par value \$100, shares . . . . .	61,095.00
Bills receivable . . . . .	17,000.00
Due from Chicago & Northwestern Railroad Company on account of rental . . . . .	77,833.63
Lot 9, block 13, Clinton office building . . . . .	8,437.85
The amount of its own stock or bonds owned by company . . . . .	28,000.00
Amount absorbed in retirement of second mortgage bonds during year, including reserve bonds surrendered and canceled . . . . .	113,600.00

## ASSETS.

Construction account . . . . .	\$ 4,662,122.50
Stock of Sioux City & Pacific Railway Company . . . . .	61,095.00
Bonds of this company in the reserve:	
Second mortgage . . . . .	\$ 10,000.00
Third mortgage . . . . .	18,000.00
	28,000.00
Cash items (as follows):	
Cash in hands of treasurer . . . . .	\$ 67,389.75
Cash in hands of assistant treasurer . . . . .	648.72
Bills receivable . . . . .	17,000.00
Due from agents and companies, Chicago & Northwestern Railway Company . . . . .	77,833.63
	193,472.10
Other assets (as follows):	
Material and supplies, office building . . . . .	8,437.85
Total assets . . . . .	\$ 4,953,127.45

## LIABILITIES.

Capital stock . . . . .	\$ 3,916,200.00
Funded debt, second mortgage bonds . . . . .	256,000.00
Funded debt, third mortgage bonds . . . . .	211,500.00
	467,500.00
Interest unpaid . . . . .	1,724.00
Dividends unpaid . . . . .	238.64
Vouchers and accounts . . . . .	1,203.33
	3,165.97
Profit and loss balance, income account . . . . .	566,261.48
Total liabilities . . . . .	\$ 4,953,127.45

## PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road (specifying same:) Should the earnings of the Maple River Railroad be insufficient to meet the coupons upon its bonds, this company is under obligation to contribute to such deficiency, and should the rental of the extensions of the Fremont, Elkhorn & Missouri Valley Railroad Company west of Wisner, Nebraska, be insufficient to meet the interest on the bonds issued on such extensions, this company is under obligation also to contribute in connection with the companies owning the line from Chicago to Council Bluffs, to the deficiency in proportion to the earnings of the contributing lines, derived from such extensions.

## DESCRIPTION OF ROAD.

Length of main line of road from Clinton to Cedar Rapids . . . . .	81.84
Length of main line of road in Iowa . . . . .	81.84
Total length of road belonging to this company . . . . .	81.84
Total length of steel rails in tracks . . . . .	4 ft. 8½ in.
Gauge of track . . . . .	

## COST OF ROAD AND EQUIPMENT.

Total expended for construction . . . . .	\$ 4,662,122.50
---	-----------------

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 15,000,000.00
Capital stock issued, number of shares .....	39,162
<i>Total amount paid in as per books of the company . . .</i>	<i>\$ 3,916,200.00</i>
Total number of stockholders .....	422
Number of stockholders in Iowa .....	10
Amount of stock held in Iowa .....	\$ 242,400.00
Stock per mile .....	47,851.90

## DEBT.

## Funded debt, as follows:

* Second mortgage bonds, due July 1, 1880 (extended), rate of interest, five per cent .....	\$ 256,000.00
Interest paid on same during year .....	\$ 16,881.00
Third mortgage bonds, due August 15, 1894, rate of interest, seven per cent .....	211,500.00
Interest paid on same during year .....	\$ 14,472.50

(These interest items include paid coupons in retired bonds, and \$5,725 coupons, July 1, 1881, paid before maturity.)

Interest paid on unfunded indebtedness during year .....	3,165.97
Total amount of funded debt .....	467,500.00
Amount of unfunded debt .....	3,165.97

*Total amount of debt liabilities . . . . .* \$ 470,665.97

## TERMS OF RENTAL.

The Chicago, Iowa & Nebraska Railroad is under lease to and is operated by the Chicago & Northwestern Railway Company. The rental by the lease is 37½ per cent of the gross earnings. But, by an agreement now in force and governing the period now embraced in the report, its rental under the lease, in excess of the sum of \$500,000, and such drawbacks as may be mutually agreed upon to connecting roads on business contributed to the line by such roads, is to be remitted to the Chicago & Northwestern Railway Company. The fiscal period for the yearly settlements of these drawbacks and abatements between the companies ends with the quarter terminating February 28th of each year, and as the company's contingent liability hereinbefore stated, as well as earnings and drawbacks, above mentioned, between the close of the time covered by the report and the end of the company's fiscal period affect the rental, it is impossible to state the net rental absolutely for the year covered by this report.

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

*President*—Horace Williams, Clinton, Iowa.  
*Vice-President*—John Bertram, Salem, Massachusetts.  
*Secretary*—J. Van Deventer, Clinton, Iowa.  
*Treasurer*—David P. Kimball, Boston, Massachusetts.  
*Assistant Treasurer*—J. Van Deventer, Clinton, Iowa.  
*Register Stock*—David P. Kimball, Boston, Massachusetts.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Fred. L. Ames, North Easton, Massachusetts.  
 John Bertram, Salem, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 S. C. Bever, Cedar Rapids, Iowa.  
 P. S. Crowell, East Dennis, Massachusetts.  
 B. A. G. Fuller, Boston, Massachusetts.  
 W. T. Glidden, Boston, Massachusetts.  
 Edward Johnson, Belfast, Maine.  
 David P. Kimball, Boston, Massachusetts.  
 J. Van Deventer, Clinton, Iowa.  
 Horace Williams, Clinton, Iowa.

General offices at Clinton, Iowa.

Date of annual meeting of stockholders, Tuesday preceding the third Wednesday of May.

Fiscal year of the company, 31st day of March.

STATE OF IOWA, }  
 COUNTY OF CLINTON. }

J. Van Deventer, Secretary of the Chicago, Iowa & Nebraska Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)  
 [L. S. OF R. R.]

J. VAN DEVENTER,  
*Secretary.*

Subscribed and sworn to before me, this 13th day of August, A. D. 1881.

[L. S.]

R. C. A. FLOURNOY,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 17th day of August, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

\* Extended into periods of 6, 12, 18, 24, and 36 months from July 1, 1880.



## REPORT

OF THE

## CEDAR RAPIDS &amp; MISSOURI RIVER RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 818,526.02
Total expense (including taxes).....	9,015.10
Net income.....	\$ 809,510.92
Paid on account of business from other roads.....	49,560.15
Interest accrued during year.....	253,398.91
Interest on funded debt.....	252,980.00
Interest on other debt.....	418.91
Interest paid on other debt.....	418.91
Dividends declared (4 per cent) common stock.....	274,016.00
Dividends declared (7 per cent) preferred stock.....	53,872.00
Balance for the year, surplus.....	178,663.86
Balance at commencement of year.....	484,944.22
Balance June 30, 1881, surplus.....	663,608.08

## ANALYSIS OF EARNINGS.

Income from rental.....	818,126.57
Income from miscellaneous sources.....	399.45
Total income from all sources.....	\$ 818,526.02

## ANALYSIS OF EXPENSES.

Salaries of general officers.....	\$ 4,340.04
General expenses and clerk hire.....	4,403.41
Stationery and printing.....	271.65

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

Superstructure, including rails, gratuity paid C. & N. W. Railway Company on steel rails laid.....	\$ 16,258.82
Land, land damages.....	81.48

Total for construction.....\$ 16,340.30

Net addition to property account for the year.....\$ 16,340.30

## SURPLUS.

Surplus at the commencement of year.....	\$ 484,944.22
Surplus at the close of year.....	663,608.08
The amount of surplus in hands of treasurer and assistant treasurer:	
Total amount in banks in New York.....	\$ 61,719.00
Total amount in banks in Boston and treasurer's hands.....	32,412.27
Total amount in banks in Iowa.....	362.44
	94,493.71
The amount invested in railroad stocks.....	204,285.00
Give the name of each road, and the number of shares owned in each of them and the par value of shares:	
Sioux City & Pacific Railroad Company, 13,619 shares. Par value, \$100 per share.	
Invested in office building.....	11,493.18
Invested in coupons of Sioux City & Pacific Railroad Company.....	28,920.00
Amount absorbed in construction.....	198,210.86
Amount in balances from other roads.....	235,046.12
	\$ 772,448.87
Deduct unfunded indebtedness.....	108,840.79
	\$ 663,608.08

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$ 11,432,210.86
Other permanent investments (as follows):	
Office building.....	\$ 11,493.18
Stock of Sioux City & Pacific Railroad Co.....	204,285.00
Coupons of Sioux City & Pacific Railroad Co.....	28,920.00
	244,698.18
Cash items (as follows):	
Cash.....	\$ 94,493.71
Due from companies.....	235,046.12
	329,539.83
Total assets.....	\$ 12,006,448.87

## LIABILITIES.

Capital stock.....	\$ 7,620,000.00
Funded debt.....	3,614,000.00
Unfunded debt (as follows):	
Interest unpaid.....	\$ 91,820.02
Dividends unpaid.....	88.81
Notes payable.....	11,000.00
Vouchers and accounts.....	5,931.96
	108,840.79
Profit and loss balance.....	663,608.08
Total liabilities.....	\$ 12,006,448.87

## PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road: Should the earnings of the Maple River Railroad Company be insufficient to meet the coupons upon its bonds, this company is under obligations to contribute to such deficiency. The amount of such contribution, if any, cannot be determined at this time.

This company, in connection with the companies owning the line from Chicago to Fremont, Neb., *via* Chicago & Northwestern Railway and Sioux City & Pacific Railroad, has agreed to contribute an amount necessary, in addition to the rental of the extensions of the Fremont, Elkhorn & Missouri Valley Railroad, west of Wisner, Nebraska, to meet the interest on the bonds of such extensions issued for the actual cost thereof, in proportion to the earnings of the contributing lines derived from such extensions.

## DESCRIPTION OF ROAD.

Length of main line of road from Cedar Rapids to Missouri River, miles.....	271.60
Length of main line of road in Iowa.....	271.60
Branches owned by company:	
Lyons branch (single track), from Clinton to Lyons.....	2.41
Total length of branches owned by company.....	2.41
Total length of road belonging to this company.....	274.01
Total length of steel rails in tracks.....	233.48
Total length of iron rails in tracks, balance of track.....	40.53
Weights per yard, steel 60.	
Weights per yard, iron 56.	

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 11,432,210.86
Average cost of construction per mile of road (not including sidings), 274.01 miles.....	41,721.87
Proportion of cost of construction for Iowa.....	11,432,210.86

## CAPITAL STOCK.

Capital stock authorized by vote of company....	\$ 7,620,000.00
Capital stock issued, number of shares, 76,200; amount paid in.....	\$ 7,620,000.00
Total amount paid in as per books of the company....	7,620,000.00
Total number of stockholders.....	513
Number of stockholders in Iowa.....	26
Amount of stock held in Iowa.....	\$ 80,800.00
Capital stock per mile.....	27,810.00

## DEBT.

Funded debt, as follows:

First mortgage bonds, due August 1, 1891, \$700,000.00, seven per cent.....	} 1,282,000.00
First mortgage bonds, due August 1, 1894, \$582,000.00, seven per cent.....	
First mortgage bonds, due May 1, 1916, seven per cent....	2,332,000.00
Unfunded indebtedness.....	108,840.79
Total amount of funded debt.....	3,614,000.00
Amount of unfunded debt.....	108,840.79
Total amount debt liabilities.....	\$ 3,722,840.79

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

*President*—Horace Williams, Cedar Rapids, Iowa.  
*Vice-President*—Wm. T. Glidden, Boston, Massachusetts.  
*Secretary*—P. E. Hall, Cedar Rapids, Iowa.  
*Treasurer*—David P. Kimball, Boston, Massachusetts.  
*Assistant Treasurer*—J. Van Deventer, Cedar Rapids, Iowa.  
*Auditor*—Henry V. Ferguson, Cedar Rapids, Iowa.  
*Register of Stock*—David P. Kimball, Boston, Massachusetts.  
*Attorneys, General and Local*—E. S. Bailey, Clinton, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Oliver Ames, North Easton, Massachusetts.  
 Fred. L. Ames, North Easton, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 James Blair, Scranton, Pennsylvania.  
 Isaac T. Burr, Boston, Massachusetts.  
 F. Gordon Dexter, Boston, Massachusetts.  
 B. A. G. Fuller, Boston, Massachusetts.  
 Wm. T. Glidden, Boston, Massachusetts.  
 Edward Johnson, Belfast, Maine.  
 David P. Kimball, Boston, Massachusetts.  
 S. Lathrop Thorndike, Boston, Massachusetts.  
 Charles E. Vail, Blairstown, New Jersey.  
 J. Van Deventer, Clinton, Iowa.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of the company ends March 31st.

STATE OF IOWA, }  
COUNTY OF LINN. }

P. E. Hall, Secretary, and Henry V. Ferguson, Auditor, of the Cedar Rapids & Missouri River Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)

P. E. HALL.  
HENRY V. FERGUSON.

[L. S. OF R. R.]

Subscribed and sworn to before me this 1st day of September, A. D. 1881.  
 J. S. GILES,  
*Notary Public.*

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## DES MOINES &amp; MINNEAPOLIS RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income, rental.....	\$ 59,045.94
Net income.....	59,045.94
Interest accrued during the year.....	28,420.00
Interest paid during year.....	28,420.00
Interest on funded debt.....	28,420.00

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

For change of gauge and for additional facilities, etc.....	\$ 109,716.94
Net addition to property account for the year.....	109,716.94

## BALANCE SHEET.

## ASSETS.

Construction and equipment account.....	\$ 826,228.28
Due from agents and companies.....	47,324.59
Total assets.....	\$ 873,552.87

## LIABILITIES.

Capital stock, common.....	\$ 190,700.00
Capital stock, preferred.....	268,507.20
Funded debt.....	459,207.20
Tax aid (convertible into common stock).....	406,000.00
	8,345.67
Total liabilities.....	\$ 873,552.87

## DESCRIPTION OF ROAD.

Length of main line of road from Des Moines to Callanan, miles.....	58
Total length of road belonging to this company.....	58
Total length of steel rails in tracks.....	34
Total length of iron rails in tracks.....	24
Weights per yard, steel, 50 pounds.....	
Weights per yard, iron, about 25 pounds.....	
Gauge of track, Des Moines to Ames, 34 miles.....	4 ft. 8½ in.
Gauge of track, Ames to Callanan, 24 miles.....	3 ft.

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 826,228.28
Average cost of same per mile.....	14,245.31

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 3,500.00
Capital stock authorized by vote of company, per mile of road.....	12,000.00
Capital stock issued, number of shares, 4,592, amount paid in.....	\$ 459,200.00
Capital stock paid in on shares not issued, number shares.....	7.20

Total amount paid in as per books of the company.....\$ 459,207.20

Total number of stockholders.....	34
Number of stockholders in Iowa.....	25
Amount of stock held in Iowa.....	\$ 2,900.00
Capital stock per mile.....	7,917.36

## DEBT.

Funded debt (as follows):	
First mortgage bonds due July 1, 1899, rate of interest 7 per cent.....	\$ 406,000
Total amount of debt liabilities.....	\$ 406,000

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

President—M. Hughitt, Chicago, Illinois.  
Vice-President—Albert Keep, Chicago, Illinois.  
Secretary—J. B. Redfield, Chicago, Illinois.  
Treasurer—M. M. Kirkman, Chicago, Illinois.  
Assistant Treasurer—J. M. Whitman, Clinton, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Albert Keep, Chicago, Illinois.  
M. Hughitt, Chicago, Illinois.  
C. C. Wheeler, Chicago, Illinois.  
M. M. Kirkman, Chicago, Illinois.  
B. C. Cook, Chicago, Illinois.  
Chas. E. Simmons, Chicago, Illinois.  
J. B. Redfield, Chicago, Illinois.

General offices at Des Moines, Iowa.  
Date of annual meeting of stockholders, third Thursday in May.

NOTE.—The operation of this company's road is included in the report made by the Chicago & Northwestern Railway Company, operating the road under lease.

STATE OF ILLINOIS, }  
 COUNTY OF COOK. }

Marvin Hughitt, President, and J. B. Redfield, Secretary, of the Des Moines & Minneapolis Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)  
 [L. S. OF R. R.]

M. HUGHITT,  
 J. B. REDFIELD.

Subscribed and sworn to before me, this 29th day of August, A. D. 1881.

[L. S.] RALPH E. RICHARDS,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 31st day of August, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## MAPLE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	69,710.26
Total expense (including taxes).....		809.57
Net income.....	\$	68,900.69
Interest accrued during year.....	\$	35,735.00
Interest on funded debt.....		35,735.00
Dividends declared (one per cent).....		5,922.00
Balance for the year—surplus.....		27,243.69
Balance at commencement of year.....		57,375.07
Balance at commencement of year so charged.....		57,375.07
Balance June 30, 1881.....		84,618.76

## ANALYSIS OF EARNINGS.

Rental for use of road.....	\$	88,912.60
From other roads for business furnished.....		25,300.43
From interest account.....		4,497.23
From donation in aid of construction.....		1,000.00
Total income from all sources.....	\$	69,710.26

## ANALYSIS OF EXPENSES.

Salaries of general officers.....	\$	550.00
General expenses.....		226.62
Stationery and printing.....	:	32.95
Total expenses.....	\$	809.57

## SURPLUS.

Surplus at the commencement of year.....	\$	57,375.07
Surplus at the close of year.....		84,618.76
The amount of surplus in the hands of treasurer and assistant treasurer:		
The amount in banks in New York.....	\$	2,178.97
The amount in banks in Boston and treasurer's hands.....		16,626.53
The amount in banks in Iowa.....		320.08
		19,125.58
The amount of its own bonds owned by company.....		119,000.00
Amount absorbed in construction.....		7,837.31
Amount in balances from other roads and notes receivable.....		8,097.47
	\$	154,060.36
Deduct unfunded indebtedness.....		69,441.60
	\$	84,618.76

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$	1,121,537.31
Other permanent investments (as follows):		
Bonds of this company.....		119,000.00
Cash.....	\$	19,125.58
Bills receivable.....		1,406.60
Due from companies.....		6,690.87
		27,223.05
Total assets.....	\$	1,267,760.36

## LIABILITIES.

Capital stock.....	\$	592,200.00
Funded debt.....		521,500.00
Unfunded debt (as follows):		
Interest unpaid.....	\$	35.00
Notes payable.....		68,000.00
Vouchers and accounts.....		1,406.60
		64,441.60
Profit and loss balance (if surplus).....		84,618.76
Total liabilities.....	\$	1,267,760.36

## DESCRIPTION OF ROAD.

Length of main line of road from Maple River Junction to Mapleton, miles.....	60.15
Length of main line of road in Iowa.....	60.15
Branches owned by company:	
Sax City Branch, Wall Lake to Sac City (single track), length, miles.....	12.76
Total length of branches owned by company, miles.....	12.76
Total length of branches owned by company in Iowa, miles.....	12.76
Total length of road belonging to this company, miles.....	72.91
Total length of iron rails in tracks.....	72.91
Weights per yard, iron, 56 pounds.	
Gauge of track.....	4 ft. 8½ in.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	1,121,537.31
Average cost of construction per mile of road (not including sidings), 72.91 miles.....		15,382.48
Proportion of construction for Iowa.....		1,121,537.31

## CAPITAL STOCK.

Capital stock authorized by article of association.....	\$	1,000,000.00
Capital stock issued, number of shares, 6,580; amount paid in.....		658,000.00
Capital stock now outstanding.....		592,200.00
Total amount paid in as per books of the company.....		658,000.00
Total number of stockholders.....		130
Number of stockholders in Iowa.....		6
Amount of stock held in Iowa.....	\$	158,600.00
Capital stock per mile.....		9,025.00

## DEBT.

## Funded debt, as follows:

First mortgage bonds due July 1, 1897; rate of interest, seven per cent.....	\$	444,500.00
First mortgage bonds due October 1, 1899; rate of interest, six per cent.....		77,000.00
Unfunded indebtedness.....		69,441.60
Total amount of funded debt.....		521,500.00
Amount of unfunded debt.....		69,441.60
Total amount of debt liabilities.....	\$	590,941.60

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

President—Horace Williams, Cedar Rapids, Iowa.  
 Vice-President—Fred L. Ames, Boston, Massachusetts.  
 Secretary—Henry V. Ferguson, Cedar Rapids, Iowa.  
 Treasurer—David P. Kimball, Boston, Massachusetts.  
 Assistant-Treasurer—J. Van Deventer, Cedar Rapids, Iowa.  
 Register of Stock—David P. Kimball, Boston, Massachusetts.  
 Attorneys, general and local—E. P. Bailey, Clinton, Iowa, and A. D. Parkhurst, Cedar Rapids, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Fred L. Ames, North Enston, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 Prince S. Crowell, East Dennis, Massachusetts.  
 Wm. T. Glidden, Boston, Massachusetts.  
 David P. Kimball, Boston, Massachusetts.  
 Chas. E. Fail, Blairstown, New Jersey.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of the company ends March 31st.

STATE OF IOWA, }  
COUNTY OF LINN. }

Henry V. Ferguson, Secretary of the Maple River Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

HENRY V. FERGUSON,

Secretary.

[L. S. OF R. R.]

Subscribed and sworn to before me this 27th day of September, A. D. 1881.

J. S. GILES,

Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this fifteenth day of September, 1881.

E. G. MORGAN,

Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 12,743,973.90
Total expense (including taxes).....	6,305,873.83
Net income.....	\$ 6,348,100.07
Rentals:	
Peoria & Bureau Valley Railroad.....	\$125,000.00
Keokuk & Des Moines Railroad.....	159,947.16
Hannibal & St. Joseph Railroad.....	37,189.80
Missouri River Bridge tolls.....	89,670.11
	411,807.07
Interest accrued during year.....	949,700.00
Interest paid during year.....	949,700.00
Interest on funded debt.....	949,700.00
Interest paid on funded debt.....	949,700.00
Dividends declared (7 per cent).....	2,937,186.00
Balance for the year (surplus).....	2,139,077.11
Balance June 30, 1881 (surplus).....	2,139,077.11

## ANALYSIS OF EARNINGS.

From local passengers.....	\$ 1,676,803.50
From through passengers.....	751,092.28
From express and extra baggage.....	150,713.03
From mails.....	188,913.96
From other sources, passenger department.....	91,016.15
Total earnings from passenger department.....	\$ 2,858,538.92
From local freight.....	\$ 5,039,617.55
From through freight.....	3,875,245.94
From other sources, freight department, freight car mileage.....	95,596.40
Total earnings from freight department.....	\$ 9,010,459.89
Total transportation earnings.....	\$ 11,868,998.81
Rents for use of road.....	202,440.79
Income from other sources.....	672,534.30
Total income from all sources.....	\$ 12,743,973.90

Proportion for Iowa.....	7,850,384.34
Earnings per mile of road operated.....	9,413.13
Receipts from passenger trains per train mile run (miles 1,889,902).....	1.51
Receipts from freight trains per train mile run (miles 5,366,575).....	1.68

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$ 150,758.39
Legal expenses.....	36,344.43
Insurance.....	1,500.00
Stationery and printing.....	56,965.54
Outside agencies and advertising.....	201,387.01
Contingencies and miscellaneous.....	137,837.54
Repairs of bridges (including culverts and cattle-guards).....	213,755.28
Repairs of buildings.....	125,853.17
Repairs of fences, road-crossings, and signs.....	40,171.59
Renewal of rails (number tons laid, steel, 9,159):	
Amount charged to this account during year.....	\$330,735.82
Less amount credited, being for old rails taken up during this and previous year.....	329,701.98

Balance to debit of the account, June 30, 1881.....	\$ 1,033.84	1,033.84
Renewal of ties (number laid, 422,559).....	135,218.87	
Repairs of road-bed and track.....	873,831.87	
New locomotives, charged to expenses.....	341,283.41	
Fuel for locomotives.....	642,882.25	
Water supply.....	70,507.05	
Oil and waste.....	56,524.58	
Locomotive service, salaries and wages.....	614,390.19	
New passenger cars, charged to expenses.....	155,649.74	
Passenger train service, salaries and wages.....	114,140.85	
Dining car expenses.....	58,691.15	
Passenger train supplies.....	22,804.59	
Mileage passenger cars, debit balances.....	3,514.78	
New freight cars, charged to repairs.....	445,732.74	
Freight train service, salaries and wages.....	264,739.84	
Freight train supplies.....	41,830.37	
Mileage freight cars, debit balances.....	186,935.90	
*Telegraph expenses.....	105,368.54	
Loss and damage, freight and baggage.....	24,430.88	
Loss and damage, property and cattle, including losses by fire.....	47,664.46	
Personal injuries.....	40,396.61	
Agents and station service, salaries and wages.....	704,415.94	
Station supplies.....	99,826.62	
Missouri River bridge tolls.....	89,670.11	

Total operating expenses.....	\$ 6,106,058.13
Taxes in Iowa.....	142,374.61
Taxes in other States.....	147,441.09
Total operating expenses and taxes.....	\$ 6,395,873.83
Maintenance of way.....	\$ 1,380,864.62
Motive power and cars.....	942,665.89
Conducting transportation.....	3,099,064.60
General expenses.....	964,278.72
Total.....	\$ 6,395,873.83

\* In this report "Telegraph Expenses" represents cost of maintenance and operating our telegraph system. Last year that account was only cost of maintenance of lines—the cost of operating being included in "Agents and Station Service."

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$ 6,395,873.83
Proportion for Iowa.....	\$3,806,009.49
Per mile of road operated.....	4,724.21
Per train mile for passenger, freight and mixed trains, miles 7,256,477.....	88
Percentage of expenses to earnings.....	52.3
Net earnings per train mile, 2,256,477 miles.....	75.4

## GENERAL RECAPITULATION.

Total earnings.....	11,868,998.81
Total receipts during the year.....	12,743,973.90
Total operating expenses.....	6,395,873.83
Net earnings—earnings above operating expenses.....	5,473,124.98
Total receipts above operating expenses.....	6,348,100.07
Percentage of net earnings to stock and debt.....	9.2
Percentage of net earnings to cost of road and equipment.....	9.9

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

Grading and masonry.....	\$ 141,520.32
Bridging.....	90,175.00
Superstructure, including rails.....	77,504.94
Land, land damages, and fences.....	177,496.42
Passenger and freight stations, coal-sheds and water stations.....	55,763.52
Engine-houses, car-sheds, turn-tables and machine-shops, including machinery and tools.....	2,772.08
Engineering, agencies, salaries, and other expenses during construction.....	7,835.91
Reducing grades and ballasting track.....	82,059.89
Construction of branch roads.....	625,013.46
Double track extension.....	255,781.78
Total for construction.....	\$ 1,515,923.32
Locomotives, 14; parlor, sleeping, and dining cars, 2; passenger, mail, and baggage cars, 4; freight and other cars, 844.....	613,632.12
Total for equipment.....	613,632.12
Total expenditures charged to property accounts.....	\$ 2,129,555.44

## SURPLUS.

Surplus at the close of year.....	\$ 2,139,077.11
The amount surplus in hands of treasurer and assistant treasurer.....	9,521.07
Amount absorbed in construction and equipment.....	2,129,555.44

## BALANCE SHEET.

## ASSETS.

Construction and equipment account.....	\$ 55,468,604.21
Other permanent investments.....	3,045,030.63
Bonds of C., R. I. & P. R. R. Company.....	2,500,000.00
Cash items.....	693,343.21
Cash.....	64,051.86
Materials and supplies.....	219,223.25

Total assets.....\$ 61,990,853.16

## LIABILITIES.

Capital stock.....	\$ 41,960,000.00
Funded debt.....	14,500,000.00
Unfunded debt (as follows):	
Balance due other roads, etc.....	7,652.14
Addition and improvement, etc.....	2,285,000.00
Profit and loss balance (if surplus).....	238,201.02

Total liabilities.....\$ 61,990,853.16

## PRESENT AND CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road (specifying same).....	2,750,000.00
Keokuk & Des Moines bonds, payment of interest at 5 per cent guaranteed.....	

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	1,889,902
Freight train mileage.....	5,396,575
Switching train mileage.....	1,546,583
Other train mileage.....	707,180

Total train mileage..... 9,510,240

Number of special ticket passengers.....	648,151
Number of local passengers.....	1,442,764
Number of through passengers.....	101,588

Total number of passengers..... 2,192,503

Local passenger mileage (local passengers carried one mile)...	63,257,816
Through passenger mileage (through passengers carried one mile).....	33,474,209
Number tons of local freight carried.....	1,943,711
Number tons through freight carried.....	1,406,310
Total number tons freight carried.....	3,410,021
Local freight mileage (tons local freight carried one mile)....	388,248,807
Through freight mileage (tons through freight carried one mile)...	331,258,153
Average weight of passenger trains (exclusive of passengers), tons.....	160
Average number of cars in passenger trains.....	6
Number of miles run by loaded freight cars east.....	38,977,390
Number of miles run by loaded freight cars west.....	37,944,922

Number of miles run by empty freight cars east.....	8,989,570
Number of miles run by empty freight cars west.....	10,603,759
Percentage of empty freight cars hauled east.....	19
Percentage of empty freight cars hauled west.....	22
Average weight of freight trains (exclusive of freight), tons...	230
Average number of cars in freight train.....	21
Average number of persons employed.....	5
Miles run by passenger, mail and baggage cars east.....	4,907,283
Miles run by passenger, mail and baggage cars west.....	4,919,234
Miles run by freight cars east.....	47,966,961
Miles run by freight cars west.....	48,548,681
Mileage local passengers.....	63,257,816
Mileage through passengers.....	33,474,209
Mileage local freight east.....	135,887,082
Mileage local freight west.....	252,361,725
Mileage through freight east.....	198,754,891
Mileage through freight west.....	132,503,262
Rate of speed of passenger and express trains, including stops, miles.....	22 to 25
Rate of speed of freight trains, including stops, miles.....	10 to 15

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	956,380	28.1
Flour.....	24,094	.7
Provisions (beef, pork, lard, etc.).....	83,346	2.5
Animals.....	324,966	9.5
Other agricultural products.....	26,933	1.1
Lumber and forest products.....	445,248	13.1
Coal.....	492,754	14.5
Plaster.....	31,339	.9
Salt.....	31,901	.9
Railroad iron—iron and steel rails.....	152,616	4.5
Oil.....	18,701	.5
Stone and brick.....	137,597	4.0
Manufactures—articles shipped from point of production.....	32,105	.7
Merchandise, and other articles not enumerated above.....	648,010	19.0
Total tons carried.....	1,410,021	100

## DESCRIPTION OF ROAD.

Length of main line of road from Chicago to Council Bluffs, miles.....	500.25
Length of main line of road in Iowa.....	318
Length of main line of road in Illinois.....	182.25
Length of double track on main line.....	102
Same in Iowa.....	3
Branches owned by company:	
South Englewood to Chicago.....	7.51
Wilton to Knoxville.....	128.18
Washington to Leavenworth.....	272.38
Atlantic to Audubon.....	24.54
Des Moines to Winterset and Indianola.....	48.24
Avoca to Harlan.....	11.84
Newton to Monroe.....	17
Atlantic to Griswold.....	14.71
Mt. Zion to Keosauqua.....	4.50
Menlo to Guthrie Center.....	14.58
Avoca to Carson.....	17.61
Edgerton Junction to Winthrop.....	29.08
Total length of branches owned by company.....	590.17



Total length of branches owned by company in Iowa.....	410.58
Total length of branches owned by company in Illinois.....	7.51
Total length of branches owned by company in Missouri.....	170.08
Total length of branches owned by company in Kansas.....	2
Total length of road belonging to this company.....	1,090.42
Aggregate length of sidings and other tracks not above enumerated.....	230
Same in Iowa.....	120.87
Aggregate length of track, computed as single track.....	1,422.42
Same in Iowa.....	857.45
Total length of steel rails in tracks, including leased lines....	833.75
Total length of iron rails in tracks, including leased lines... Weights per yard, steel 60 pounds. Weights per yard, iron 56 pounds.	851.90
Gauge of track.....	4 ft. 8½ in.

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

Peoria & Bureau Valley Railroad, length.....	46.72
Keokuk & Des Moines Railroad, length.....	162.20
Branch of Hannibal & St. Joseph Railroad, from Cameron to Kansas City.....	54.31
Total length of above roads.....	263.23
Total length of above roads in Iowa.....	162.20
Total length of above roads in Illinois.....	46.72
Total length of above roads in Missouri.....	54.31
Total miles of road operated by this company.....	1,353.85
Total miles of road operated by this company in Iowa.....	890.78
Number of stations in Iowa on all roads operated by this company.....	139
Number of telegraph offices in same.....	126
Number of stations on all roads owned by this company.....	183
Same in Iowa.....	110

EMPLOYES.

Number of persons regularly employed on all roads operated by company.....	7,828
Same in Iowa.....	4,696

EQUIPMENT.

	LEASED.	OWNED.	TOTAL.
Number of locomotives.....	18	272	290
Number of passenger cars.....	11	91	102
Number of baggage, mail, and express cars.....	6	35	41
* Number of parlor or sleeping cars.....	2	15	17
Number of dining cars.....		6	6
Number of freight cars (basis of 8 wheels).....	447	6,845	7,292
Number of other cars.....	84	515	599
Maximum weight of locomotives in working order, pounds..			80,500
Average weight of locomotives in working order.....			60,000
Maximum weight of tenders full of fuel and water.....			50,000
Average weight of tenders full of fuel and water.....			44,000
Maximum weight of passenger cars.....			46,000
Average weight of passenger cars.....			40,500
Number of mail, express and baggage cars.....			41
Number of 8-wheel box freight cars.....			4,233
Number of 8-wheel platform cars.....			1,612
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender..			43 ft. 2 in.

\* This company owns one-half interest in these.

	TOTAL.
Total length of heaviest engine and tender over all.....	54 ft. 6 in.
Number of locomotives equipped with train-brake.....	51
Kind of brake, automatic air brake.....	
Number of cars equipped with train-brake.....	154
Kind of brake, automatic air brake.....	
Number of passenger cars with Miller platform and buffer... Part of road first opened for operation during the past year:	105
Menlo to Guthrie Center, August 1, 1880.	
Lewis to Griswold, September 13, 1880.	
Avoca to Carson, October 1, 1880.	
Mt. Zion to Keosauqua, October 1, 1880.	

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

United States Express Company do the usual express business, loading and unloading their own freight in the cars furnished by the railway company, and paying a rate equal to double first-class freight rates.

TRANSPORTATION COMPANIES.

Cars of all "color lines" (so called) are run on this road, but have no preference in speed or rates over freight in this company's cars. No contracts.

SLEEPING CARS.

Sleeping cars are run by Pullman Palace Car Company; rates \$2 per double berth.  
Dining cars are run by railway company; rates 75 cents per meal.  
The Pullman Car Company have purchased half interest in the sleeping cars formerly owned by this company, and the net earnings after paying current expenses are divided equally between railway and Pullman companies.

U. S. MAIL.

Compensation paid us by the U. S. Government:

Rates vary on different routes for transporting the mails, and are based on weight of mail carried. Weights are taken by post-office agent. Total compensation last year \$188,913.96. No contract.

LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.....	550,193.51
State the number of acres yet to inure to your company from Congressional grants. Uncertain, but small.	
State the average price at which these lands are offered for sale by the company, about.....	\$ 8.50
State the average price at which these lands have been sold or contracted by the company, about.....	8.00
State the number of acres sold.....	450,358.85
State the amount received from sales.....	3,704,910.41
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	11,854.84
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, including interest....	2,727,045.65

## LOCAL AID IN BUILDING ROAD.

State what local aid has been received in the construction of your road, including taxes voted by townships, swamp lands, etc.:

Harlan branch.....	\$	434.95
Keosauqua branch.....		10,824.10
Guthrie branch.....		15,000.00
	\$	26,259.05

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT DAVENPORT, IOWA, FOR YEAR ENDING, JUNE 30, 1881.

East-bound, number of tons.....		1,037,446
West-bound, number of tons.....		904,857
Total tons.....	\$	1,942,303

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	49,432,092.39
Average cost of construction per mile of road (not including sidings) 1,090.42 miles.....		45,333.07
Proportion of cost of construction for Iowa.....		33,119,501.90

## COST OF EQUIPMENT.

Total for equipment.....	\$	6,702,283.45
Average cost of equipment per mile of road operated by company in the State.....		4,950.53
Proportion of cost of equipment for Iowa.....		4,490,529.91

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$	56,134,375.84
Average cost of same per mile.....		51,479.59
Proportion of same for Iowa.....		37,610,031.81

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Atlantic and Southern Branch.....	Three truss.....	All wood...	342 feet..	During year ending June 30, 1881.
	Thirty-six pile ..	All wood...	3,300 feet..	
	Four trestle ..	All wood...	440 feet..	
Menlo to Guthrie Center Branch.....	Four truss ..	All wood...	310 feet..	
	Thirty-four pile.....	All wood...	1,875 feet..	
	Eight trestle ..	All wood...	1,400 feet..	
Avoca and Carson Branch .....	Two truss ..	All wood...	172 feet..	
	Forty-seven pile.....	All wood...	2,052 feet..	
	Four trestle.....	All wood...	325 feet..	
Davenport and Muscatine Branch.....	Fifteen truss.....	All wood...	1,171 feet..	
	Fifty-six pile ..	All wood...	2,990 feet..	
	Thirty-three trestle.....	All wood...	1,776 feet..	

	NO.	LENGTH.
Number of pile and trestle bridges and length in Iowa.....	1,563	118,335 ft.
Number of spans of bridges, of 100 feet and upward.....	93	
Number of iron bridges, aggregate length.....	25	4,466 ft.
Number of combination bridges, aggregate length.....	8	2,760 ft.
Number of wooden bridges, aggregate length.....	143	12,427 ft.
Number of stone arch culverts and viaducts.....	1,056	
Number of crossings of highways at grade.....	883	
Number of crossings of highways over railroad.....	20	
Number of crossings of highways under railroad.....	40	
Number of highway bridges 18 feet above track.....	20	
Number of crossings at which gates or flagmen are maintained.....	14	
Number of railroad crossings at grade.....	12	
Number of railroad crossings over other railroads (specifying each).....	2	
Burlington, Cedar Rapids & Northern Railroad at Iowa City.		
Davenport & Northwestern Railroad at Davenport.		
Number of railroad crossings under other railroads (specifying each).....	1	
Central Iowa Railroad at Oskaloosa.		

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents.....	2.80
Average rate of fare per mile received from passengers to and from other roads.....	2.28
Average rate of fare per mile for special ticket passengers.....	1.40
Average rate of fare per mile received from all passengers.....	2.62
Average rate of local freight per ton per mile on roads operated by this company.....	1.34
Average rate of freight per ton per mile received from freight to and from other roads.....	1.12
Average rate per ton per mile received for all freight carried.	1.22
Percentage of freight originating at, and carried to, stations in Iowa, to total freight carried in Iowa (this should not include fuel or any material for the use of the road).....	14

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 50,000,000.00
Capital stock authorized by vote of company.....	41,960,000.00
Capital stock issued, number of shares 419,600; amount paid in	41,960,000.00
Total amount paid in as per books of the company.....	41,960,000.00
Total number of stockholders.....	1,932
Number of stockholders in Iowa.....	22
Amount of stock held in Iowa.....	\$ 138,700.00
Stock per mile.....	38,480.40

## DEBT.

Funded debt, as follows:	
First mortgage bonds, due 1917; rate of interest, six per cent.	\$ 12,500,000.00
Interest paid on same during the year.....	\$ 599,900.00
Chicago & Southwestern bonds, due 1899; rate of interest, seven per cent.....	5,000,000.00
Interest paid on same during year.....	\$ 350,700.00
Total amount of funded debt.....	17,500,000.00

Total debt liabilities..... 17,500,000.00

Debt per mile.....	16,408.59
Stock and debt per mile.....	54,889.08



STATE OF ILLINOIS, }  
COUNTY OF COOK. }

Hugh Riddle, President, and W. G. Purdy, Local Treasurer, of the Chicago, Rock Island & Pacific Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)

HUGH RIDDLE,  
*President.*  
W. G. PURDY,  
*Local Treasurer.*

Subscribed and sworn to before me, this 21st day of September, A. D. 1881.

[L. s.]

JAMES C. HUTCHINS,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 23d day of September, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA

RAILWAY COMPANY,

FOR THE MONTH ENDING JUNE 30, 1881.

### GENERAL EXHIBIT FOR THE MONTH.

Total income .....	\$	404,561.69
Total expenses (including taxes).....		274,930.14
Net income.....	\$	129,631.55
Rentals (specifying amount to each company):		
Illinois Central .....	\$	1,000.00
St. Paul, Minneapolis & Manitoba.....		1,350.00
		<u>2,350.00</u>
Interest accrued during month.....		74,573.83
Interest paid during month .....		125,640.00
Interest on funded debt.....		74,021.33
Interest paid on funded debt.....		125,640.00
Interest on other debt.....		552.50
Interest paid on other debt.....		552.50
Balance for the month, profit.....		52,707.72
Balance at commencement of month.....		152,663.85
Add entries made in profit and loss account during the year not included in the above statement.....		2,466.39
Interest falling due during month not paid .....		11,718.00
Balance June 30, 1881, deficit .....		97,489.74

### ANALYSIS OF EARNINGS.

From local passengers.....	\$	68,832.52
From through passengers.....		40,576.83
From express and extra baggage.....		4,764.74
From mails.....		6,388.67
From other sources, passenger department.....		225.00

*Total earnings from passenger department.....* \$ 120,687.67

From local freight.....	\$ 180,928.94
From through freight.....	122,314.58
From other sources, freight department.....	630.41
<i>Total earnings from freight department.....</i>	<i>\$ 283,873.76</i>
<i>Total transportation earnings.....</i>	<i>\$ 404,561.69</i>
Income from all sources, specifying same:	
Elevators.....	\$ 2,466.39
<i>Total income from all sources.....</i>	<i>\$ 407,028.08</i>
Proportion for Iowa.....	\$ 28,841.53
Earnings per mile of road operated.....	423.68
Receipts from passenger trains per train mile run (64,210 miles).....	1.88
Receipts from freight trains per train mile run (307,233 miles).....	1.37

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$ 10,443.66
Insurance.....	517.36
Stationery and printing.....	1,121.08
Outside agencies and advertising.....	496.88
Contingencies and miscellaneous.....	3,338.85
New York office expenses.....	497.38
Repairs of bridges (including culverts and cattle-guards).....	9,413.42
Repairs of buildings.....	709.44
Repairs of tools and machinery.....	2,826.34
Rents.....	333.03
Repairs of fences, road-crossings, and signs.....	740.49
Renewal of rails.....	19,956.32
Renewal of ties.....	13,567.25
Repairs of road-bed and track.....	52,512.57
Repairs of locomotives.....	10,572.59
Fuel for locomotives.....	35,805.45
Oil and waste.....	2,037.65
Locomotive service, salaries and wages.....	19,356.39
Repairs of passenger cars.....	5,441.66
Passenger and freight train service, salaries and wages.....	14,158.80
Passenger train supplies.....	1,041.44
Repairs of freight cars.....	20,710.49
Mileage freight cars, debit balances.....	2,810.56
Expenses Missouri River transfer.....	1,887.49
Loss and damage, freight and baggage.....	284.64
Loss and damage, property and cattle, including losses by fire.....	2,268.27
Personal injuries.....	525.23
Agents and station service, salaries and wages.....	24,982.55
Station supplies.....	2,840.29
<i>Total operating expenses.....</i>	<i>\$ 261,196.57</i>
Taxes in Iowa.....	994.50
Taxes in other States.....	12,739.07
<i>Total operating expenses and taxes.....</i>	<i>\$ 274,930.14</i>
Maintenance of way.....	\$ 96,899.49
Maintenance of motive power and cars.....	36,724.24
Conducting transportation.....	106,120.77
General expenses.....	35,185.64
<i>Total.....</i>	<i>\$ 274,930.14</i>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$ 274,930.14
Proportion for Iowa.....	\$ 28,841.52
Per mile of road operated.....	287.92
Per train mile for passenger, freight and mixed trains (miles 271,443).....	1.01
Percentage of expenses to earnings.....	67.96
Net earnings per train mile (271,443 miles) cents.....	48

## GENERAL RECAPITULATION.

Total earnings.....	\$ 404,561.69
Total operating expenses and taxes.....	274,930.14
<i>Net earnings—earnings above operating expenses and taxes.....</i>	<i>129,631.55</i>
Percentage of net earnings to stock and debt.....	33
Percentage of net earnings to cost of road and equipment....	37

## BALANCE SHEET.

## ASSETS.

Construction and equipment account.....	\$ 35,109,978.29
Other permanent investments (as follows):	
Land grant balance.....	\$ 227,875.99
Stock of Union Depot Co., St. Paul.....	49,700.00
Stock of C. St. P., M. & O. R'y Co.....	282,171.65
Stock of H. & R. F. R'y Co.....	121,500.00
Bonds of St. P., S. T. F. R. R. for St. Paul depot goods.....	31,573.50
Bonds of C., St. P. & M. R'y Co.....	1,873,707.23
Bonds of C., St. P., M. & O. R'y Co.....	174,375.00
	2,760,903.37
Cash items (as follows):	
Cash.....	\$1,437,892.46
Bills receivable.....	296,895.58
Due from agents and companies.....	444,563.12
	2,179,351.16
Other assets (as follows):	
Materials and supplies.....	526,622.35
Profit and loss balance (if deficit).....	97,489.74
<i>Total assets.....</i>	<i>\$ 40,674,344.91</i>

## LIABILITIES.

Capital stock.....	\$ 23,426,666.67
Funded debt.....	16,156,175.00
Unfunded debt (as follows):	
Interest unpaid.....	\$231,076.58
Dividends unpaid.....	932.75
Notes payable.....	344,637.58
Vouchers and accounts.....	514,856.33
	1,091,503.24
<i>Total liabilities.....</i>	<i>\$ 40,674,344.91</i>

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	64,210
Freight train mileage.....	157,955
Switching train mileage.....	49,278
Other train mileage.....	77,070
<i>Total train mileage.....</i>	<i>348,513</i>
Number of local passengers.....	50,605
Number of through passengers.....	8,886
<i>Total number of passengers.....</i>	<i>59,491</i>
Local passenger mileage (local passengers carried one mile) ..	2,520,414
Through passenger mileage (through passengers carried one mile) ..	1,580,939
Number tons of local freight carried in Iowa.....	5,919
Number tons of local freight carried east in Iowa.....	517
Number tons of local freight carried west in Iowa.....	4,402
Number tons through freight carried in Iowa.....	3,777
Number tons through freight carried east in Iowa.....	2,405
Number tons through freight carried west in Iowa.....	1,372
Total number tons freight carried.....	135,648
Local freight mileage (tons local freight carried one mile) ....	13,984,092
Through freight mileage (tons through freight carried one mile).....	10,090,296
Average number of cars in passenger-trains.....	5.27
Number of miles run by loaded freight cars east.....	630,367
Number of miles run by caboose cars.....	55,264
Number of miles run by loaded freight cars west.....	1,130,610
Number of miles run by caboose cars west.....	55,264
Number of miles run by empty freight cars east.....	532,832
Number of miles run by empty freight cars west.....	77,112
Percentage of empty freight cars hauled east.....	87.36
Percentage of empty freight cars hauled west.....	12.64
Average number of cars in freight train.....	15.71
Average number of persons employed.....	3,648
Miles run by passenger, mail and baggage cars east.....	169,228
Miles run by passenger, mail and baggage cars west.....	169,228
Miles run by freight cars east.....	1,218,463
Miles run by freight cars west.....	1,262,986
Mileage local passengers (east).....	1,246,873
Mileage local passengers (west).....	1,270,541
Mileage through passengers (east).....	279,034
Mileage through passengers (west).....	1,310,905
Mileage local freight (east).....	3,582,725
Mileage local freight (west).....	10,401,367
Mileage through freight (east).....	6,424,491
Mileage through freight (west).....	3,665,805
Rate of speed of passenger and express trains, including stops, about (miles).....	21
Rate of speed of freight trains, including stops, about (miles).....	11

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	19,635	14.54
Flour.....	10,723	7.94
Provisions (beef, pork, lard, etc.).....	756	.56
Animals.....	1,810	1.34
Other agricultural products.....	8,130	6.02
Lumber and forest products.....	42,351	31.36
Coal.....	2,471	1.83
Plaster.....	257	.19
Salt.....	513	.38
Railroad iron—iron and steel rails.....	7,063	5.23
Other iron and castings.....	270	.20
Oil.....	257	.19
Stone and brick.....	1,837	1.36
Merchandise, and other articles not enumerated above.....	38,975	28.86
<i>Total tons carried.....</i>	<i>135,048</i>	<i>100</i>

## DESCRIPTION OF ROAD.

Length of main line of road from Elroy to Omaha.....	591.87
Length of main line of road from No. Wis. Junction to end of track.....	120.00
Length of main line of road in Iowa.....	81.25
Length of main line of road in Wisconsin.....	297.70
Length of main line of road in Minnesota.....	207.42
Length of main line of road in Nebraska.....	125.50
Length of line with track laid, if road is not completed, Neillsville Branch.....	14.00
Branches owned by company.....	3.80
Stillwater Junction to Stillwater, length.....	14.00
Merrillan to Neillsville, length.....	4.39
Stillwater to Lake St. Croix via So. Stillwater, length.....	12.00
Hudson to River Falls, length.....	2.74
Eau Claire to Lumber Mills, length.....	3.01
Menomonee Junction to Menomonee, length.....	44.00
Lake Crystal to Elmore, length.....	44.00
Herron Lake to Woodstock, length.....	73.00
Sioux Falls Junction to Hartford, length.....	28.00
Luverne to Doon, length.....	15.82
Coburn Junction to Ponca, length.....	2.25
Missouri River Transfer Tracks, length.....	247.01
Total length of branches owned by company.....	17.44
Total length of branches owned by company in Iowa.....	149.28
Total length of branches owned by company in Minnesota.....	31.75
Total length of branches owned by company in Wisconsin.....	18.07
Total length of branches owned by company in Nebraska.....	30.47
Total length of branches owned by company in Dakota Territory.....	934.88
Total length of road belonging to this company.....	53.80
Aggregate length of sidings and other tracks not above enumerated.....	5.37
Same in Iowa.....	988.68
Aggregate length of track, computed as single track.....	80.06
Same in Iowa.....	16.42
Total length of steel rails in tracks in Iowa.....	63.64
Total length of iron rails in tracks in Iowa.....	
Weights per yard, steel, 50 pounds.	
Weights per yard, iron, 50 pounds.	
Gauge of track.....	4 feet 8½ in.

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

Name, description, and length of each:	
St. Paul, Minneapolis & Manitoba, St. Paul to Minneapolis, length .....	10.00
Illinois Central, Lemars to Sioux City, length .....	24.00
Total length of above roads .....	34.00
Total length of above roads in Iowa .....	24.00
Total length of above roads in Minnesota .....	10.00
Total miles of road operated by this company .....	954.88
Total miles of road operated by this company in Iowa .....	98.69
Number of stations in Iowa on all roads operated by this company .....	12
Number of telegraph offices in same .....	9
Number of stations on all roads owned by this company .....	164
Same in Iowa .....	10

## EMPLOYEES—APPROXIMATE.

Number of persons regularly employed on all roads operated by company .....	3,648
Same in Iowa .....	295

## EQUIPMENT.

Number of locomotives .....	111
Number of passenger cars .....	45
Number of baggage, mail, and express cars .....	27
Number of parlor or sleeping cars .....	4
Number of freight cars (basis of 8 wheels) .....	3,223
Number of other cars .....	59
Maximum weight of locomotives in working order, pounds .....	84,000
Average weight of locomotives in working order .....	82,500
Total length of heaviest engine and tender over all, feet .....	50
Number of locomotives equipped with train-brake .....	27
Kind of brake, Westinghouse air brake.	
Number of passenger cars equipped with train-brake. All.	
Kind of brake, Westinghouse air brake.	
Number of passenger cars with Miller platform and buffer. All.	

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

The American Express Company transacts the business, delivering it into and receiving it from the cars, paying one and one half first-class rates and transporting this company's money and other valuable packages free of charge.

## TRANSPORTATION COMPANIES.

The cars of all transportation companies run over this road, this company paying the usual mileage for same. No preference given to the cars or freight of any company.  
No cars rented by this company except in the regular interchange of business.

## SLEEPING CARS.

On main line west of St. Paul sleeping cars, owned by the company, have been run on through passenger trains, a charge of \$1.50 or \$2.00 per double berth being made, according to distance, in addition to the regular fare. On the Eastern Division the cars of the Pullman Company are run, for which this company pays three cents per mile for use and ordinary repairs. About \$1 per double berth is charged by the Pullman Company for service on this line, which is in addition to the regular first-class passenger fare.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails is \$71.82 per mile per annum on main line in Iowa, on terms of service prescribed by the U. S. Post-office Department.

## TONNAGE CROSSING THE MISSOURI RIVER AT SIOUX CITY, IOWA, FOR THE MONTH ENDING, JUNE 30, 1881.

East-bound, number of tons .....	1,732
West-bound, number of tons .....	8,357
Total .....	10,081

## COST OF ROAD AND EQUIPMENT.

<i>Total expended for construction and equipment.</i> \$	35,109,978.29
Average cost of construction and equipment per mile of road (not including sidings) 934.88 miles .....	37,555.60
Proportion of cost for Iowa on basis of miles .....	2,805,027.76

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 35,109,978.29
Average cost of same per mile .....	37,555.60
Proportion of same for Iowa .....	2,805,027.76

Number of railroad crossings over other railroads:  
St. Paul & Duluth, near St. Paul.

## RATES OF FARE, ETC.

Average rate of fare per mile for local passengers on roads operated by this company, cents .....	2.7310
Average rate of fare per mile received from through passengers to and from other roads .....	2.5521
Average rate of fare per mile received from all passengers .....	2.6618
Average rate of local freight per ton per mile on roads operated by this company .....	1.1508
Average rate of freight per ton per mile received from freight to and from other roads .....	1.2122
Average rate per ton per mile received for all freight carried .....	1.1765

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 50,000,000.00
Capital stock issued, number of shares 234,266.66	
<i>Total amount paid in as per books of the company.....</i>	<i>\$ 23,426,666.67</i>
Total number of stockholders .....	769

## DEBT.

## Funded debt (as follows):

Land grant income bonds due May 1, 1898, rate of interest six per cent.....	\$ 155,000.00
First mortgage bonds C., St. P. & M. Railway, due May 1, 1898, rate of interest six per cent.....	3,000,000.00
Interest paid on same during month.....	\$ 3,990.00
No. Wis. Railway bonds due January 1, 1930, rate of interest six per cent.....	800,000.00
H. & R. F. Railway bonds due July 1, 1908, rate of interest six per cent.....	125,000.00
St. P. & S. C. R. R. bonds due April 1, 1919, rate of interest six per cent.....	6,045,000.00
Interest paid on same during month.....	\$ 1,590.00
St. P., S. & T. F. R. R. bonds due January 1, 1908, rate of interest seven per cent.....	334,800.00
C., St. P., M. & O. Railway bonds due June 1, 1930, rate of interest six per cent.....	5,663,375.00
Interest paid on same during month.....	\$ 120,060.00
St. Paul depot ground bonds due October 1, 1903, rate of interest ten per cent.....	30,000.00
Unfunded indebtedness.....	1,091,503.24
Interest paid on same during month.....	\$ 552.50
Total amount of funded debt.....	16,156,175.00
Amount of unfunded debt.....	1,091,503.24
<i>Total amount of debt liabilities.....</i>	<i>\$ 17,247,678.24</i>

## ACCIDENTS TO PERSONS IN IOWA.

## STATEMENT FOR THE MONTH ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

- June 18, 1881, P. S. Oleson, laborer, fell between two cars and broke both bones of the left arm, had a bad flesh wound on right arm and his body was badly bruised, resulting in death; lack of caution.
- June 23, 1881, Thomas M. Glenn, captain transfer steamer Sioux City, was pushing a car and was caught by a car coming up behind and crushed, receiving internal injuries causing hemorrhage resulting in death; lack of caution on his part.

## RECAPITULATION OF ACCIDENTS.

Killed—Employes—from misconduct or want of caution.....	2
<i>Total killed.....</i>	<i>2</i>

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

*President*—H. H. Porter, Chicago, Illinois.  
*First Vice-President*—Hon. Philetus Sawyer, Oshkosh, Wisconsin.  
*Second Vice-President*—R. P. Flower, New York.  
*Secretary*—C. W. Porter, Hudson, Wisconsin.  
*Treasurer*—R. P. Flower, New York.  
*Assistant President*—E. W. Winter, St. Paul, Minnesota.  
*General Superintendent*—C. F. Hatch, St. Paul, Minnesota.  
     H. Spencer, St. Paul, Minnesota.  
     J. F. Lincoln, St. Paul, Minnesota.  
     T. P. Gere, Sioux City, Iowa.  
     Geo. V. Morford, Omaha, Nebraska.  
*Division Superintendents*—  
     *Chief Engineer*—C. W. Johnson, St. Paul, Minnesota.  
     *Superintendent of Telegraph*—H. C. Hope, St. Paul, Minnesota.  
     *Auditor*—C. D. W. Young, St. Paul, Minnesota.  
     *General Traffic Manager*—F. B. Clarke, St. Paul, Minnesota.  
     *Attorney, general and local*—John C. Spooner, St. Paul, Minnesota.

## NAMES OF DIRECTORS, WITH RESIDENCE.

H. H. Porter, Chicago, Illinois.  
 R. P. Flower, New York.  
 David Dows, New York.  
 H. R. Bishop, New York.  
 Benjamin Brewster, New York.  
 Augustus Kountze, New York.  
 J. M. Fiske, New York.  
 George I. Seney, New York.  
 Philetus Sawyer, Oshkosh, Wisconsin.  
 John Comstock, Hudson, Wisconsin.  
 R. R. Cable, Rock Island, Illinois.  
 E. F. Drake, St. Paul, Minnesota.  
 A. H. Wilder, St. Paul, Minnesota.

General office at St. Paul, Minnesota.

Date of annual meeting of stockholders, first Saturday after first Thursday in June.

Fiscal year of the company, calendar year.

STATE OF MINNESOTA, }  
 COUNTY OF RAMSEY. }

Chas. F. Hatch, General Superintendent, and C. D. W. Young, Auditor, of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

[L. S. OF R. R.]

(Signed)

CHAS. F. HATCH.  
 C. D. W. YOUNG.

Subscribed and sworn to before me, this 30th day of September, A. D. 1881.  
 GEO. A. HAMILTON,

*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 3d day of October, 1881.

E. G. MORGAN,

*Secretary of Board of Railroad Commissioners.*



## REPORT

OF THE

## ST. PAUL &amp; SIOUX CITY RAILROAD COMPANY,

FOR THE ELEVEN MONTHS ENDING MAY 31, 1881.\*

## GENERAL EXHIBIT FOR THE YEAR.

Total income (earnings).....	\$	1,330,292.36
Total expense (including taxes).....		1,109,285.11
Net income.....		221,007.25
Rentals (specifying amount to each company):		
Illinois Central.....	\$	11,000.00
St. Paul, Minnesota & Manitoba Railroad.....		3,850.00
		14,850.00
Interest accrued during year.....		357,733.59
Interest paid during year.....		392,378.18
Interest on funded debt.....	\$	327,121.16
Interest paid on funded debt.....		361,765.75
Interest on other debt.....		30,612.43
Balance for the year, deficit.....		151,576.34
Balance at commencement of year, deficit.....		104,326.00
	\$	255,902.34
Add or deduct entries made in profit and loss account during the year not included in the above statement (credit entries).....		141,501.14
Bond interest falling due during year not paid....	\$	5,251.25
Balance May 31, 1871 (deficit).....	\$	114,401.20

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	208,268.35
From through passengers.....		65,686.05
From express and extra baggage.....		19,993.06
From mails.....		27,534.17
From other sources, passenger department.....		1,100.00
Total earnings from passenger department.....	\$	322,581.63

\*On June 1, 1881, the St. Paul and Sioux City Railroad was consolidated with and became a part of the Chicago, St. Paul, Minneapolis & Omaha Railway; this report, therefore, can be made to cover only the eleven months prior to that date, after which it became a part of the Chicago, St. Paul, Minneapolis & Omaha Railway system, and its operations are included in the operations of that company.

From local freight.....	\$	519,908.60
From through freight.....		422,015.20
From other sources, freight department.....		3,847.53

Total earnings from freight department.....\$ 945,771.33

Total transportation earnings.....\$ 1,268,352.96

Rents for use of road.....	\$	61,939.40
Income from all sources (specifying same).....		2,227.01

Total income from all sources.....\$ 1,332,597.37

Proportion for Iowa.....	\$	144,296.48
Earnings per mile of road operated.....		2,117.10
Passenger department.....	\$	512.50
Freight department.....		1,502.58
Miscellaneous.....		102.02
	\$	2,117.10

Receipts from passenger trains per train mile run (266,737 miles).....		1.21
Receipts from freight trains per train mile run (670,448 miles).....		1.40

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	76,315.13
Insurance.....		1,631.73
Stationery and printing.....		11,340.45
Outside agencies and advertising.....		3,504.75
Contingencies and miscellaneous.....		12,798.51
New York office expenses.....		2,822.65
Repairs of bridges (including culverts and cattle-guards).....		29,066.55
Repairs of buildings.....		18,883.87
Repairs of tools and machinery.....		14,480.12
Rents.....		806.35
Repairs of fences, road-crossings, and signs.....		6,163.32
Renewals of rails.....		110,709.37
Renewals of ties.....		8,248.95
Repairs of road-bed and track.....		139,128.89
Repairs of locomotives.....		56,516.69
Fuel for locomotives.....		180,290.22
Oil and waste.....		11,883.29
Locomotive service, salaries and wages.....		90,921.25
Repairs of passenger cars.....		38,007.46
Passenger and freight train service, salaries and wages.....		70,256.52
Passenger and freight train supplies.....		6,879.55
Repairs of freight cars.....		55,627.62
Mileage cars, credit balances.....		10,556.04
Loss and damage, freight and baggage.....		1,125.67
Loss and damage, property and cattle, including losses by fire.....		6,074.12
Personal injuries.....		3,408.80
Agents and station service, salaries and wages.....		84,419.39
Station supplies.....		21,301.45
Expenses Missouri River transfer.....		4,669.24

Total operating expenses.....\$ 1,059,884.67

Taxes in Iowa.....		13,486.90
Taxes in other States.....		35,913.54

Total operating expenses and taxes.....\$ 1,109,285.11

Maintenance of way.....	312,200.95
Motive power and cars.....	150,151.77
Conducting transportation.....	473,673.26
General expenses.....	173,199.13
<b>Total.....</b>	<b>\$ 1,100,285.11</b>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$ 1,100,285.11
Proportion for Iowa.....	\$ 173,927.31
Per mile of road operated, 629.43.....	1,762.36
Per train mile for passenger, freight and mixed trains (943-183 miles).....	1.18
Percentage of expenses to earnings.....	83.39
Net earnings per train mile (943,183 miles), cents.....	.23

## GENERAL RECAPITULATION.

Total earnings.....	1,330,292.36
Total operating expenses.....	1,100,285.11
Net earnings—earnings above operating expenses.....	221,007.25
Percentage of net earnings to stock and debt.....	1.13
Percentage of net earnings to cost of road and equipment..	1.18

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

Grading and masonry, ballasting and ditching.....	\$ 6,164.78
Bridging.....	2,899.54
Superstructure, including rails.....	241,114.00
Land, land damages and fences.....	2,323.09
Passenger and freight stations, coal-sheds and water-stations.	92,953.50
Engine-houses, car-sheds, and turn-tables.....	18,617.98
Machine-shops, including machinery and tools.....	52,058.08
Discount on securities, engineering, agencies, salaries, and other expenses during construction.....	61,572.64
New side-tracks, etc.....	47,846.47
Purchase of other roads:	
St. Paul, Stillwater & Taylor Falls Railroad.....	984,911.56
Lines in Nebraska.....	3,234,320.03
Account River Falls branch.....	9,441.58
Transfer steamers for Missouri River.....	37,690.57
Iowa Falls extension.....	355,000.00
Blue Earth branch.....	85,000.00
<b>Total for construction.....</b>	<b>\$ 5,231,913.82</b>

Account of locomotives.....	\$ 1,686.32
Parlor, sleeping and dining cars, 1.....	7,920.53
Account of passenger, mail and baggage cars, 5.....	14,867.82
Freight and other cars.....	64,583.38
<b>Total for equipment.....</b>	<b>\$ 80,058.05</b>

## Other expenditures charged to property account (specifying same):

Construction charged to income in previous year.....	\$ 69,460.88
Equipment charged to income in previous year.....	52,577.20

**Total expenditures charged to property accounts.....** \$ 5,443,009.95

**Net addition to property account for the year.....** \$ 5,443,009.95

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$ 17,755,897.30
Equipment account.....	1,038,287.18
Other permanent investments (as follows):	
Stock of Union Depot Co., St. Paul.....	\$ 29,700.00
Stock of Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	132,200.00
Bonds of St. P. S. & T. F. R. R., for St. Paul depot grounds.....	31,573.50
	193,473.50
Cash items (as follows):	
Cash.....	\$ 17,876.06
Due from agents and companies.....	231,767.46
	249,643.52
Other assets (as follows):	
Materials and supplies.....	279,109.26
Profit and loss balance (if deficit).....	114,401.20
<b>Total assets.....</b>	<b>\$ 19,630,811.96</b>

## LIABILITIES.

Capital stock.....	\$ 12,560,000.00
Funded debt.....	6,400,800.00
Unfunded debt (as follows):	
Interest unpaid.....	\$ 75,896.25
Notes payable.....	296,895.58
Vouchers and accounts.....	288,220.13
	661,011.96
<b>Total liabilities.....</b>	<b>\$ 19,630,811.96</b>

## MILEAGE TRAFFIC, ETC.

Passenger train mileage.....	266,737
Freight train mileage.....	522,710
Switching train mileage.....	153,736
Other train mileage.....	355,919
<b>Total train mileage.....</b>	<b>1,279,102</b>
Number of local passengers.....	185,531
Number of through passengers.....	20,203
<b>Total number of passengers.....</b>	<b>205,734</b>
Local passenger mileage (local passengers carried one mile)...	7,742,200
Through passenger mileage (through passengers carried one mile).....	2,584,772
Number tons of local freight carried in Iowa.....	32,842
Number tons of local freight carried east in Iowa.....	13,761
Number tons of local freight carried west in Iowa.....	19,081
Number tons through freight carried in Iowa.....	19,951
Number tons through freight carried east in Iowa.....	12,497
Number tons through freight carried west in Iowa.....	7,454
Total number tons freight carried.....	520,124
Local freight mileage (tons local freight carried one mile).....	45,548,386

\$70,465.00 of this amount accrued interest not due until May 31, 1881.

Through freight mileage (tons through freight carried one mile) .....	35,005,014
Mileage local passengers east .....	3,432,121
Mileage local passengers west .....	4,310,088
Mileage through passengers east .....	1,244,568
Mileage through passengers west .....	1,340,204
Mileage local freight east .....	19,084,774
Mileage local freight west .....	26,463,612
Mileage through freight east .....	21,927,141
Mileage through freight west .....	13,077,873
Rate of speed of passenger and express trains, including stops, miles .....	21
Rate of speed of freight trains, including stops, miles .....	11

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain .....	130,031	25.00
Flour .....	5,201	1.00
Provisions (beef, pork, lard, etc.) .....	5,201	1.00
Animals .....	10,403	2.00
Other agricultural products .....	26,006	5.00
Lumber and forest products .....	145,635	28.00
Coal .....	10,403	2.00
Plaster .....	1,300	.25
Salt .....	2,600	.50
Railroad iron—iron and steel rails .....	46,811	9.00
Other iron and castings .....	988	.19
Oil .....	312	.06
Stone and brick .....	15,604	3.00
Merchandise, and other articles not enumerated above .....	119,629	23.00
<i>Total tons carried</i> .....	520,124	100

## DESCRIPTION OF ROAD.

Length of main line of road from St. Paul to Lemars, miles ..	244.77
Length of main line of road in Iowa .....	57.25
Length of main line of road in Minnesota .....	187.52
Branches owned by company:	
Lemars to Dover, single track .....	28.00
Sioux Falls Junction to Hartford, single track .....	73.00
Heron Lake to Woodstock, single track .....	44.00
Lake Crystal to Elmore, single track .....	44.00
St. Paul to Stillwater and branches to Hudson, single track .....	28.00
Covington to Omaha, single track .....	125.50
Coburn Junction to Ponca, single track .....	15.82
Missouri River Transfer .....	2.25
Total length of branches owned by company .....	380.66
Total length of branches owned by company in Iowa .....	17.44
Total length of branches owned by company in Minnesota ..	169.18
Total length of branches owned by company in Nebraska .....	143.57
Total length of branches owned by company in Dakota .....	30.47
Total length of road belonging to this company .....	605.43
Aggregate length of sidings and other tracks not above enumerated .....	34.40
Same in Iowa .....	5.37
Aggregate length of track, computed as single track .....	639.83
Same in Iowa .....	80.06
Total length of steel rails in tracks in Iowa .....	16.42
Total length of iron rails in tracks in Iowa .....	59.68
Weights per yard, steel, 50 pounds.	
Weights per yard, iron, 50 pounds.	
Gauge of track .....	4 ft. 8½ in.

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

Name, description, and length of each:	
Illinois Central Railroad, Lemars to Sioux City, length ..	24.00
Total length of above road .....	24.00
Total length of above road in Iowa .....	24.00
Total miles of road operated by this company .....	629.43
Total miles of road operated by this company in Iowa .....	98.89
Number of stations in Iowa on all roads operated by this company .....	12
Number of telegraph offices in same .....	9
Number of stations on all roads owned by this company .....	89
Same in Iowa .....	10

## EMPLOYES.

(Approximate.)

Number of persons regularly employed on all roads operated by company .....	1,896
Same in Iowa .....	295

## EQUIPMENT.

	OWNED.	TOTAL.
Number of locomotives .....	40	40
Number of passenger cars .....		29
Number of baggage, mail, and express cars .....		17
Number of parlor or sleeping cars .....	4	4
Number of freight cars (basis of 8 wheels) .....	1,776	1,776
Number of other cars (caboose) .....	29	29
Maximum weight of locomotives in working order, including tender, pounds .....		84,000
Average weight of locomotives in working order, including tender .....		82,500
Total length of heaviest engine and tender over all .....		50 ft.
Number of locomotives equipped with train-brake, all.		
Kind of brake, Westinghouse air brake.		
Number of passenger cars equipped with train-brake, all.		
Kind of brake, Westinghouse, air brake.		
Number of passenger cars with Miller platform and buffer, all.		
If any part of road was first opened for operation during the past year, state the date:		
Coburn to Oakland, December 1, 1880.		
Blue Earth City to Elmore, October 15, 1880.		
Sioux Falls to Hartford, November 1, 1880.		

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American Express Company transacts the business, delivering it into and receiving it from the cars, paying one and one-half first-class rates, and transporting this company's money and other valuable packages free of charge.

## TRANSPORTATION COMPANIES.

The cars of all transportation companies run over this road, this company paying the usual mileage for the same. No preference given to the cars or freight of any company.

No cars rented by this company except in the regular interchange of business, as explained above.

## SLEEPING CARS.

Sleeping cars owned by the company have been run on through passenger trains, a charge of \$1.50 or \$2.00, according to distance, being made, for each berth occupied by one or more persons, in addition to the regular first-class fare.  
This company owns its own sleeping cars and receives the earnings therefor.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails is: \$71.82 per mile per annum on main line in Iowa, on the terms of service prescribed by the United States post-office department.

## TONNAGE CROSSING THE MISSOURI RIVER AT SIOUX CITY, IOWA, FOR THE ELEVEN MONTHS ENDING MAY 31, 1881.

East-bound, number of tons .....	4,645
West-bound, number of tons .....	10,906
Total .....	15,551

## COST OF ROAD AND EQUIPMENT.

Total expended for construction .....	\$ 17,755,897.30
Average cost of construction per mile of road (not including sidings), 605.43 miles .....	29,327.75
Proportion of cost of construction for Iowa (7,469 miles) .....	2,190,489.65

## COST OF EQUIPMENT.

Total for equipment .....	\$ 1,038,287.18
Average cost of equipment per mile of road operated by company (329.43 miles) .....	1,649.57
Proportion of cost of equipment for Iowa (98.69 miles) .....	162,796.06

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 18,794,184.48
Average cost of same per mile .....	30,977.32
Proportion of same for Iowa .....	2,353,285.71

## RATES OF FARE, ETC.

Average rate of fare per mile for local passengers on roads operated by this company, cents .....	2.6900
Average rate of fare per mile received from through passengers to and from other roads .....	2.5413
Average rate of fare per mile received from all passengers .....	2.6528
Average rate of local freight per ton per mile on roads operated by this company .....	1.1414
Average rate of freight per ton per mile received from freight to and from other roads .....	1.2055
Average rate per ton per mile received for all freight carried .....	1.1693
Percentage of freight originating at, and carried to, stations in Iowa, to total freight carried in Iowa (this should not include fuel or any material for the use of the road). Not known.	

## CAPITAL STOCK.

Capital stock issued, number of shares .....	125,600
Total amount paid in as per books of the company .....	\$ 12,560,000.00
Capital stock per mile .....	\$ 20,745.74

## DEBT.

Funded debt, as follows:

First mortgage bonds, due April 1, 1901, rate of interest six per cent. ....	\$ 6,045,000.00
Interest paid on same during year .....	\$338,580.00
St. P. S. & T. F. bonds due January 1, 1908, rate of interest seven per cent. ....	334,800.00
Interest paid on same during year .....	\$23,185.75
St. Paul depot grounds bonds, due October 1, 1903, rate of interest ten per cent. ....	30,000.00
Unfunded indebtedness .....	661,011.96
Interest paid on same during year .....	\$30,612.43
Total amount of funded debt .....	6,409,800.00
Amount of unfunded debt .....	661,011.96
Total amount debt liabilities .....	\$ 7,070,811.96

Debt per mile .....	\$ 11,078.74
Stock per mile .....	20,754.74
Stock and debt .....	\$ 32,433.48

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE ELEVEN MONTHS, ENDING MAY 31, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

September 15, 1880, M. L. Aikins, trackman, section No. 32, Sibley. Fell off push car and run over by hand car. Lack of caution.

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

President—H. H. Porter, Chicago, Illinois.  
Vice-Presidents—E. F. Drake, first, St. Paul, Minn.; Benj. Brewster, second, New York.  
Secretary—G. A. Hamilton, St. Paul.  
Treasurer—R. P. Flower, New York.  
Assistant President—E. W. Winter, St. Paul.  
General Superintendent—C. F. Hatch, St. Paul.  
Division Superintendents—T. P. Gere, St. Paul; J. F. Lincoln, Sioux City;  
J. E. House, Omaha.  
Chief Engineer—C. W. Johnson, St. Paul.  
Superintendent of Telegraph—H. C. Hope, St. Paul.  
Auditor—C. D. W. Young, St. Paul.  
General Traffic Manager—F. B. Clarke, St. Paul.  
Attorneys, general—Jno. C. Spooner, St. Paul.

## NAMES OF DIRECTORS WITH RESIDENCE.

H. H. Porter, Chicago, Illinois.  
 E. F. Drake, St. Paul, Minnesota.  
 J. L. Merriam, St. Paul, Minnesota.  
 Aug. Kountze, New York.  
 C. H. Bigelow, St. Paul, Minnesota.  
 A. H. Wilder, St. Paul, Minnesota.  
 J. Q. Adams, St. Paul, Minnesota.  
 Geo. J. Sewey, New York.  
 R. P. Flower, New York.  
 H. R. Bishop, New York.  
 J. M. Fisk, New York.  
 P. L. Cable, Rock Island, Illinois.  
 Philetus Sawyer, Oshkosh, Wisconsin.  
 Benj. Brewster, New York.  
 David Dows, New York.

General offices at St. Paul, Minnesota.  
 Date of annual meeting of stockholders, first Saturday after first Thursday  
 in June.  
 Fiscal year of the company, calendar year.

STATE OF MINNESOTA, }  
 COUNTY OF RAMSEY. }

C. F. Hatcher, General Superintendent, and C. D. W. Young, Auditor of  
 the St. Paul & Sioux City Railroad Company, being duly sworn, depose and  
 say that they have caused the foregoing statements to be prepared by the  
 proper officers and agents of this company, and having carefully examined  
 the same, declare them to be a true, full, and correct statement of the con-  
 dition and affairs of said company on the thirty-first day of May, A. D. 1881,  
 to the best of their knowledge and belief.

(Signed)

CHAS. F. HATCH.  
 C. D. W. YOUNG.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 25th day of September, A. D. 1881.

[L. S.]

GEO. A. HAMILTON,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 28th  
 day of September, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## CROOKED CREEK RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	9,669.63
Total expense (including taxes).....		12,750.80
Interest accrued during year.....		2,000.00
Interest paid during year.....		2,000.00
Interest on other debt.....		2,000.00
Interest paid on other debt.....		3,081.17
Balance for the year—deficit.....		4,967.93
Balance at commencement of year.....		4,967.93
Balance at commencement of year as so charged—deficit.....		8,049.10
Balance June 30, 1881—deficit.....		

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	375.85
From mails.....		363.37
<i>Total earnings from passenger department.....</i>	<i>\$</i>	<i>739.22</i>
From local freight.....	\$	36.26
From through freight.....		8,894.15
<i>Total earnings from freight department.....</i>	<i>\$</i>	<i>8,930.41</i>
<i>Total transportation earnings.....</i>	<i>\$</i>	<i>9,669.63</i>
<i>Total income from all sources.....</i>	<i>\$</i>	<i>9,669.63</i>
Earnings per mile of road operated.....	\$	1,137.60
Receipts from passenger and freight trains per train mile run (miles 8.5).....		1,137.60

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	1,920.00
Legal expenses.....		150.00
Stationery and printing.....		65.80
Contingencies and miscellaneous.....		36.20
Repairs of bridges (including culverts and cattle-guards).....		250.00
Repairs of buildings.....		50.00
Renewal of ties (number laid, 3,750).....		1,124.30
Repairs of road-bed and track (including changing of gauge).....		4,474.75
Repairs of locomotives.....		465.00
Fuel for locomotives.....		793.55
Water supply.....		225.00
Oil and waste.....		136.50
Locomotive service, salaries and wages.....		1,455.00
Repairs of freight cars.....		25.00
Freight train service, salaries and wages.....		750.00
Freight train supplies.....		345.00
Mileage freight cars, debit balances.....		57.50
Telegraph expenses.....		36.00
Loss and damage, freight and baggage.....		35.70
Station supplies.....		20.00
<i>Total operating expenses</i> .....	\$	12,415.30

Taxes in Iowa.....		335.50
<i>Total operating expenses and taxes</i> .....	\$	12,750.80

Maintenance of way.....	\$	5,899.05
Motive power and cars.....		490.00
Conducting transportation.....		3,854.25
General expenses.....		2,507.50
<i>Total</i> .....	\$	12,750.80

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	12,750.80
Per mile of road operated.....	\$ 1,500.10	
Percentage of expenses to earnings.....		132

## GENERAL RECAPITULATION.

Total earnings.....		9,869.63
Total receipts during the year.....		9,869.63
Total operating expenses.....		12,750.80

## SURPLUS.

The amount of its own bonds owned by company.....	\$	71,500.00
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## BALANCE SHEET.

## ASSETS.

Construction account.....	\$	61,500.00
Equipment account.....		10,000.00
Profit and loss balance (if deficit).....		20,000.00
<i>Total assets</i> .....	\$	71,500.000

## LIABILITIES.

Capital stock.....	\$	71,500.00
Notes payable.....		20,000.00
<i>Total liabilities</i> .....	\$	91,500.00

## MILEAGE, TRAFFIC, ETC.

Number tons through freight carried north in Iowa.....		9,703
Number tons through freight carried north in Iowa.....		3,410,021
Number tons through freight carried south in Iowa.....		418
Total number tons freight carried.....		10,121
Through freight mileage (tons through freight carried one mile).....		86,028

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	1,080	10
Flour.....	15	.2
Provisions (beef, pork, lard, etc.).....	10	00.1
Animals.....	380	4
Lumber and forest products.....	75	00.7
Coal.....	8,011	79.5
Plaster.....	5	00.1
Salt.....	15	00.5
Petroleum.....	10	00.1
Stone and brick.....	50	00.1
Merchandise, and other articles not enumerated above.....	520	5
<i>Total tons carried</i> .....	10,121	100

## DESCRIPTION OF ROAD.

Length of main line of road from Judd to Lehigh.....		8.5
Total length of road belonging to this company.....		8.5
Aggregate length of sidings and other tracks not above enumerated.....		.5
Aggregate length of track, computed as single track.....		9
Total length of iron rails in track.....		9
Weights per yard, iron, 30 pounds.....		
Gauge of track since November 8th, 1880.....		4 ft. 8½ in.
Total miles of road operated by this company.....		8.5
Total miles of road operated by this company in Iowa.....		8.5
Number of stations in Iowa on all roads operated by this company.....		2
Number of stations on all roads owned by this company.....		2
Same in Iowa.....		2

## EMPLOYES.

Number of persons regularly employed on all roads operated by company.....		5
Same in Iowa.....		5

## EQUIPMENT.

	OWNED, TOTAL.
Number of locomotives.....	1
Number of cars.....	33
Maximum weight of locomotives in working order (tons).....	20
Maximum weight of tenders full of fuel and water (tons).....	12

## U. S. MAIL.

Compensation paid us by the U. S. government for the transportation of its mails, to be carried once per day .....\$ 363.37

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company (cents) .....	3
Average rate of fare per mile received from passengers to and from other roads (cents).....	3
Average rate of fare per mile received from all passengers (cents) .....	3
Average rate of local freight per ton per mile on roads operated by this company (cents) .....	9
Average rate of freight per ton per mile received from freight to and from other roads (cents).....	9
Average rate per ton per mile received for all freight carried (cents).....	9

## CAPITAL STOCK.

Capital stock authorized by articles of association.....\$	71,500.00
Capital stock authorized by vote of company .....	\$71,500.00
Capital stock issued, number of shares 715, amount paid in .....	71,500.00
Total amount paid in as per books of the company.....	71,500.00
Total number of stockholders.....	5
Number of stockholders in Iowa.....	2
Amount of stock held in Iowa.....\$	28,000.00

## DEBT.

Unfunded indebtedness.....\$	20,000.00
Interest paid on same during year.....\$	2,000.00
Amount of unfunded debt.....	20,000.00
<i>Total amount of debt liabilities.....\$</i>	<i>20,000.00</i>

## OFFICERS OF THE COMPANY.

*President*—Walter C. Willson.  
*Vice-President*—T. H. Judd.  
*Secretary*—J. M. Funk.  
*Treasurer*—J. M. Funk.  
*General Manager and General Superintendent*—Walter C. Willson.  
*General Passenger and General Freight Agent*—Geo. W. Post.  
*Attorney, general and local*—Jno. F. Duncombe.

## NAMES OF DIRECTORS, WITH RESIDENCE

Walter C. Willson, Webster City, Iowa.  
 Geo. Burnham, Milwaukee, Wisconsin.  
 Chas. L. Burnham, Milwaukee, Wisconsin.  
 T. H. Judd, Milwaukee, Wisconsin.  
 J. D. Burnham, Milwaukee, Wisconsin.  
 J. M. Funk, Webster City, Iowa.

General offices at Lehigh, Iowa.  
 Date of annual meeting of stockholders, May 15.

STATE OF IOWA,  
COUNTY OF WEBSTER.

W. C. Willson, President of the Webster City and Crooked Creek Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

W. C. WILLSON,

*President.*

[L. S. OF R. R.]

Subscribed and sworn to before me this 29th day of September, A. D. 1881.  
 E. B. PRICE,

*Notary Public.*

[L. s.]

Received and filed in the office of the Commissioners of Railroads, this fifteenth day of September, 1881.

E. G. MORGAN,

*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## DES MOINES &amp; FORT DODGE RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	345,365.00
Total expenses (including taxes).....		255,405.42
Net income.....	\$	89,959.58
Rentals (specifying amount to each company):		
Iowa Central Railroad, rent of track.....	\$	2,336.30
Chicago, Rock Island & Pacific, terminal expense		2,200.00
		5,536.30
Interest on funded debt.....		95,500.00
Interest paid on funded debt.....		95,500.00
Balance at commencement of year, June 30, as so charged....		12,383.34
Balance June 30, 1881.....		60,500.00

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	66,976.69
From through passengers.....		12,173.64
From express and extra baggage.....		3,212.00
From mails.....		4,944.49
<i>Total earnings from passenger department.....</i>	<i>\$</i>	<i>87,306.82</i>
From local freight.....	\$	109,457.97
From through freight.....		147,071.10
From other sources, freight department.....		1,529.11
<i>Total earnings from freight department.....</i>	<i>\$</i>	<i>258,058.18</i>
<i>Total transportation earnings.....</i>	<i>\$</i>	<i>345,365.00</i>
Income from all sources (specifying same).....	\$	345,365.00
<i>Total income from all sources.....</i>	<i>\$</i>	<i>345,365</i>
Earnings per mile of road operated.....	\$	3,969.71
Receipts from passenger trains per train mile run, 73,668 miles		1.18
Receipts from freight trains per mile run, 95,847 miles.....		2.69

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	12,888.71
Legal expenses.....		402.27
Insurance.....		410.33
Interest and exchange.....		3.20
Stationery and printing.....		2,114.36
Contingencies and miscellaneous.....		129.10
Repairs of bridges (including culverts and cattle-guards).....		2,587.32
New bridges (including culverts and cattle-guards) charged to expenses.....		6,138.87
Repairs of buildings.....		2,952.91
New buildings, charged to expenses.....		5,747.31
Repairs of fences, road-crossings, and signs.....		2,032.81
Renewal of rails.....		52,881.06
Number tons laid, steel, 826.		
Renewal of ties.....		14,845.05
No. laid, 5,455.		
Repairs of road-bed and track, snow.....		35,378.28
Repairs of locomotives.....		19,464.53
New locomotives, charged to expenses.....		100.00
Fuel for locomotives.....		10,488.05
Water-supply.....		1,080.11
Oil and waste.....		2,352.67
Locomotive service, salaries and wages.....		13,755.86
Repairs of passenger cars.....		2,213.20
New passenger cars, charged to expenses.....		10,761.18
Passenger train service, salaries and wages.....		2,488.05
Passenger train supplies.....		191.14
Repairs of freight cars.....		12,541.49
New freight cars, charged to repairs.....		3,700.86
Freight train service, salaries and wages.....		7,464.15
Freight train supplies.....		191.14
Telegraph expenses.....		153.00
Loss and damage, freight and baggage.....		257.76
Loss and damage, property and cattle, including losses by fire		1,022.40
Personal injuries.....		150.90
Agents and station service, salaries and wages.....		14,598.02
Station supplies.....		892.00
Rents and terminal expenses:		
Iowa Central Railroad.....	\$	3,336.30
Chicago, Rock Island & Pacific Railroad.....		2,200.00
		5,536.30
<i>Total operating expenses.....</i>	<i>\$</i>	<i>247,916.37</i>
Taxes in Iowa.....		7,489.05
<i>Total operating expenses and taxes.....</i>	<i>\$</i>	<i>255,405.42</i>
Maintenance of way.....	\$	122,564.81
Motive power and cars.....		48,781.26
Conducting transportation.....		55,086.03
General expenses.....		28,973.32
Total.....	\$	255,405.42



## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	255,405.42
Proportion for Iowa.....	\$	255,405.42
Per mile of road operated.....		2,935.70
Per train mile for passenger, freight and mixed trains (miles 169,515).....		1.50
Percentage of expenses to earnings.....		74
Net earnings per train mile (169,515 miles) cents.....		53
Gross earnings.....		2.03

## GENERAL RECAPITULATION.

Total earnings.....	\$	345,365.00
Total operating expenses.....		255,405.42
Net earnings—earnings above operating expenses.....	\$	89,959.58
Percentage of net earnings to stock and debt.....		23

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

Passenger, mail, and baggage cars, two coaches.....	\$	7,000.00
Freight and other cars, one baggage-car.....		2,750.00
	\$	9,750.00
Net addition to property account for the year.....		9,750.00

## SURPLUS.

Surplus at the commencement of year.....	\$	12,382.34
Surplus at the close of year.....		73,477.11
The amount in banks in New York.....		60,500.00
The amount in banks in Chicago.....		3,397.64
The amount in banks in Iowa.....		9,579.47
The amount invested in railroad bonds, the number of bonds and par value of each, the name of each road and the amount invested in the bonds of each:		
Thirty-six of the old Des Moines Valley Railroad Company bonds of \$1,000 each, purchased at \$180 per bond.....		66,000.00
The amount of its own stock or bonds owned by company.....		6,092,280.00
Amount absorbed in construction.....		

## BALANCE SHEET.

## ASSETS.

Construction and equipment account.....	\$	5,400,000.00
Other permanent investments:		
Lands in Iowa, 16,271 acres, at six dollars per acre.....		97,626.00
Cash on deposit.....		73,477.11
Bills receivable, land contracts.....		33,619.00

## LIABILITIES.

Capital stock.....	\$	3,758,280.00
Funded debt.....		2,334,000.00
Interest unpaid, and due July 1, 1881.....		64,750.00
Total liabilities.....	\$	6,092,280.00

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	73,668
Freight train mileage.....	95,847
Total train mileage.....	169,515
Number of local passengers.....	61,536
Number of through passengers.....	10,859
Total number of passengers.....	72,395
Local passenger mileage (local passengers carried one mile)...	1,489,213
Through passenger mileage (through passengers carried one mile).....	496,404
Number tons of local freight carried in Iowa.....	64,392
Number tons of local freight carried south in Iowa.....	34,100
Number tons of local freight carried north in Iowa.....	30,292
Number tons through freight carried in Iowa.....	96,487
Number tons through freight carried south in Iowa.....	84,427
Number tons through freight carried north in Iowa.....	12,060
Total number tons freight carried.....	169,979
Local freight mileage (tons local freight carried one mile)....	2,351,482
Through freight mileage (tons through freight carried one mile).....	3,527,224
Average weight of passenger trains (exclusive of passengers), pounds.....	142,000
Average number of cars in passenger trains.....	3
Number of miles run by loaded freight cars north.....	311,185
Number of miles run by loaded freight cars south.....	362,110
Number of miles run by empty freight cars north.....	173,015
Number of miles run by empty freight cars south.....	129,190
Percentage of empty freight cars hauled north.....	55
Percentage of empty freight cars hauled south.....	35
Average weight of freight trains (exclusive of freight), pounds.....	420,000
Average number of cars in freight train.....	18
Average number of persons employed.....	5
Miles run by passenger, mail and baggage cars north or east..	221,004
Miles run by passenger, mail and baggage cars south or west..	221,004
Miles run by freight cars north or east.....	484,198
Miles run by freight cars south or west.....	491,306
Mileage local passengers.....	1,489,213
Mileage through passengers.....	496,404
Mileage local freight north.....	30,292
Mileage local freight south.....	34,100
Mileage through freight north.....	12,060
Mileage through freight south.....	84,427
Rate of speed of passenger and express trains, including stops, miles.....	20
Rate of speed of freight trains, including stops, miles.....	12½

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	64,411	40.00
Flour.....	1,096	.66
Provisions (beef, pork, lard, etc.).....	224	.14
Animals.....	13,027	8.09
Other agricultural products.....	5,447	3.38
Lumber and forest products.....	22,396	13.91
Coal.....	35,278	21.91
Plaster.....	1,151	.72
Salt.....	982	.61
Railroad iron—iron and steel rails.....	3,498	2.18
Other iron and castings.....	10	
Stone and brick.....	1,115	.71
Manufactures—articles shipped from point of production.....	1,156	1.34
Merchandise, and other articles not enumerated above.....	10,218	6.35
<i>Total tons carried.....</i>	<i>160,979</i>	<i>100</i>

## DESCRIPTION OF ROAD.

Length of main line of road from Des Moines to Ft. Dodge.....	87
Aggregate length of sidings and other tracks not above enumerated.....	6,323
Aggregate length of track, computed as single track.....	90.50
Total length of steel rails in tracks.....	15.00
Total length of iron rails in tracks.....	87
Gauge of track.....	4 ft. 8½ in.

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

Name, description, and length of each:	
Illinois Central Railroad, length.....	3.80
Total length of above road.....	3.80
Total length of above road in Iowa.....	3.80
Total miles of road operated by this company.....	87.2
Total miles of road operated by this company in Iowa.....	87.2
Number of stations in Iowa on all roads operated by this company.....	15
Number of telegraph offices in same.....	15
Number of stations on all roads owned by this company.....	15
Same in Iowa.....	15

## EMPLOYES.

Number of persons regularly employed on all roads operated by company.....	192
Same in Iowa.....	192

## EQUIPMENT.

Number of locomotives.....	11
Number of passenger cars.....	7
Number of baggage, mail, and express cars.....	2
Number of freight cars (basis of 8 wheels).....	154
Number of other cars.....	5
Maximum weight of passenger cars, pounds.....	45,000
Average weight of passenger cars, pounds.....	40,000
Number of mail and baggage cars.....	2
Number of 8-wheel box freight cars.....	72
Number of 8-wheel platform cars.....	62
Number of cars equipped with train-brake.....	7
Kind of brake, Westinghouse.....	
Number of miles of road operated by company not furnished with telegraph facilities.....	5

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

U. S. Express Co. deliver freight to us under contract at \$11 per day for use of cars for 2,000 pounds of freight.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails is \$5,336.40 per annum for carrying U. S. mail between Des Moines and Fort Dodge and Grand Junction and Fort Dodge, daily, except Sunday.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.....	35,545
State the number of acres yet to inure to your company from Congressional grants. About.....	7,000
State the average price at which these lands are offered for sale by the company.....	\$ 7.00
State the average price at which these lands have been sold or contracted by the company.....	7.67
State the number of acres sold.....	3,300
State the amount received from sales.....	\$ 2,550
State the amount received from outstanding contracts.....	4,915
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30.....	6,000

## COST OF ROAD AND EQUIPMENT.

This road having been bought fully equipped, we can only state that it cost \$5,400,000—being the stock and proceeds of bonds, besides any local amount that was procured.

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Bippey.....	Pile.....	Wood.....	80 feet.....	October, 1880.
Tara.....	Pile.....	Wood.....	80 feet.....	October, 1880.
Faton.....	Pile.....	Wood.....	120 feet.....	November, 1880.

Number of pile and trestle bridges in Iowa.....	38
Number of spans of bridges of 100 feet and upward.....	1
Number of wooden bridges.....	3
Number of stone arch culverts and viaducts.....	1
Number of crossings of highways at grade.....	66
Number of railroad crossings at grade.....	3

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents.....	4
Average rate of fare per mile <i>received</i> from passengers to and from other roads.....	2.5
Average rate of fare per mile for special ticket passengers.....	3
Average rate of fare per mile <i>received</i> from all passengers.....	3.95
Average rate of local freight per ton per mile on roads operated by this company.....	4.85
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads.....	4.16
Average rate per ton per mile received for all freight carried.....	4.36
Percentage of freight originating at, and carried to, stations in Iowa, to total freight carried in Iowa (this should not include fuel or any material for the use of the road).....	40

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 4,000,000.00
Capital stock authorized by vote of company.....	4,000,000.00
Capital stock issued, number of shares 37,582.80; amount paid in.....	\$ 3,758,280.00
Total number of stockholders.....	62
Number of stockholders in Iowa.....	3
Amount of stock held in Iowa.....	\$ 16,050.00

## DEBT.

Funded debt, as follows:

1200 coupon bonds due 1905; rate of interest, six per cent. Interest paid on same during the year....	\$66,000.00
1150 income bonds due 1905; rate of interest, six per cent. Interest paid on same during year.....	27,500.00

Total amount of funded debt.....	2,350,000.00
Stock and debt.....	6,108,280.00

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

*President*—Chas. E. Whitehead, New York.  
*Vice-President*—Chas. Dana, New York.  
*Secretary*—Frank Saunders, New York.  
*Treasurer*—Geo. W. Ogilvie, Des Moines.  
*General Superintendent*—C. W. Gilmore, Des Moines.  
*Chief Engineer*—James Carrs, Des Moines.  
*Auditor*,  
*General Passenger Agent*, } Geo. W. Ogilvie, Des Moines.  
*General Freight Agent*, }  
*Attorneys, general and local*—Nourse & Kauffman, Des Moines.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Chas. E. Whitehead, New York.  
 Geo. Bliss, New York.  
 Chas. Dana, New York.  
 David Stewart, New York.  
 Jno. L. Ludlum, New York.  
 Wm. B. Sands, New York.  
 C. C. Nourse, Des Moines.  
 H. H. Hollister, Des Moines.

General office at Des Moines, Iowa.

Date of annual meeting of stockholders, January, first Thursday.

Fiscal year of the company, January 1st.

STATE OF IOWA, }  
 COUNTY OF POLK. }

I, Charles E. Whitehead, President of the Des Moines & Fort Dodge Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of my knowledge and belief.

(Signed) CHAS. E. WHITEHEAD.

Subscribed and sworn to before me, this 17th day of September, A. D. 1881.

[L. S.]

C. B. KAUFFMAN,  
 Notary Public, Polk county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 19 day of September, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## DUBUQUE &amp; DAKOTA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$	58,286.38
Total expense (including taxes).....		45,238.71
Net income.....	\$	13,047.67
Rentals:		
Illinois Central.....		477.40
Interest paid on funded debt.....		30,480.00

## ANALYSIS OF EARNINGS.

From express and extra baggage.....	\$	474.12
<i>Total earnings from passenger department.....</i>	<i>\$</i>	<i>8,609.71</i>
<i>Total earnings from freight department.....</i>	<i>\$</i>	<i>48,183.29</i>
<i>Total transportation earnings.....</i>	<i>\$</i>	<i>57,357.12</i>
Income from all sources, specifying same:		
Telegraph—all in Iowa.....	\$	929.26
<i>Total income from all sources....</i>	<i>\$</i>	<i>58,286.38</i>
Proportion for Iowa. All.		
Earnings per mile of road operated.....	\$	925.18

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks .....	\$	3,465.30
Legal expenses.....		21.75
Stationery and printing.....		295.47
Contingencies and miscellaneous.....		750.50
Repairs of bridges (including culverts and cattle-guards).....		1,038.14
Repairs of buildings.....		256.27
Repairs of fences, road-crossings, and signs .....		1.25
Renewals of ties (number laid, 327) .....		647.16
Leakage—paid I. C. R. R. ....		477.40
Repairs of road-bed and track.....		8,891.00
Repairs of locomotives.....		724.98
Fuel for locomotives.....		3,724.11
Water supply.....		25.45
Oil and waste.....		403.44
Locomotive service, salaries and wages.....		2,789.66
Repairs of passenger cars .....		455.70
Repairs of freight cars.....		1,309.79
Freight train service, salaries and wages (mixed train) .....		2,502.00
Freight train supplies.....		260.05
Telegraph expenses.....		25.30
Mail service expenses .....		85.00
Loss and damage, property and cattle, including losses by fire.		523.57
Agents and station service, salaries and wages .....		5,100.00
Station supplies.....		231.41
Shoveling snow .....		7,769.65
<i>Total operating expenses.....</i>	<i>\$</i>	<i>41,834.95</i>
Taxes in Iowa.....		3,403.76
<i>Total operating expenses and taxes.....</i>	<i>\$</i>	<i>45,238.71</i>
Maintenance of way.....		19,081.47
Motive power and cars.....		2,550.47
Conducting transportation.....		15,069.99
General expenses.....		7,936.78
Total.....	\$	45,238.71

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	45,238.71
Per mile of road operated.....	\$715.80	

## GENERAL RECAPITULATION.

Total earnings.....	\$	58,286.38
Total operating expenses.....		45,238.71
Net earnings—earnings above operating expenses .....		13,047.67

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

Total for construction.....	\$	94,156.70
Locomotives, 2.....	\$	12,992.59
Passenger, mail, baggage cars—combination—1.....		2,700.00
Freight and other cars, 53.....		18,873.36
Total for equipment.....	\$	34,565.95
Net addition to property account for the year.....	\$	163,288.60

## SURPLUS.

The amount surplus in banks in Iowa.....	\$	7,514.64
Amount in material.....		7,818.06

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$	1,202,873.00
Equipment account.....		34,894.35
Other permanent investments (as follows):		
Lands and elevator on line.....		3,699.85
Cash items (as follows):		
Cash in bank.....	\$	7,514.64
Taxes paid.....		3,403.76
Operating expenses to June 30, 1881.....		22,691.17
		33,609.57
Other assets (as follows):		
Materials and supplies.....		7,818.06
Profit and loss balance (if deficit).....		1,282,894.83
Total assets.....	\$	1,282,894.83

## LIABILITIES.

Capital stock:		
Preferred.....	\$	410,000.00
Common.....		156,600.00
Due in common stock for tax aid.....		31,060.44
		597,660.44
Funded debt.....		622,000.00
Unfunded debt (as follows):		
Receipts from telegraph, passenger, car service, express and telegraph to June 30, 1881.....		25,135.43
Income prior to 1881.....		14,247.72
Vouchers and accounts.....		23,851.54
Total liabilities.....	\$	1,282,894.83

## MILEAGE, TRAFFIC, ETC.

Number of special ticket passengers.....	846
Number of local passengers.....	13,655
Number through passengers.....	124
Total number of passengers.....	14,625

Total number tons freight carried.....	30,641
Average number of persons employed.....	45
Rates of speed of freight trains, including stops, mixed train, miles per hour.....	15

## TONNAGE OF ARTICLES TRANSPORTED.

Grain.....	TONS*	12,156
Flour.....		147
Provisions (beef, pork, lard, etc.).....		46
Animals.....		4,330
Other agricultural products.....		1,121
Lumber and forest products.....		6,454
Coal.....		1,105
Salt.....		277
Iron and castings.....		95
Stone and brick.....		472
Merchandise, and other articles not enumerated above.....		4,432
Total tons carried.....		30,640

## DESCRIPTION OF ROAD.

Length of main line of road from Sumner to Hampton, miles.....	63.20
Length of main line of road in Iowa, all.....	
Length of line with track laid, if road is not completed.....	55.26
Total length of road belonging to this company.....	63.20
Aggregate length of sidings and other tracks not above enumerated.....	3
Aggregate length of track, computed as single track.....	66.20
Total length of steel rails in tracks.....	31.16
Total length of iron rails in tracks.....	32.40
Weights per yard, steel, 45 pounds.....	
Weights per yard, iron, 59 pounds.....	
Gauge of track.....	4 feet 8½ in.
Total miles of road operated by this company, all in Iowa.....	
Number of stations in Iowa on all roads operated by this company.....	10
Number of telegraph offices in same.....	10
Number of stations on all roads owned by this company.....	10
Same in Iowa, all.....	

## EMPLOYES.

Number of persons regularly employed on all roads operated by company.....	45
Same in Iowa, all.....	

## EQUIPMENT.

Number of locomotives .....	2
Number of passenger cars .....	1
Number of freight cars (basis of 8 wheels) .....	50
Number of other cars .....	3
Average weight of locomotives in working order (tons) .....	28
Average weight of tenders full of fuel and water (tons) .....	20
Average weight of passenger cars (tons) .....	20
Number of way-cars .....	1
Number of 8-wheel box freight cars .....	50
Number of 8-wheel platform cars .....	20
Number of 4-wheel platform cars .....	1
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender ..	41 ft.
Total length of heaviest engine and tender over all .....	49 ft.
If any part of road was first opened for operation during the past year, state the date.	
8.6 miles, Tripoli to Sumner, opened for business November 16, 1880.	

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

The American Express Co. pays us \$25 per month for services of messenger, and twelve cents per ton per mile for ordinary business done. Take freight at stations.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails is \$52.16 per mile from Waverly to Hampton for the year; \$52.16 per mile from Waverly to Tripoli for the year; \$52.16 per mile from Tripoli to Sumner, February 15 to June 30. With deduction for failure to deliver. The Post-office Department has not paid us for any service up to this time.

## LOCAL AID IN BUILDING ROAD.

Local aid has been voted in two townships in Butler county (Westfield and Pittsford)—a five per cent tax, one half, or two and one-half per cent, payable when taxes of 1879 are due, and the other two and one-half per cent payable when taxes of 1880 are due. The company has received to June 30, 1880, \$3,840.11; to June 30, 1881 (in addition), \$11,225.71. Total, \$15,065.82.

There was also tax aid voted in Washington township, Franklin county, payable same as in Butler county. The company has received to June 30, 1880, \$6,351.30; to June 30, 1881 (in addition), \$9,810.15. Total, \$16,161.45.

Also a five per cent tax was voted in Bremer county, two per cent payable January 1, 1881, and three per cent payable January 1, 1882. The company has received to June 30, 1881, \$2,608.24.

## COST OF ROAD AND EQUIPMENT.

Locomotives .....	\$	12,992.00
Passenger, mail, and baggage cars—combination .....		2,700.00
Freight and other cars .....		18,873.36
Machinery and tools .....		328.99
<i>Total for equipment.</i> .....	\$	34,804.35

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Between Tripoli and Sumner .....	Pile bridges, 10 and 20 feet spans, well built and well braced ..	Pine, elm, and oak piles; pine stringers and caps; oak and pine ties .....	1,304 lineal feet .....	September, October, and November, 1880.
West of Waverly: Mile 6 .....	Pile bents .....	Pine, elm, and oak piles; pine stringers and caps; oak and pine ties .....	160 lineal feet .....	May, 1881.
Mile 10 .....	Pile bents .....	Pine, elm, and oak piles; pine stringers and caps; oak and pine ties .....	234 lineal feet .....	May, 1881.

	NO.	LENGTH.
Number pile and trestle bridges and length in Iowa .....	78	11,312 ft.
Number and length of wooden bridges (60 feet brace) .....	16	960 ft.
Number of crossings of highways at grade .....	49	
Number of railroad crossings at grade (specifying each) .....	2	
B. C. R. & N., at Clarksville.		
L. C. R. R., at Waverly.		

## RATES OF FARE, ETC.

Average rate of fare per mile for local passengers on roads operated by this company, cents .....	3
Average rate of fare per mile received from through passengers to and from other roads, cents .....	3
Average rate of fare per mile for special ticket passengers, cents .....	2
Average rate of fare per mile received from all passengers, cents .....	2½
Our excursion tickets would reduce from three cents, and special, or 500-mile tickets, are sold at two cents per mile.	

## CAPITAL STOCK.

Capital stock authorized by articles of association per mile of completed road .....	\$	15,000.00
Capital stock issued, number of shares 5,666; amount paid in .....	\$566,600.00	
<i>Total amount paid in as per books of the company.</i> .....	\$	566,600.00
Total number of stockholders .....	13	
Number of stockholders in Iowa .....	9	
Amount of stock held in Iowa .....	\$33,309.00	

## DEBT.

Funded debt (*as follows*):

Bonds due July 1, 1919, rate of interest six per cent. ....	\$ 622,000.00
No account of interest, all interest paid on same during year in New York, no returns.	
Unfunded indebtedness.....	63,234.39
Total amount of funded debt.....	622,000.00
Amount of unfunded debt.....	53,234.39
<i>Total amount of debt liabilities.....</i>	<i>\$ 685,234.39</i>

## ACCIDENTS TO PERSONS IN IOWA.

## STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

August 15, 1881, brakeman, injured while switching at Hampton, was coupling cars; middle finger of left hand bruised, and third finger taken off at second joint; himself to blame; was not sufficiently careful.

## RECAPITULATION OF ACCIDENTS.

Injured—Employee—from misconduct or want of caution ....	1
<i>Total injured.....</i>	<i>1</i>

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

*President*—J. B. Dumont, New York.  
*Secretary*—Rufus E. Jones, Dubuque, Iowa.  
*Treasurer*—C. H. Booth, Dubuque, Iowa.  
*General Manager*—C. H. Booth, Dubuque, Iowa.  
*Superintendent*—A. C. Goodrich, Hampton, Iowa.  
*Chief Engineer*—W. H. Knowlton (has left since January 30, 1881).  
*Superintendent of Telegraph*—Fred. Wood, Hampton, Iowa.  
*Auditor*—W. S. Couch, Dubuque, Iowa.  
*General Passenger Agent*—W. S. Couch, Dubuque, Iowa.  
*General Freight Agent*—C. H. Booth, Dubuque, Iowa.  
*Attorneys, general and local*—S. P. Adams, Dubuque, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

James A. Roosevelt, New York.  
 Morris K. Jesup, New York.  
 J. B. Dumont, New York.  
 Mason Thompson, New York.  
 Hy. L. Stout, Dubuque, Iowa.  
 C. H. Booth, Dubuque, Iowa.  
 Rufus E. Graves, Dubuque, Iowa.

General offices at Dubuque, Iowa.  
 Date of annual meeting of stockholders, first Tuesday in April.  
 Fiscal year of the company January 1st, to December 31st.

STATE OF IOWA, }  
COUNTY OF DUBUQUE. }

C. H. Booth, Manager, W. S. Couch, Auditor, Dubuque & Dakota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)

C. H. BOOTH,  
*Manager.*  
 W. S. COUCH,  
*Auditor.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 6th day of October, A. D. 1881.

[L. S.]

E. W. DUNCAN,  
*Notary Public in and for Dubuque county, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 8th day of October, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## ILLINOIS CENTRAL RAILROAD COMPANY,

LESSEE OF THE DUBUQUE & SIOUX CITY RAILROAD, IOWA  
FALLS & SIOUX CITY RAILROAD, CEDAR FALLS &  
MINNESOTA RAILROAD,

FOR THE YEAR ENDING JUNE 30, 1881.

## ANALYSIS OF EARNINGS.

From local passengers.....	\$ 351,929.65
From through passengers.....	107,997.03
From express.....	21,250.35
From mails.....	35,965.29
From other sources, passenger department.....	1,493.48

*Total earnings from passenger department.....* \$ 518,635.80

From local freight.....	\$ 630,237.76
From through freight.....	589,291.14
From other sources, freight department.....	2,016.00

*Total earnings from freight department.....* \$ 1,221,544.90

*Total transportation earnings.....* \$ 1,740,180.70

Rents for use of road.....	18,678.50
Rents for use of property.....	187.02

*Total income from all sources.....* \$ 1,759,046.82

Proportion for Iowa.....	\$ 1,759,046.82
Earnings per mile of road operated.....	4,374.00
Receipts from passenger trains per train mile run (314,039 miles).....	1.69
Receipts from freight trains per train mile run (935,158 miles).....	1.59

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$ 49,438.52
Legal expenses.....	15,760.57
Insurance.....	4,383.37
Outside agencies and advertising.....	12,555.70
Contingencies and miscellaneous.....	24,655.14
Repairs of bridges (including culverts and cattle-guards).....	12,359.59
Repairs of buildings.....	18,087.44
New buildings, charged to expenses.....	7,254.16
Repairs of fences.....	7,151.94
Renewal of rails.....	44,890.27

No. tons laid, steel, 1,009,  $\frac{11}{16}$  g.  
No. tons laid, iron, 1,833,  $\frac{11}{16}$  g.

Renewal of ties..... 29,495.47

No. laid, 72,300.

Repairs of road-bed and track..... 180,802.18

Repairs of locomotives..... 56,537.51

Fuel for locomotives..... 102,582.22

Water supply..... 13,291.84

Oil and waste..... 5,772.22

Locomotive service, salaries and wages..... 88,857.33

Repairs of passenger cars..... 21,090.16

Passenger train service, salaries and wages..... 24,394.07

Passenger train supplies..... 9,779.82

Repairs of freight cars..... 46,542.38

Freight train service, salaries and wages..... 48,883.09

Freight train supplies..... 12,590.19

Mileage freight cars, debit..... 6,895.40

Telegraph expenses..... 16,116.77

Loss and damage, freight and baggage..... 1,951.87

Loss and damage, property and cattle, including losses by fire..... 6,411.02

Personal injuries..... 4,031.49

Agents and station service, salaries and wages..... 58,935.27

Station supplies..... 29,492.11

*Total operating expenses.....* \$ 961,888.91

Taxes in Iowa..... 59,955.70

Rentals..... 602,863.12

*Total operating expenses, taxes and rentals.....* \$ 1,624,707.73

Maintenance of way..... \$ 300,041.05

Motive power and cars..... 125,070.05

Conducting transportation..... 429,984.71

General expenses..... 166,748.80

*Total.....* \$ 1,021,844.61

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road..... \$ 1,624,707.73

Proportion for Iowa..... \$ 1,624,707.73

Per mile of road operated..... 4,039.95

Per train mile for passenger, freight and mixed trains, miles..... 1.30

Percentage of expenses to earnings..... 92.6

Net earnings per train mile..... 12.3

Gross earnings per train mile..... 1.423

## GENERAL RECAPITULATION.

Total earnings..... \$ 1,759,046.82

Total operating expenses..... 1,624,707.73

Net earnings—earnings above operating expenses..... 134,339.09

NOTE—In addition to above, we charge Iowa leased lines \$40,892 for engines and cars loaned.



## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	314,039
Freight train mileage.....	935,158
Switching train mileage.....	140,556
Other train mileage.....	18,743
<i>Total train mileage.....</i>	<i>1,408,496</i>
Number of local passengers.....	255,909
Number of through passengers.....	36,589
<i>Total number of passengers.....</i>	<i>292,498</i>
Passenger mileage (passengers carried one mile).....	15,566,743
Number tons of local freight carried in Iowa.....	274,818
Number tons through freight carried in Iowa.....	282,525
Total number tons freight carried.....	557,343
Local freight mileage (tons local freight carried one mile).....	76,214,250
Average weight of passenger trains (exclusive of passengers) tons.....	120
Average number of cars in passenger-trains.....	4.35
Number of miles run by loaded freight cars.....	9,050,476
Number of miles run by empty freight cars.....	2,795,377
Percentage of empty freight cars hauled.....	23.06
Average weight of freight trains (exclusive of freight) tons.....	165
Average number of cars in freight train.....	11.14
Miles run by passenger, mail and baggage cars.....	1,762,926
Miles run by freight cars.....	11,923,865
Mileage passengers.....	15,566,743
Mileage freight.....	76,214,250
Rate of speed of passenger and express trains, including stops, about (miles).....	22
Rate of speed of freight trains, including stops, about (miles).....	11

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	153,966	27.6
Flour.....	6,125	1.1
Provisions (beef, pork, lard, etc.).....	3,495	.6
Animals.....	65,205	11.7
Other agricultural products.....	18,187	3.3
Lumber.....	87,242	15.7
Coal.....	71,595	12.9
Salt.....	5,951	1
Oil, all kinds.....	3,881	.7
Manufactures—articles shipped from point of production.....	7,818	1.4
Merchandise and other articles not enumerated above.....	133,878	24
<i>Total tons carried.....</i>	<i>557,343</i>	<i>100</i>

## DESCRIPTION OF ROAD.

Length of main line of road from Dubuque to Sioux City....	16
Length of main line of road from Sioux City Junction to Mona.....	402
Aggregate length of sidings and other tracks not above enumerated.....	34.85
Aggregate length of track, computed as single track, in Iowa.....	437.01
Total length of steel rails in tracks, miles.....	69.22
Total length of iron rails in tracks, miles.....	367.79
Weights per yard, steel, 60 pounds.	
Weights per yard, iron, 42 and 61 pounds.	
Gauge of track.....	4 ft. 8½ in.

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

Name, description, and length of each:	
Dubuque & Sioux City.....	142.89
Iowa Falls & Sioux City.....	183.69
Cedar Falls & Minnesota.....	75.58
Total length of above roads in Iowa.....	402.16
Total miles of road operated by this company in Iowa.....	402.16
Number of stations in Iowa on all roads operated by this company.....	59
Number of telegraph offices in same.....	47

## EMPLOYES.

Number of persons regularly employed on all roads operated by company in Iowa.....	967
--	-----

## EQUIPMENT.

	LEASED.	OWNED.	TOTAL.
Number of locomotives.....	16	30	46
Number of passenger cars.....	9	10	19
Number of baggage, mail, and express cars.....	5	12	17
Number of sleeping cars.....	4		4
Number of freight cars (basis of 8 wheels).....	866	206	1,072
Maximum weight of locomotives in working order, tons.....			43
Average weight of locomotives in working order, tons.....			32
Maximum weight of tenders full of fuel and water, tons.....			24
Average weight of tenders full of fuel and water, tons.....			23
Maximum weight of passenger cars, tons.....			25
Average weight of passenger cars, tons.....			21
Number of mail and baggage cars.....			17
Number of 8-wheel box freight and platform cars.....			1,066
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender..			45 ft.
Total length of heaviest engine and tender over all.....			56 ft.
Kind of brake, Westinghouse air brake.			
Number of cars equipped with train-brake.....			40
Kind of brake, Westinghouse air brake.			
Number of passenger cars with Miller platform and buffer...			40

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American Express Company runs on this road. Compensation about \$21,000 per annum. We furnish our own cars and keep them in repair. The usual express business is done by them, who take freight from and deliver it to our depots.

## TRANSPORTATION COMPANIES.

Transportation companies having business on these lines are permitted to use them subject to regular rates for such service.

## SLEEPING CARS.

Sleeping cars running on these leased lines are owned by this company. We charge from one to two and a half dollars per berth, according to distance.

U. S. MAILS.

The compensation paid us by the United States Government for the transportation of its mails is:

Dubuque to Sioux City.....	\$	30,000
Cedar Falls Junction to Monona.....		5,800
Total.....	\$	35,800

TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT DUBUQUE, IOWA, FOR YEAR ENDING, JUNE 30, 1881.

East-bound, number of tons.....	192,123
West-bound, number of tons.....	90,402
Total.....	282,525

BRIDGES BUILT WITHIN THE YEAR IN IOWA.

Number pile and trestle bridges and length in Iowa.....	618	51,351 ft.
Number of spans of bridges, of 100 feet and upward.....	24	3,398 ft.
Number of iron bridges, aggregate length.....	1	110 ft.
Number of wooden bridges.....	28	4,815 ft.
Number of stone arch culverts and viaducts.....	198	11,275 ft.
Number of crossings of highways at grade.....	406	
Number of crossings of highways over railroad.....	3	
Number of crossings of highways under railroad.....	8	
Number of highway bridges 18 feet above track.....	3	
Number of crossings at which gates or flagmen are maintained.....	4	
Number of railroad crossings at grade (specifying each).....	9	
West of Independence, Burlington, Cedar Rapids & Northern.		
West of Cedar Falls, Burlington, Cedar Rapids & Northern.		
West of Ackley, Central Iowa.		
East of Iowa Falls, Burlington, Cedar Rapids & Northern.		
West of Webster City, Chicago & Northwestern.		
West of Fort Dodge, Chicago, Milwaukee & St. Paul.		
At Sioux City, Sioux City & Pacific.		
North of Waverly, Dubuque & Dakota.		
South of Charles City, Chicago, Milwaukee & St. Paul.		
Number of railroad crossings under other railroads (specifying each).....	1	
Under Chicago, Milwaukee & St. Paul Railroad, west of Delaware.		

RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, local.....	3.30
Average rate of fare per mile received from passengers to and from other roads, through.....	2.60
Average rate of fare per mile received from all passengers.....	2.95
Average rate of local freight per ton per mile on roads operated by this company.....	1.62
Average rate of freight per ton per mile received from freight to and from other roads.....	1.55
Average rate per ton per mile received for all freight carried.....	1.60
Percentage of freight originating at and carried to stations in Iowa to total freight carried in Iowa (this should not include fuel or any material for the use of the road.....)	30

ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DUBUQUE & SIOUX CITY RAILROAD.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1880.					
July	Hans Torgerson	Citizen, aged 50 years.		Shoulder bruised.	Fell off depot platform.
July	W. L. Ingalls	Passenger		Head and shoulder hurt.	Alcove car became ditched.
August	W. N. Stanton	Brakeman		Killed.	Uncomping cars in motion.
December	Daniel O'Leary	Brakeman		Scalp wound.	Fell off side of freight car.
1881.					
March	Sammuel Smith.	Passenger		Killed.	Climbing on moving train; drunk.
April	Child of Mrs. Findley	Passenger		Wound in face.	Stone thrown at passenger car window.
April	C. C. Altherton.	Brakeman		Killed.	Foot caught in guard-rail.
April	J. Barnett.	Conductor		Killed.	Fell between cars in motion.
May	George Galt.	Engineer		Collar-bone dislocated.	Walking on track.
May	W. G. Galt.	Freight-house laborer.		Killed.	Walking on track across track.
June	F. McCallough	Brakeman		Collar-bone broken.	Compung freight cars.

IOWA FALLS & SIOUX CITY RAILROAD.

1880.					
September	F. W. Burns	Citizen		Body severely bruised.	Fell off top of freight train.
October	Eugene Boyd	Brakeman		One finger amputated.	Compung freight cars.
1881.					
February	Brian Wood	Citizen		Killed.	Walking on track.
April	Daniel Kelly	Citizen		Clavicle and ribs broke.	Driving across track in front of train.

CEDAR FALLS & MINNESOTA RAILROAD.

1880.					
October	George Hulse	Child, two years old.		Killed.	Crawled on track; struck by engine.
February	John Graves	Engineer		Shoulder sprained.	Snow-plow run off track.
May	L. E. Nusser	Brakeman		Died in 24 hours.	Fell off train in motion.



## LIABILITIES.

Capital stock.....	\$ 1,586,500.00
Funded debt, bonds outstanding.....	1,473,000.00
Unfunded debt (as follows):	
Bonds in sinking fund.....	100,000.00
Bonds in hands of company.....	14,000.00
Rent of road 5 months, 1881.....	47,190.25
Donations.....	3,233.34
Vouchers and accounts.....	250.42
<i>Total liabilities</i> .....	\$ 3,242,174.01

## DESCRIPTION OF ROAD.

Length of main line of road from Junction near Cedar Falls to Mona, miles.....	75.58
Gauge of track.....	4 feet, 8½ in.

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 2,550,000.00
Capital stock authorized by vote of company.....	1,586,500.00
Capital stock issued, number of shares, 15,865; amount paid in.....	1,586,500.00
Total number of stockholders.....	91

## DEBT.

## Funded debt, as follows:

Bonds due 1884, rate of interest, seven per cent.....	\$ 210,000.00
Bonds due 1907, rate of interest, seven per cent.....	1,377,000.00
<i>Total amount of funded debt</i> .....	\$ 1,587,000.00

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

*President*—John L. Kennedy, New York.  
*Secretary*—C. H. Booth, Dubuque, Iowa.  
*Treasurer*—C. H. Booth, Dubuque, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

John S. Kennedy, New York.  
 Jas. A. Roosevelt, New York.  
 E. F. Winslow, New York.  
 Henry W. Ford, New York.  
 Alexander Taylor, Jr., New York.

General offices at Dubuque, Iowa.  
 Date of annual meeting of stockholders, second Monday in April.  
 Fiscal year of the company January 1st to December 31st, both included.

STATE OF IOWA, }  
 COUNTY OF DUBUQUE. }

C. H. Booth, Secretary and Treasurer of the Cedar Falls and Minnesota Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

C. H. BOOTH,  
*Secretary and Treasurer.*

Subscribed and sworn to before me, this 9th day of October, A. D. 1881.

[L. s.] *Notary Public in and for Dubuque County, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 8th day of October, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## DUBUQUE &amp; SIOUX CITY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$	368,804.90
Total expenses (including taxes).....		6,752.26
Net income.....	\$	362,052.64
Interest on funded debt.....		61,705.00
Interest paid on funded debt.....		61,705.00
Dividends declared, 5½ per cent.....		274,961.50

## BALANCE SHEET.

## ASSETS.

Construction account .....	\$	5,621,112.41
Other permanent investments ( <i>as follows</i> ):		
Stock of Iowa Land and Loan Co.....		260,819.40
Bonds of Dubuque & Dakota Railroad Co.....		15,000.00
Cash items ( <i>as follows</i> ):		
Cash.....	\$	609.19
Bills receivable.....		30,000.00
Due from agents and companies.....		33,197.57
		63,806.76
Total assets.....	\$	5,960,738.87

## LIABILITIES.

Capital stock .....	\$	4,999,950.62
Funded debt.....		881,500.00
Unfunded debt ( <i>as follows</i> ):		
Dividends unpaid.....		14,360.81
Vouchers and accounts.....		7,398.84
Profit and loss balance (if surplus) income account.....		57,528.60
Total liabilities.....	\$	5,960,738.87

## DESCRIPTION OF ROAD.

Length of main line of road from Dubuque to Iowa Falls....	142.7
Gauge of track.....	4 ft. 8½ in

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	6,000,000.00
Capital stock authorized by vote of company.....		5,000,000.00
Capital stock issued, number of shares, 49,993; amount paid in.....		4,999,300.00
Capital stock paid in on shares not issued, number shares scrip.....		650.62
Total number of stockholders.....		375
Number of stockholders in Iowa.....		8
Amount of stock held in Iowa.....		30,200

## DEBT.

Funded debt (*as follows*):

Bonds due 1883, rate of interest 7 per cent....	\$	295,500.00
Bonds due 1894, rate of interest 7 per cent.....		586,000.00
Total amount of funded debt.....	\$	881,500.00

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

President—Morris K. Jesup, New York.  
 Vice-President—James A. Roosevelt, New York.  
 Secretary—C. H. Booth, Dubuque.  
 Treasurer—Jno. B. Dumont, New York.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Morris K. Jessup, New York.  
 James A. Roosevelt, New York.  
 D. Willis James, New York.  
 John F. Slater, Norwich, Connecticut.  
 Abram S. Hewitt, New York.  
 J. Pierpont Morgan, New York.  
 Lorenzo Blackstone, Norwich, Connecticut.  
 Mason Thompson, New York.  
 S. H. Herriman, New York.

General offices at Dubuque, Iowa.  
 Date of annual meeting of stockholders, second Monday in January.  
 Fiscal year of the company, January 1st to December 31st, both inclusive

STATE OF IOWA, )  
COUNTY OF DUBUQUE. }

I, C. H. Booth, Secretary and Assistant Treasurer of the Dubuque & Sioux City Railroad Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of my knowledge and belief.

(Signed)

C. H. BOOTH,  
*Secretary.*

Subscribed and sworn to before me, this 6th day of October, A. D. 1881.  
ED. W. DUNCAN,

[L. s.] *Notary Public in and for Dubuque county, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 8th day of October, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

REPORT

OF THE

IOWA FALLS & SIOUX CITY RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 667,430.40
Total expenses (including taxes).....	5,129.38
Net income.....	662,301.02
Interest accrued during year.....	206,325.00
Interest on funded debt.....	206,325.00
Dividends declared at four per cent.....	184,940.00
Balance for the year, surplus.....	271,036.02
Balance at commencement of year.....	148,712.74
Add entries made in profit and loss account during the year, not included in the above statement.....	1,936.07
Balance at commencement of year as so charged.....	150,648.81
Balance June 30, 1881, surplus.....	421,684.83

ANALYSIS OF EARNINGS.

Rental for use of road and drawback under lease.....	\$ 248,898.27
From land department.....	407,800.00
From dividends on Missouri Valley Land Company Stock....	2,640.00
From interest.....	8,092.13
Total income from all sources.....	\$ 667,430.40

ANALYSIS OF EXPENSES.

Salaries of general officers.....	\$ 3,070.04
General expenses and clerk hire.....	2,059.34
Total expenses.....	\$ 5,129.38

## SURPLUS.

Surplus at the commencement of year as so charged.....	\$	150,648.81
Surplus at the close of year.....		421,684.83
The amount of surplus in hands of treasurer and assistant treasurer:		
The amount in banks in New York.....	\$	72,229.00
The amount in banks in Boston and in hands of treasurer.....		439,966.57
The amount in banks in Iowa.....		444.72
		<u>512,640.29</u>
The amount invested in stocks.....		8,800.00
Give the name of each road, and the number of shares owned in each of them and the par value of shares:		
Two hundred and twenty shares of Missouri Valley Land Company, par value, \$50 per share.....		140,000.00
Amount absorbed in construction.....		29,601.86
Amount in balances from other roads.....		
	\$	565,042.15
Deduct unfunded indebtedness.....		143,357.32
	\$	<u>421,684.83</u>

## BALANCE SHEET

## ASSETS.

Construction account.....	\$	7,585,000.00
Other permanent investments (as follows):		
Stock of Missouri Valley Land Company.....		8,800.00
Cash items (as follows):		
Cash.....	\$	512,640.29
Due from companies.....		29,601.86
		<u>542,242.15</u>
Total assets.....	\$	<u>8,136,042.15</u>

## LIABILITIES.

Capital stock.....	\$	4,623,500.00
Funded debt.....		2,947,500.00
Unfunded debt (as follows):		
Interest unpaid.....	\$	103,792.50
Vouchers and accounts.....		39,564.82
		<u>143,357.32</u>
Profit and loss balance (if surplus).....		421,684.83
Total liabilities.....	\$	<u>8,136,042.15</u>

## DESCRIPTION OF ROAD.

Length of main line of road from Iowa Falls to Sioux City, miles.....	183.69
Length of main line of road in Iowa.....	183.69
Total length of road belonging to this company.....	183.69
Weight of rails per yard, iron 56 pounds.....	
Gauge of track.....	4 ft. 8½ in.

## ADDITIONAL QUESTIONS.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the Congressional grants.....	683,076.55
State the average price at which these lands are offered for sale by the company.....	\$ 6.00
State the average price at which these lands have been sold or contracted by the company.....	6.10
State the number of acres sold.....	443,320.78
State the amount received from sales.....	\$ 1,103,373.11
State the amount received from outstanding contracts.....	994,447.54
State the amount received from forfeited contracts (including interest on deferred payments received by the company).....	263,042.11
State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30.....	2,380,862.76

## LOCAL AID IN BUILDING ROAD.

State what local aid has been received in the construction of your road, including taxes voted by townships, swamp lands, etc.  
The road of this company is operated by the Illinois Central Railroad Company under a lease. The rental now received is thirty-six per cent of the gross earnings.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	<u>7,585,000.00</u>
Average cost of construction per mile of road (not including sidings), 183.69 miles.....		41,292.40
Proportion of construction for Iowa.....		7,585,000.00

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	6,000,000.00
Capital stock issued, number of shares, 46,250:		
amount paid in.....	\$	4,623,500.00
Capital stock now outstanding.....		4,623,500.00
Total amount paid in as per books of the company.....		4,623,500.00
Total number of stockholders.....		285
Number of stockholders in Iowa.....		12
Amount of stock held in Iowa.....	\$	47,900.00
Capital stock per mile.....		25,178.00

## DEBT.

Funded debt as follows:		
First mortgage bonds due October 1, 1917; rate of interest, seven per cent.....	\$	2,947,500.00
Unfunded indebtedness.....		143,357.32
Total amount of funded debt.....		2,947,500.00
Amount of unfunded debt.....		143,357.32
Total amount of debt liabilities.....	\$	<u>3,090,857.32</u>
Stock and debt.....		7,715,857.32

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

*President*—Horace Williams, Cedar Rapids, Iowa.  
*Vice-President*—J. Van Deventer, Cedar Rapids, Iowa.  
*Secretary*—P. E. Hall, Cedar Rapids, Iowa.  
*Treasurer*—David P. Kimball, Boston, Massachusetts.  
*Assistant Treasurer*—J. Van Deventer, Cedar Rapids, Iowa.  
*Auditor*—Henry V. Ferguson, Cedar Rapids, Iowa.  
*Land Commissioner*—J. Van Deventer, Cedar Rapids, Iowa.  
*Auditor of Land Department*—P. E. Hall, Cedar Rapids, Iowa.  
*Register of Lands*—Chas. H. Clark, Cedar Rapids, Iowa.  
*Register of Stock*—David P. Kimball, Boston, Massachusetts.  
*Attorneys, general and local*—Joy & Wright, Sioux City, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Fred L. Ames, North Easton, Massachusetts.  
 Oliver Ames, North Easton, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 Prince S. Crowell, East Dennis, Massachusetts.  
 J. Van Deventer, Clinton, Iowa.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of the company ends March 31st.

STATE OF IOWA,  
COUNTY OF LINN. }

P. E. Hall, Secretary, and Henry V. Ferguson, Auditor of the Iowa Falls and Sioux City Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed) P. E. HALL,  
 HENRY FERGUSON.

[L. S. OF R. R.]

Subscribed and sworn to before me this 14th day of September, A. D. 1881.

[L. S.]

J. S. GILES,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this fifteenth day of September, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## SIOUX CITY &amp; PACIFIC RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$ 628,236.14
Total expenses (including taxes) .....	494,395.19
Net income .....	133,840.95
Rentals (specifying amount to each company):	
Fremont, Elkhorn & Missouri Valley Railroad Com- pany .....	\$ 46,107.45
Interest accrued during year .....	201,347.66
Interest paid during year .....	72,808.46
Interest on funded debt .....	195,379.20
Interest paid on funded debt .....	66,840.00
Interest on other debt .....	5,968.46
Interest paid on other debt .....	5,968.46
Interest paid on preferred stock, secured by mortgage .....	11,830.00
Dividends declared (7 per cent).	
Balance for the year, deficit .....	125,444.16
Balance at commencement of year, surplus .....	89,979.79
Interest to June 30, 1880, accrued on Government bonds, not yet due .....	1,171,109.89
Interest falling due during year not paid .....	\$ 30,840.00
Interest on Government bonds accrued during year, not yet paid .....	97,699.20
Balance at commencement of year as so charged, deficit .....	128,539.20
Balance June 30, 1881, deficit .....	1,081,220.10
	1,200,664.26

## ANALYSIS OF EARNINGS.

From local passengers .....	\$ 81,621.84
From through passengers .....	58,765.97
From express and extra baggage .....	8,291.16
From mails .....	16,858.34
Total earnings from passenger department .....	\$ 165,537.31
From local freight .....	\$ 185,643.18
From through freight .....	248,805.73
Total earnings from freight department .....	\$ 434,448.91
Total transportation earnings .....	\$ 599,986.22



Income from all sources (specifying same):		
From transportation .....	\$ 599,986.22	
From miscellaneous sources .....	28,249.92	
		628,236.14
<i>Total income from all sources</i> .....	\$	628,236.14
Proportion for Iowa .....	\$ 291,563.48	
Earnings per mile of road operated (average, 244.48 miles) .....	2,569.68	
Receipts from passenger trains per train mile run (miles 154,608) .....	1.07	
Receipts from freight trains per train mile run (miles 201,205) .....	2.16	

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, and general expenses .....	\$ 20,993.98
Legal expenses .....	936.41
Insurance .....	1,470.00
Stationery and printing .....	5,439.00
Outside agencies and advertising .....	502.56
Contingencies and miscellaneous .....	9,667.85
Repairs of bridges (including culverts and cattle-guards) .....	21,489.00
Repairs of buildings .....	14,750.75
Repairs of fences, road-crossings, and signs .....	1,187.95
Renewal of track .....	59,429.08
Repairs of road-bed and track .....	57,722.30
Repairs of locomotives .....	22,653.84
Fuel for locomotives .....	45,252.84
Oil and waste .....	3,593.12
Locomotive service, salaries and wages .....	32,870.58
Repairs of passenger cars .....	6,368.55
Train service, salaries and wages .....	28,823.64
Train expenses and supplies .....	4,254.75
Mileage passenger cars, debit balances .....	1,639.04
Repairs of freight cars .....	13,582.79
Mileage freight cars, debit balances .....	4,017.67
Telegraph expenses .....	5,156.15
Loss and damage, freight and baggage .....	597.25
Loss and damage, property and cattle, including losses by fire .....	4,139.93
Personal injuries .....	4,717.85
Agents and station service, salaries and wages .....	26,532.01
Station supplies .....	4,014.99
Expense of ferry included in miscellaneous .....	63,305.94
<i>Total operating expenses</i> .....	\$ 471,024.82
Taxes in Iowa .....	8,760.31
Taxes in other States .....	14,610.06
<i>Total operating expenses and taxes</i> .....	\$ 494,395.19
Maintenance of way .....	\$ 144,579.08
Motive power and cars .....	42,605.18
Conducting transportation .....	165,524.22
General expenses .....	131,686.11
<i>Total</i> .....	\$ 494,395.19

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road .....	\$ 494,395.19
Proportion for Iowa .....	\$ 192,118.06
Per mile of road operated (244.48) .....	2,022.23
Per train mile for passenger, freight and mixed trains (miles 355,813) .....	1.39
Percentage of expenses and taxes to earnings .....	78.70
Net earnings per train mile (355,813 miles) cents .....	37.62

## GENERAL RECAPITULATION.

Total earnings .....	\$ 628,236.14
Total receipts during the year .....	\$ 606,419.30
Total operating expenses .....	494,395.19
<i>Net earnings—earnings above operating expenses</i> .....	\$ 133,540.95
Total receipts above operating expenses .....	\$ 112,024.11
Percentage of net earnings to stock and debt .....	1.88
Percentage of net earnings to cost of road and equipment .....	2.48

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

Superstructure, including rails .....	\$ 5,344.06
Land, land damages, and fences .....	1,654.92
Passenger and freight stations, coal-sheds, water-stations, and eating-house .....	5,036.03
Machine shops, including machinery and tools .....	167.90
<i>Total for construction</i> .....	\$ 12,302.51
<i>Total for equipment</i> .....	\$ 29,472.36
<i>Total expenditures charged to property accounts</i> .....	\$ 41,674.87
<i>Net addition to property account for the year</i> .....	\$ 41,674.87

## BALANCE SHEET.

## ASSETS.

Construction and equipment account .....	\$ 5,397,226.15
Equipment and ferry-boat trusts .....	312,800.00
Bonds of this company .....	500.00
Cash items (as follows):	
Cash .....	\$ 27,208.76
Due from agents, companies and individuals .....	72,373.71
	99,582.47
Other assets (as follows):	
Materials and supplies .....	\$ 65,439.62
Accounts against U. S. government for transportation .....	43,571.81
	109,011.43
Profit and loss balance (if deficit) .....	1,206,664.26
<i>Total assets</i> .....	\$ 7,125,784.31

## LIABILITIES.

Capital stock.....	\$ 2,068,400.00
Funded debt.....	3,256,320.00
Unfunded debt (as follows):	
Interest unpaid.....	\$ 1,239,502.80
Notes payable.....	398,800.00
Vouchers and accounts.....	132,761.51
	<u>1,801,064.31</u>
Total liabilities.....	\$ 7,125,784.31

This company, in connection with the companies owning the line from Chicago to Missouri Valley, Iowa, has agreed to contribute an amount necessary, in addition to the rental of the extensions of the Fremont, Elkhorn & Missouri Valley Railroad west of Wisner, Nebraska, to meet the interest on the bonds of such extensions issued for the actual cost thereof, in proportion to the earnings of the contributing lines derived from such extensions.

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	154,608
Freight train mileage.....	201,205
Switching train mileage.....	157,399
Other train mileage (construction).....	2,100
Total train mileage.....	<u>515,312</u>
Number of local passengers.....	73,810
Number of through passengers.....	26,066
Total number of passengers.....	<u>99,876</u>
Local passenger mileage (local passengers carried one mile).....	2,230,208
Through passenger mileage (through passengers carried one mile).....	1,906,890
Number tons of local freight carried.....	118,773
Number tons of local freight carried east.....	41,449
Number tons of local freight carried west.....	77,324
Number tons through freight carried.....	144,943
Number tons through freight carried east.....	79,793
Number tons through freight carried west.....	65,150
Total number tons freight carried.....	263,716
Local freight mileage (tons local freight carried one mile).....	10,372,230
Through freight mileage (tons through freight carried one mile).....	8,936,651
Average weight of passenger trains (exclusive of passengers), tons.....	125
Average number of cars in passenger trains.....	3.87
Average weight of freight trains (exclusive of freight), tons.....	213
Average number of cars in freight train.....	16.16
Average number of persons employed on trains.....	4
Miles run by passenger, mail and baggage cars east.....	294,106
Miles run by passenger, mail and baggage cars west.....	304,642
Miles run by freight cars east.....	1,538,813
Miles run by freight cars west.....	1,716,953
Mileage local passengers east.....	1,047,006
Mileage local passengers west.....	1,183,292
Mileage through passengers east.....	953,039
Mileage through passengers west.....	953,851
Mileage local freight east.....	3,670,744
Mileage local freight west.....	6,701,492
Mileage through freight east.....	4,460,444

Mileage through freight west.....	4,476,207
Rate of speed of passenger and express trains, including stops, miles.....	22.18
Rate of speed of freight trains, including stops, miles.....	11.94

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain.....	60,162	22.81
Flour.....	1,228	.47
Provisions (beef, pork, lard, etc.).....	1,468	.56
Animals.....	28,651	10.85
Other agricultural products.....	2,611	1.00
Lumber and forest products.....	55,168	20.92
Coal.....	27,820	10.55
Plaster.....	807	.31
Salt.....	2,084	.79
Railroad iron and other construction material.....	45,910	17.41
Stone and brick.....	1,526	.58
Manufactures—articles shipped from point of production.....	3,489	1.32
Merchandise, and other articles not enumerated above.....	32,702	12.43
Total tons carried.....	<u>293,716</u>	100

## DESCRIPTION OF ROAD.

Length of main line of road from Missouri Valley to Sioux City, Iowa, miles.....	75.65
Length of main line of road from California Junction to Fremont, Nebraska.....	31.77
Length of main line of road in Iowa.....	107.42
Length of main line of road in Nebraska.....	26.95
Total length of road belonging to this company.....	107.42
Aggregate length of sidings and other tracks not above enumerated.....	13.54
Same in Iowa.....	9.24
Aggregate length of track, computed as single track.....	120.96
Same in Iowa.....	89.71
Total length of iron rails in tracks.....	120.96
Weights per yard, iron, 56 pounds.	
Gauge of track.....	4 ft. 8½ in.

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

Name, description, and length of each:	
Fremont, Elkhorn & Missouri Valley Railroad:	
Fremont to Neligh, Nebraska.....	114.65
Norfolk Junction to Creighton, Nebraska.....	42.00
Total length of above roads.....	156.71
Total length of above roads in other States (specifying each):	
Nebraska.....	156.71
Total miles of road operated by this company.....	264.13
Total miles of road operated by this company in Iowa.....	80.47
Number of stations in Iowa on all roads operated by this company.....	12
Number of telegraph offices in same.....	10
Number of stations on all roads owned by this company.....	16
Same in Iowa.....	12

## EMPLOYES.

Number of persons regularly employed on all roads operated by company..... 630

## EQUIPMENT.

	NOT OWNED.	OWNED.	TOTAL.
Number of locomotives.....	9	12	21
Number of passenger cars.....	4	8	12
Number of baggage, mail, and express cars.....		6	6
Number of freight cars (basis of 8 wheels).....	410	155	564
Number of other cars.....		14	11
Maximum weight of locomotives in working order.....			34
Average weight of locomotives in working order.....			31
Maximum weight of tenders full of fuel and water.....			22
Average weight of tenders full of fuel and water.....			20
Maximum weight of passenger cars.....			20
Average weight of passenger cars.....			19
Number of mail and baggage cars.....			6
Number of 8-wheel box freight cars.....			449
Number of 8-wheel platform cars.....			116
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender..	41 feet, 8 in.		
Total length of heaviest engine and tender over all.....	51 feet, 8 in.		6
Number of locomotives equipped with train-brake.....			6
Kind of brake, Westinghouse automatic air brake.....			17
Number of cars equipped with train-brake.....			17
Kind of brake, Westinghouse automatic air brake.....			17
Number of passenger cars with Miller platform and buffer... Part of road first opened for operation during the past year, leased lines:			
July 26, 1880, Oakdale to Neligh, miles.....			5.31
October 11, 1880, Norfolk Junction to Pierce, Nebraska..			14.21
October 25, 1880, Pierce to Plainview, Nebraska.....			17.20
June 5, 1881, Plainview to Creighton, Nebraska.....			10.65
Total.....			47.37

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES

American Express Company. One and one-half first-class rates on all packages weighing in excess of 20 pounds, except on fresh fish, oysters, fruit, vegetables, butter, eggs, poultry, game, coarse furs, and beer, on which we receive first-class rates.

## TRANSPORTATION COMPANIES.

Cars of all transportation companies are allowed to run over lines of this company, receiving regular mileage; no preference, and no contract. We have paid U. S. Rolling Stock Company, New York City, \$1,680 for the use of cars.

## SLEEPING CARS.

Sleeping cars, owned by Sioux City & St. Paul Railroad Company, run on night trains between Missouri Valley and Sioux City for through business between St. Paul and Kansas City. Pullman sleeping cars run on day trains between Missouri Valley and Sioux City, in connection with Chicago & Northwestern Railway to and from Chicago.

Additional charges: "On St. Paul train" between Council Bluffs or Missouri Valley and Sioux City, \$1.50; St. Paul, \$2. On Pullman car between Chicago and Sioux City, \$3; for seat between Missouri Valley and Sioux City, 50 cents.

To St. Paul & Sioux City Railroad Company, for St. Paul sleepers, mileage, at 3 cents per mile, \$972.54.

To Chicago & Northwestern Railway Company, for mileage on Pullman sleepers, 2 cents per mile, \$512.94.

Owners of sleeping cars receive earnings for berths and seats.

## U. S. MAIL.

The United States government withholds all compensation for mail-service. The amount charged the government for mail service is: For route, Missouri Valley to Sioux City and California Junction, Iowa, to Fremont, Nebraska, 108.41 miles, \$10,231.02 per annum; for route, Fremont to Neligh, Nebraska, 115.44 miles, \$6,711.68.

## TONNAGE CROSSING THE MISSOURI RIVER AT BLAIR, FOR THE YEAR ENDING JUNE 30, 1881.

East-bound, number of tons.....	83,937
West-bound, number of tons.....	63,602
Total.....	147,539

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 5,397,226.15
Average cost of same per mile.....	50,244.15
Proportion for Iowa to June 30, 1879, on mileage in Iowa, as compared to whole line.....	\$ 4,007,871.92
Charged to construction and equipment accounts for Iowa, during year ending, June 30, 1880.....	4,406.44
Charged to construction and equipment accounts for Iowa, during year ending, June 30, 1881.....	28,206.92
	4,040,485.28

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Near California Junction	Pile.....	Wood.....	48 feet.....	1881.
At various places lengthening out old bridges..	Pile and trestle....	Wood.....	596 feet.....	1881.

	NO.	LENGTH.
Number of pile and trestle bridges and length in Iowa.....	67	6,058 ft.
Number of spans of bridges of 100 feet and upward.....	2	
Number of combination bridges, aggregate length, feet.....	3	415 ft.
Number of crossings of highways at grade.....	89	
Number of railroad crossings at grade (specifying each).....	2	
Chicago, St. Paul, Minnesota & Omaha Railway, at Sioux City.		
Illinois Central Railroad freight track, at Sioux City.		

## RATES OF FARE, ETC.

Average rate of fare per mile received from passengers to and from other roads (cents).....	3.08
Average rate of fare per mile received from all passengers (cents).....	3.39
Average rate of freight per ton per mile received from freight to and from other roads (cents).....	2.77
Average rate per ton per mile received for all freight carried (cents).....	2.25
Percentage of freight originating at, and carried to, stations in Iowa, to total freight carried in Iowa (this should not include fuel or any material for the use of the road).....	7.46

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 6,000,000.00
Capital stock authorized by vote of company..	\$ 2,068,400.00
Capital stock issued, number of shares, 20,684, amount paid in .....	2,068,400.00
Total amount paid in as per books of the company.....	2,068,400.00
Total number of stockholders.....	86
Number of stockholders in Iowa.....	11
Amount of stock held in Iowa.....	\$ 31,500.00
Capital stock paid in per mile.....	19,255.26

## DEBT.

Funded debt, as follows:

First mortgage bonds, due January 1, 1898, rate of interest six per cent.....	\$ 1,628,000.00
U. S. subsidy second mortgage, due January 1, 1898, rate of interest, six per cent.....	1,628,320.00
Unfunded indebtedness.....	1,801,064.31
Total amount of funded debt.....	3,256,320.00
Amount of unfunded debt.....	1,801,064.31
<i>Total amount debt liabilities.....</i>	<i>\$ 5,057,384.31</i>
Stock and debt.....	\$ 7,125,784.31

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURY.	REMARKS.
1880.					
July	H. E. Thayer.....	Section hand.....	Missouri River crossing.....	Body and leg bruised.....	Struck by train when switching; his own fault.
August	C. C. Sweet.....	Baggage man.....	Missouri Valley.....	Sprained leg.....	Getting on train in motion; his own fault.
October	L. N. Turpin.....	Brakeman.....	Missouri River crossing.....	Finger bruised.....	Uncoupling engine from train; his own fault.
October	O. E. Fredericks.....	Brakeman.....	River Sioux.....	Hand bruised and finger broken.....	Uncoupling cars; his own fault.
1881.					
January	William Dolaney.....	Brakeman.....	Missouri River crossing.....	Killed.....	Jumped from train in a collision, caused by his negligence, and was run over.

## RECAPITULATION OF ACCIDENTS.

Killed—Employes—misconduct or want of caution.....	1
<i>Total killed</i> .....	1
Injured—Employes—misconduct or want of caution.....	4
<i>Total injured</i> .....	4

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

*President*—Oliver Ames, Boston, Massachusetts.  
*Vice-President*—D. C. Blair, Belvidere, New Jersey.  
*Secretary*—P. E. Hall, Cedar Rapids, Iowa.  
*Treasurer*—David P. Kimball, Boston, Massachusetts.  
*Assistant Treasurer*—J. Van Deventer, Cedar Rapids, Iowa.  
*General Manager*—P. E. Hall, Cedar Rapids, Iowa.  
*Superintendent*—J. S. Wattles, Missouri Valley, Iowa.  
*Chief Engineer*—J. E. Ainsworth, Missouri Valley, Iowa.  
*Superintendent of Telegraph*—For Iowa, F. B. Hageman, Missouri Valley, Iowa; for Nebraska, T. B. Seeley, Blair, Nebraska.  
*Auditor*—Henry V. Ferguson, Cedar Rapids, Iowa.  
*General Traffic Manager*—F. C. Hills, Missouri Valley, Iowa.  
*Attorneys, general and local*—E. S. Bailey, Clinton, Iowa; Joy & Wright, Sioux City, Iowa.

## NAMES OF DIRECTORS WITH RESIDENCE.

Fred. L. Ames, North Easton, Massachusetts.  
 Oliver Ames, North Easton, Massachusetts.  
 John I. Blair, Blairstown, New Jersey.  
 D. C. Blair, Belvidere, New Jersey.  
 James Blair, Scranton, Pennsylvania.  
 Wm. T. Glidden, Boston, Massachusetts.  
 P. E. Hall, Cedar Rapids, Iowa.  
 David P. Kimball, Boston, Massachusetts.  
 Horace Williams, Clinton, Iowa.

General offices at Cedar Rapids, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of the company, ends December 31st.

STATE OF IOWA, }  
 COUNTY OF LINN. }

P. E. Hall, General Manager, and Henry V. Ferguson, Auditor of the Sioux City & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of their knowledge and belief.

(Signed)

P. E. HALL,  
 HENRY V. FERGUSON.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 14th day of September, A. D. 1881.  
 J. S. GILES,

[L. S.]

Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## WABASH, ST. LOUIS &amp; PACIFIC RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$ 13,441,104.78
Total expense (including taxes) .....	9,419,490.10
<b>Net income</b> .....	<b>\$ 4,021,614.68</b>
Rentals .....	444,240.30
Interest accrued during year.....	2,992,025.89
Interest on funded debt .....	2,992,025.89
Interest on other debt .....	30,368.98
Dividends declared.....	641,668.00
Balance for the year—deficit.....	219,127.15
Balance June 30, 1881—deficit.....	219,127.15

## ANALYSIS OF EARNINGS.

From passengers.....	\$ 2,506,037.71
From express and extra baggage.....	341,968.67
From mails.....	264,306.95
<i>Total earnings from passenger department</i> .....	<i>\$ 3,112,313.33</i>
<i>Total earnings from freight department</i> .....	<i>\$ 10,184,556.99</i>
Miscellaneous.....	\$ 56,863.81
Rents for use of road and sundries.....	87,370.65
<i>Total income from all sources</i> .....	<i>13,441,104.78</i>
Proportion for Iowa .....	\$ 1,452,333.60
Earnings per mile of road operated.....	5,213.59

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks .....	\$ 427,750.77
Legal expenses .....	83,806.17
Insurance .....	16,038.83
Stationery and printing .....	154,339.35
Outside agencies and advertising .....	220,319.54
Contingencies and miscellaneous (operating expenses not herein enumerated) .....	328,629.32
Repairs of bridges (including culverts and cattle-guards) .....	283,038.36
Repairs of buildings .....	179,673.11
Repairs of fences, road-crossings, and signs .....	75,930.69
Renewals of rails .....	226,382.52
Renewal of ties .....	263,731.72
Repairs of road-bed and track .....	1,354,337.34
Repairs of locomotives .....	603,761.12
Fuel for locomotives .....	803,464.24
Water supply .....	94,422.62
Oil and waste .....	142,868.00
Locomotive service, salaries and wages .....	952,388.05
Repairs of passenger cars .....	229,043.94
Passenger train service, salaries and wages .....	209,930.22
Passenger train supplies .....	36,440.25
Repairs of freight cars .....	563,189.29
Freight train service, salaries and wages .....	664,668.86
Freight train supplies .....	77,265.43
Telegraph expenses .....	175,586.77
Loss and damage, freight and baggage .....	58,997.73
Loss and damage, property and cattle, including losses by fire .....	71,051.68
Personal injuries .....	84,721.60
Agents and station service, salaries and wages .....	670,180.65
Station supplies .....	60,315.87

Total operating expenses .....

Taxes in Iowa .....	5,414.10
Taxes in other States .....	300,885.90

Total operating expenses and taxes .....

Maintenance of way .....	\$ 2,383,103.74
Motive power and cars .....	1,396,894.35
Conducting transportation .....	4,102,308.03
General expenses .....	1,537,183.98

Total .....

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road .....	\$ 9,113,190.10
Proportion for Iowa (278.3 miles) .....	\$801,438.55
Per mile of road operated .....	3,203.09
Percentage of expenses to earnings .....	70.08

## GENERAL RECAPITULATION.

Total earnings .....	\$ 13,353,734.13
Total receipts during the year .....	13,441,104.78
Total operating expenses .....	9,113,190.10
Net earnings—earnings above operating expenses .....	4,240,544.03
Total receipts above operating expenses .....	4,327,914.68
Percentage of net earnings to stock and debt .....	4.41
Percentage of net earnings to cost of road and equipment .....	4.41

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

Grading and masonry .....	\$ 50,239.60
Bridging .....	57,884.81
Superstructure, including rails .....	862,422.16
Land, land damages, and fences .....	124,441.39
Passenger and freight stations, coal-sheds, and water-stations .....	101,512.29
Engine-houses, car-sheds, and turn-tables .....	106,095.62
Machine-shops, including machinery and tools .....	25,718.58
Engineering, agencies, salaries, and other expenses during construction .....	1,547.98
Total for construction .....	\$ 1,339,462.43

Passenger, mail, and baggage cars .....	47,748.56
Freight and other cars .....	976,616.75

Total for equipment .....

Total expenditures charged to property accounts .....

Net addition to property account for the year .....

## BALANCE SHEET.

## ASSETS.

Construction and equipment account .....	\$ 93,919,076.65
Sundry securities on hand .....	444,802.48
Other assets (as follows):	
Materials and supplies .....	2,014,459.30

Total assets .....

## LIABILITIES.

Capital stock .....	\$ 43,651,800.00
Funded debt .....	49,405,858.27
Vouchers and accounts .....	2,765,700.55
Balance to credit income account since January 1st, 1881 .....	554,979.61

Total liabilities .....

## \* MILEAGE, TRAFFIC, ETC.

Total number of passengers .....	1,497,329
Passenger mileage (passengers carried one mile) .....	114,487,413
Total number tons freight carried .....	4,888,709
Freight mileage (tons freight carried one mile) .....	1,118,231,413

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.
Grain .....	1,816,736
Flour .....	136,490
Provisions (beef, pork, lard, etc.) .....	62,587
Animals .....	363,371
Other agricultural products .....	105,170
Lumber and forest products .....	587,943
Coal .....	540,955
Plaster .....	87,498
Salt .....	82,426
Petroleum .....	26,224
Railroad iron—iron and steel rails .....	132,853
Other iron and castings .....	49,227
Cotton .....	43,933
Ores .....	26,482
Manufactures—articles shipped from point of production .....	124,695
Merchandise, and other articles not enumerated above .....	673,622
<i>Total tons carried</i> .....	4,888,769

## DESCRIPTION OF ROAD.

Length of main line of road in Iowa .....	278.30
Total length of road belonging to this company .....	1,491.68
Total miles of road operated by this company .....	2,558.88
Total miles of road operated by this company in Iowa .....	278.30
Number of stations in Iowa on all roads operated by this company .....	49
Number of telegraph offices in same .....	28
Number of stations on all roads owned by this company .....	603
Same in Iowa .....	41

## EMPLOYES.

Number of persons regularly employed on all roads operated by company .....	11,211
Same in Iowa .....	596

## EQUIPMENT.

Number of locomotives .....	458
Number of passenger cars .....	163
Number of baggage, mail, and express cars .....	116
Number of parlor cars .....	8
Number of dining cars .....	2
Number of freight cars (basis of 8 wheels) .....	12,581
Number of other cars .....	779

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

Pacific and United States express companies run on this road.

## TRANSPORTATION COMPANIES.

Cars of the following transportation companies run over our road:

Red Line, Merchant's Despatch, Erie & North Shore Despatch, Wabash & Erie Line, National Despatch, Hoosac Tunnel Line, Canada Southern Line, South Shore Line, Star Union Line.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails, for the year ending June 30th, 1881, on all lines operated by this company is \$264,306.95.

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment .....	\$ 93,919,076.65
Average cost of same per mile .....	36,701.47
Proportion of same for Iowa .....	1,021,401.91

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

	NUMBER.	LENGTH.
Number pile and trestle bridges and length in Iowa, feet .....	237	22,384
Number of spans of bridges, of 100 feet and upward .....	17	
Number of spans of bridges, less than 100 feet .....	8	
Number of combination bridges .....	1	
Number of wooden bridges .....	25	
Number of crossings of highways at grade .....	83	
Number of railroad crossings at grade (specifying each) .....	9	
Number of railroad crossings over other railroads (specifying each):		
Chicago, Burlington & Quincy Railroad Company .....	4	
Chicago, Rock Island & Pacific Railway Company .....	2	
Burlington & Missouri River Railroad Company .....	2	
Chicago & Northwestern Railway Company .....	1	

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents .....	2.279
Average rate per ton per mile received for all freight carried .....	.894

## CAPITAL STOCK.

Capital stock authorized by articles of association .....	\$ 40,000,000.00
Capital stock authorized by vote of company .....	12,374,000.00
<i>Total amount paid in as per books of the company</i> .....	\$ 43,651,800.00
Total number of stockholders .....	882
Common stock .....	\$ 22,064,800.00
Preferred stock .....	21,587,000.00

## DEBT.

Funded debt, as follows:

First mortgage bonds, Toledo & Illinois R.....	\$	900,000.00
First mortgage bonds, Lake Erie, Wabash & St. Louis R.....		2,500,000.00
First mortgage bonds, Great Western R. of 1859.....		2,496,000.00
First mortgage bonds, Illinois & Southern Iowa R.....		300,000.00
First mortgage bonds, Decatur & East St. Louis R.....		2,700,000.00
First mortgage bonds, Quincy & Toledo R.....		500,000.00
First mortgage bonds, Great Western R. west of Decatur.....		3,000.00
Second mortgage bonds, Toledo & Wabash R.....		1,000,000.00
Second mortgage bonds, Wabash & Western R.....		1,500,000.00
Second mortgage bonds, Great Western R. of 1859.....		2,500,000.00
Consolidated sinking fund bonds, Toledo, Wabash & Western R.....		2,610,000.00
Wabash Railway funded debt bonds, 7 per cent.....		524,500.00
Wabash Railway funded debt bonds, graduated.....		1,243,500.00
Wabash Railway, second consolidated mortgage bonds.....		1,600,000.00
Mortgage notes, 2d series.....		49,000.00
Mortgage notes, 3d series.....		360,000.00
Graduated scrip certificates.....		639,560.50
Seven per cent graduated scrip certificates, from August 1, 1877.....		110,585.00
Seven per cent graduated scrip certificates, from February 1, 1877.....		410,212.77
Rolling stock certificates.....		50,000.00
First mortgage bonds, Hannibal & Naples R.....		500,000.00
First mortgage bonds, Champaign, Havana & Western Division.....		1,572,000.00
First mortgage bonds, Chicago Division.....		4,500,000.00
Real estate notes.....		75,000.00
General mortgage bonds.....		7,750,000.00
First mortgage bonds, North Missouri R.....		6,000,000.00
Real estate and railway mortgage bonds, St. L., K. C. & N. R.....		3,000,000.00
St. Charles Bridge, 1st mortgage bonds.....		1,000,000.00
St. Charles Bridge, 2d mortgage bonds.....		388,500.00
First mortgage bonds, Omaha Division.....		2,350,000.00
First mortgage bonds, Clarinda branch.....		264,000.00
<i>Total amount of funded debt.....</i>	\$	49,405,858.27
Unfunded indebtedness.....		2,765,700.55
Interest paid on same during year.....	\$	30,368.88
<i>Total amount of funded debt.....</i>		49,405,858.27
<i>Amount of unfunded debt.....</i>		2,765,700.55
<i>Total amount of debt liabilities.....</i>	\$	52,171,558.82
Stock and debt.....		95,883,358.82

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

DATE.	NAME.	OCCUPATION.	PLACE.	INJURED.	REMARKS.
1880.					
August	30 G. C. Copeland	Yard Master	Ottumwa	Sprained foot	Stepping from one car to another; fell, no bones broken.
September	15 Geo. Reynolds	Brakeman	Bingh m	Badly injured	Caught between engine and car while coupling. Beyond his control.
September	19 W. E. Clarke	Brakeman	Bingh m	Leg cut, not seriously	Caused by train jumping track, at Bingham, Iowa. Beyond his control.
October	29 F. D. Foster	Brakeman	Shenandoah	Arm mashed	Caused by train jumping track, at Bingham, Iowa. Beyond his control.
December	30 Jas. Linkey	Dining car employe	Near Council Bluffs		Slightly injured by car jumping track near Council Bluffs, Iowa. Beyond his control.
December	30 P. Hocketter	Dining car employe	Near Council Bluffs		Slightly injured by car jumping track near Council Bluffs, Iowa. Beyond his control.
December	30 Geo. Patrick	Dining car employe	Near Council Bluffs		Slightly injured by car jumping track near Council Bluffs, Iowa. Beyond his control.
1881.					
February	8 T. R. Fulton	Brakeman	Blanchard	Two fingers mashed	Coupling cars. Beyond his control.
June	25 Wm. Thurston	Farmer	Carbon	Killed	Run over. Was lying on track intoxicated.



## RECAPITULATION OF ACCIDENTS.

Killed—Others—trespassing on track, etc.....	1
<i>Total killed</i> .....	1
Injured—Employes—from causes beyond their control.....	8
<i>Total injured</i> .....	8

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

*President*—Solon Humphreys, New York.  
*First Vice-President*—A. L. Hopkins, New York.  
*Secretary and Second Vice-President*—Jas. F. Howe, St. Louis.  
*Treasurer*—W. B. Corneau, St. Louis.  
*General Manager*—J. C. Gault, St. Louis.  
*General Superintendents*—R. Andrews, Toledo, Ohio; F. M. Kissock, St. Louis, Missouri.

*Division Superintendents*—

}	W. F. Merrill, Chicago.
	H. F. Clark, Springfield, Illinois.
	T. B. Burnett, Rantoul, Illinois.
	G. B. Parsell, Moberly, Missouri.
	M. G. Cary, Kansas City, Missouri.
	J. W. Blanchard, Stanberry, Missouri.
	F. D. Schemerhorn, Quincy, Illinois.

*Chief Engineer*—E. A. Garvey, St. Louis Missouri.  
*Superintendent of Telegraph*—C. Selden, St. Louis, Missouri.  
*Auditor*—D. B. Howard, St. Louis, Missouri.  
*General Passenger Agent*—H. C. Townsend, St. Louis, Missouri.  
*General Freight Agent*—M. Knight, St. Louis, Missouri.  
*Attorneys, general and local*—Wager Swayne, New York; W. H. Blodgett, St. Louis.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Solon Humphreys, New York.  
 A. L. Hopkins, New York.  
 Jay Gould, New York.  
 Russell Sage, New York.  
 Samuel Sloan, New York.  
 Thos. E. Tutt, St. Louis, Missouri.  
 James F. How, St. Louis, Missouri.  
 B. W. Lewis, St. Louis, Missouri.  
 Chas. Ridgely, Springfield, Illinois.  
 G. L. Dunlap, Chicago, Illinois.  
 F. L. Ames, Boston, Massachusetts.  
 Jas. Cheney, Ft. Wayne, Indiana.  
 Jas. F. Joy, Detroit, Michigan.

General offices at St. Louis, Missouri.  
 Date of annual meeting of stockholders, second Tuesday in March.  
 Fiscal year of the company, calendar year.

STATE OF MISSOURI,  
CITY OF ST. LOUIS. }

James F. How, Second Vice-President and Secretary of the Wabash, St. Louis & Pacific Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed) JAMES F. HOW,  
*Second Vice-President and Secretary, W., St. L. & P. R'y Co.*  
 [L. S. OF R. R.]

Subscribed and sworn to before me, this 15th day of September, A. D. 1881.  
 GEO. S. GROVER,  
 [L. S.] *Notary Public, City of St. Louis, State of Missouri.*

Received and filed in the office of the Commissioners of Railroads, this seventeenth day of September, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## BURLINGTON &amp; NORTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	70,159.18
Total expenses (including taxes).....		39,965.81
Net income.....	\$	30,193.37
Rentals (specifying amount to each company):		
Burlington, Cedar Rapids & Northern.....	\$	4,200.00
Interest accrued during year.....		15,213.09
		19,413.09
Interest on funded debt.....		15,104.00
Interest on other debt.....		109.09
Balance for the year over operating, taxes, rent, and interest..		10,780.20

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	12,307.10
From through passengers.....		155.76
From express and extra baggage.....		522.71
From mails.....		1,677.54
Total earnings from passenger department.....	\$	14,663.11
From local freight.....	\$	45,990.19
From through freight.....		9,508.88
Total earnings from freight department.....	\$	55,499.07
Total transportation earnings.....	\$	70,159.18
Earnings per mile of road operated.....	\$	1,828.49
Receipts from all trains per train mile run.....		.834

Estimated on basis of 38.37 miles, being mileage of our own road, not including third rail of Burlington, Cedar Rapids & Northern, as we carry no freight to stations on Burlington, Cedar Rapids & Northern, and get but a limited amount of passenger receipts for passengers to and from Burlington and stations on the line of the Burlington, Cedar Rapids & Northern Railway.

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	3,119.28
Legal expenses.....		359.62
Insurance.....		75.00
Stationery, printing, and advertising.....		725.10
Contingencies and miscellaneous.....		1,339.06
Office rent.....		630.00
Repairs of bridges (including culverts and cattle-guards).....		75.75
Repairs of buildings.....		301.63
Repairs of road-bed and track.....		9,373.43
Repairs of locomotives.....		2,546.17
Fuel for locomotives.....		4,749.00
Water supply.....		399.75
Oil and waste.....		513.20
Locomotive service, salaries, and wages.....		4,234.18
Repairs of freight and passenger cars.....		2,980.76
Passenger and freight train service, salaries and wages.....		3,743.86
Loss and damage, freight and baggage.....		72.61
Loss and damage, property and cattle, including losses by fire.....		722.18
Personal injuries.....		35.00
Agents and station service, salaries and wages.....		3,094.23

Total operating expenses.....	\$	39,150.41
Taxes in Iowa.....		815.40

Total operating expenses and taxes.....	\$	39,965.81
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Maintenance of way.....	\$	9,810.81
Motive power and cars.....		5,526.93
Conducting transportation.....		17,564.61
General expenses.....		7,063.46
	\$	39,965.81

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	39,965.81
Per mile of road operated (basis 38.37 miles main line.....)	\$	1,041.59
Per train mile for passenger, freight and mixed trains, miles, 58,510 (owing to third rail it is difficult to give these percentages with any accuracy).....		.683
Percentage of expenses to earnings.....		56.96
Net earnings per mile, 38.37 miles.....		280.95
Net earnings above operating expenses, per mile.....		786.90

## GENERAL RECAPITULATION.

Total earnings.....	\$	70,159.18
Earnings.....	\$	70,159.18
Stock.....		3,187.80
Washington subscription and tax.....		4,963.73
Total receipts during the year.....	\$	78,280.71
Total operating expenses (including taxes).....		39,965.81
Net earnings—earnings above operating expenses and taxes.....	\$	38,314.90
Total receipts above operating expenses (stock account too incomplete for accurate percentage).....	\$	48,087.84
Percentage of net earnings to cost of road and equipment.....		7.90

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

Grading and masonry .....	\$ 1,530.28
Bridging .....	131.41
*Superstructure, including rails .....	\$ 4,439.77
Land, land damages, and fences .....	720.54
Passenger and freight stations, coal-sheds, water-stations, engine-houses, car-sheds, turn-tables, and machine-shops .....	1,936.15
Engineering, agencies, salaries, and other expenses during construction .....	81.25
Telegraph .....	918.23
<i>Total for construction</i> .....	\$ 878.09
Freight and other cars .....	4,760.52
Other expenditures charged to property account ( <i>specifying same</i> ):	
Tools and sundries .....	317.93
	\$ 5,078.45
Property sold (or reduced in valuation on the books) and credited property accounts during the year .....	4,439.77
<i>Net addition to property account for the year</i> .....	\$ 5,956.54

## SURPLUS.

The amount of its own stock or bonds owned by company...\$ 16,200.00

## BALANCE SHEET.

## DEBIT.

Engineering .....	\$ 8,048.60
Supplies .....	7,606.40
Expense .....	12,729.85
Operating .....	53,635.39
Right of way .....	17,313.33
Construction .....	271,073.26
Bills receivable .....	2,802.75
C. B. & Q. R'y. ....	717.32
Interest .....	43,610.07
Equipment .....	58,323.93
Building .....	13,274.20
Repairs .....	33,474.28
Rent (track) .....	17,442.65
Fencing .....	717.26
Telegraph .....	918.23
Depot grounds .....	3,800.05
Surveys .....	3,193.95
Cash .....	4,178.78
<i>Total</i> .....	\$ 552,980.30

\* A large amount of rails, etc., on hand was omitted from last report, no "supply account" having been opened until present year. Over-charge claims for freight on iron were also realized, thus entitling us to a net credit for "rails" of \$4,439.37.

## CREDIT.

Stock .....	\$ 143,143.91
Mail service .....	4,178.26
Freight service .....	119,295.62
Passenger service .....	29,811.29
Express service .....	1,212.12
Express company (advanced) .....	500.00
First mortgage bonds .....	120,000.00
Second mortgage bonds .....	83,800.00
Washington township subscription .....	1,955.00
Washington township tax .....	28,078.10
Crawford township tax .....	15,687.00
Crawford township subscription .....	4,819.00
<i>Total</i> .....	\$ 552,980.30

## MILEAGE, TRAFFIC, ETC.

Train mileage .....	58,510	
<i>Total train mileage</i> .....	58,510	
Number of local passengers .....	22,166	
Number of through passengers .....	82	
<i>Total number of passengers</i> .....	\$ 22,248	
Local passenger mileage (local passengers carried one mile) .....	543,966	
Through passenger mileage (through passengers carried one mile) .....	4,264	
Number tons local freight carried in Iowa .....	35,796	
Number tons local freight carried east in Iowa .....	30,600	
Number tons local freight carried west in Iowa .....	5,190	
Number tons through freight carried in Iowa .....	4,249	
Number tons through freight carried east in Iowa .....	4,001	
Number tons through freight carried west in Iowa .....	248	
Total number tons freight carried .....	40,045	
Local freight mileage (tons local freight carried one mile) .....	1,154,717	
Through freight mileage (tons through freight carried one mile) .....	146,384	
Total freight mileage (tons, all freight carried one mile) .....	1,301,101	
Number of miles run by loaded freight cars .....	222,997	
Number of miles run by empty freight cars .....	133,256	
Average number of cars in mixed train .....	9	
Miles run by passenger, mail and baggage cars .....	119,912	
Miles run by freight cars .....	356,253	
Rate of speed of freight trains, including stops (miles) .....	13 $\frac{1}{4}$	
<b>TONNAGE OF ARTICLES TRANSPORTED.</b>		
Grain .....	TONS. 29,518	PER CENT. 73.71
Flour .....	82	.20
Provisions (beef, pork, lard, etc.) .....	212	.53
Animals .....	4,116	10.28
Other agricultural products .....	215	.54
Lumber and forest products .....	1,884	4.70
Coal .....	1,549	3.87
Railroad iron—iron and steel rails .....	24	.06
Manufactures—articles shipped from point of production .....	2,110	.53
Merchandise, and other articles not enumerated above .....	2,235	5.58
<i>Total tons carried</i> .....	40,045	100

## DESCRIPTION OF ROAD.

Length of main line of road from Burlington to Washington.	38.37
Aggregate length of sidings and other tracks not above enumerated	2.79
Weight of rails per yard, iron, main line 30 pounds.	
Weight of rails per yard, iron, third rail, 50 pounds.	
Gauge of track	36 in.
Total miles of road operated by this company in Iowa, main line	38.37
Total miles of road operated by this company in Iowa, third rail	14.13
Number of stations in Iowa on all roads operated by this company	12
Number of telegraph offices in same	7
Number of stations on all roads owned by this company	9

In addition to the track reported above this company has leased the right to run over 14.13 miles of the Burlington, Cedar Rapids & Northern Railway, by means of a third rail, laid down and owned by this company, between Burlington and Mediapolis. This company has also laid down and are using 48 miles of sidings on depot grounds belonging to above named corporation.

## EMPLOYEES.

Number of persons regularly employed on all roads operated by company, average	75
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## EQUIPMENT.

Number of locomotives	3
Number of passenger cars	2
Number of baggage, mail and express cars	1
Number of freight cars (basis of 8 wheels)	71
Number of other cars	13
Maximum weight of locomotives in working order, pounds	41,400
Average weight of locomotives in working order	33,800
Maximum weight of tenders full of fuel and water	23,000
Average weight of tenders full of fuel and water	19,000
Maximum weight of passenger cars	21,000
Average weight of passenger cars	18,000
Number of mail and baggage cars	1
Number of 8-wheel box freight cars	54
Number of 8-wheel flat cars	6
Number of 8-wheel platform cars	11
Caboose, hand, and others	13
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender	33 ft. 9 in.
Total length of heaviest engine and tender over all	42 ft. 4 in.
Number of mail, express, and passenger cars with Miller platform and buffer	3

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American carries ordinary merchandise and express matter for thirty-four cents per hundred pounds. On butter, eggs, and poultry, second class freight rates. They do a general express business. Freights taken at depot.

## U. S. MAIL.

The compensation paid us by the United States government for the transportation of its mails, is \$1,603.98.

## LOCAL AID IN BUILDING ROAD.

Stock subscription, Crawford township, Washington county, Iowa	\$ 4,819.00
Tax aid, in Crawford township, Washington county, Iowa	15,687.00
Realized to date from subscription, Washington township, Washington county, Iowa	1,055.00
Tax aid in Washington township, Washington county	28,578.10

## COST OF ROAD AND EQUIPMENT.

Total expended for construction	\$ 323,863.50
Average cost of construction per mile of road (not including sidings), miles	8,440.54

NOTE—The third rail on B., C. R. & N. Railway costs us about \$1,500 per mile, for 14.13 miles. For this distance we have no other construction charges, and cannot figure proportionate total costs of construction for the whole line per mile.

## COST OF EQUIPMENT.

Locomotives	\$ 18,564.59
Passenger, mail, and baggage cars	9,555.63
Freight and other cars	26,621.03
Machinery, tools, and sundries	3,582.98

Total for equipment \$ 58,323.93

Average cost of equipment per mile of road operated by company in the state (38.37)	1,520.04
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## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment	\$ 382,187.43
Average cost of same per mile	9,960.58

## RATES OF FARE, Etc.

Average rate of fare per mile for passengers on roads operated by this company, cents	2.22
Average rate of fare per mile received from passengers to and from other roads	3.65
Average rate of fare per mile received from all passengers	2.27
Average rate of local freight per ton per mile on roads operated by this company	3.98
Average rate of freight per ton per mile received from freight to and from other roads	6.49
Average rate per ton per mile received for all freight carried	4.26

## CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 3,000,000.00
Total amount paid in as per books of the company	143,143.91

NOTE—In addition to this, \$30,133.10 has been realized from tax aid and subscription in Washington township, Washington county, and more is due; \$29,596 has also been realized from Crawford township, Washington county, for tax aid and subscriptions. So small an amount has been presented for stock certificates that these have not yet passed into stock account.

Number of stockholders in Iowa, nearly all.

## DEBT.

Funded debt, as follows:

First mortgage bonds due August 1, 1889, rate of interest, 7 per cent, semi-annually.....	\$	120,000.00
Interest paid on same during year .....	\$8,400.00	
Second mortgage bonds due August 2, 1886, rate of interest, 8 per cent, semi-annually .....		100,000.00
Interest paid on same during year .....	\$6,704.00	
Only \$83,800 of second mortgage bonds have been issued, and interest has been paid only on these.		
Total amount of funded debt .....		220,000.00
<i>Total amount of debt liabilities.....</i>	<i>\$</i>	<i>220,000.00</i>

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

*President*—J. W. Barhydt, Burlington, Iowa.  
*Vice-President*—Charles Mason, Burlington, Iowa.  
*Secretary and Treasurer*—R. M. Green, Burlington, Iowa.  
*General Superintendent*—Jno. T. Gerry, Burlington, Iowa.  
*Chief Engineer*—Jno. T. Gerry, Burlington, Iowa.  
*Superintendent of Telegraph*—C. S. Rice.  
*Auditor*—P. M. Green, Burlington, Iowa.  
*Attorney, general and local*—Horace A. Kelley.

## NAMES OF DIRECTORS, WITH RESIDENCE.

J. W. Barhydt, Burlington, Iowa.  
 Chas. Mason, Burlington, Iowa.  
 Thos. Hedge, Burlington, Iowa.  
 E. D. Rand, Burlington, Iowa.  
 Lyman Cook, Burlington, Iowa.  
 W. W. Baldwin, Burlington, Iowa.  
 David Leonard, Burlington, Iowa.  
 Rich C. Spencer, Burlington, Iowa.  
 R. Donahue, Burlington, Iowa.  
 Geo. Millard, Burlington, Iowa.  
 Geo. C. Lauman, Burlington, Iowa.  
 Jno. S. Cameron, Burlington, Iowa.  
 C. S. Squires, Burlington, Iowa.  
 A. W. Chilcote, Washington, Iowa.  
 Norman Everson, Washington, Iowa.

General offices at Burlington, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in June.  
 Fiscal year of the company, May 31, and June 1.

STATE OF IOWA, }  
 COUNTY OF DES MOINES. }

I, T. W. Barhydt, President of the Burlington & Northwestern Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of my knowledge and belief.

(Signed) T. W. BARHYDT,  
*President.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 15th day of September, A. D. 1881.

P. M. GREEN,  
*Notary Public.*

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## DES MOINES NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$	45,466.17
Total expense (including taxes).....		28,599.42
Net income.....	\$	16,866.75
Balance for the year, surplus.....	\$	16,866.75
Balance June 30, 1881, surplus.....		16,866.75

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	2,763.08
From through passengers.....		6,784.64
From express and extra baggage.....		481.03
From mails.....		1,858.14
From other sources, passenger department, mileage tickets....		7.50
<i>Total earnings from passenger department.....</i>	<i>\$</i>	<i>11,894.39</i>
From local freight.....	\$	13,834.88
From through freight.....		19,136.90
<i>Total earnings from freight department.....</i>	<i>\$</i>	<i>33,571.79</i>
<i>Total transportation earnings.....</i>	<i>\$</i>	<i>45,466.17</i>
Income from all sources, specifying same:		
Freight, passenger, mail, and express.....		45,466.17
<i>Total income from all sources.....</i>	<i>\$</i>	<i>45,466.17</i>
Proportion for Iowa.....	\$	45,466.17
Earnings per mile of road operated, 28.50 miles.....		1,594.60
Receipts from passenger trains per train mile run (26,196 miles) cents.....		45.50
Receipts from freight trains per train mile run.....		1.29

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	2,456.15
Legal expenses.....		19.50
Stationery and printing.....		203.25
Outside agencies and advertising.....		114.83
Contingencies, mail and miscellaneous.....		1,731.65
Repairs of bridges (including culverts and cattle-guards)....		908.03
Repairs of buildings.....		179.26
New buildings, charged to expenses.....		46.26
Repairs of fences, road-crossings, and signs.....		2.30
Repairs of road-bed and track.....		9,050.32
Repairs of locomotives.....		878.55
New locomotives, charged to expenses.....		23.58
Fuel for locomotives.....		2,131.88
Water supply.....		11.02
Oil and waste.....		419.57
Locomotive service, salaries and wages.....		2,733.14
Passenger train service, salaries and wages (mixed).....		1,954.89
Repairs of freight cars.....		878.55
Telegraph expenses.....		369.60
Loss and damage, freight and baggage.....		137.24
Agents and station service, salaries and wages.....		3,921.02
Station supplies.....		128.34

<i>Total operating expenses.....</i>	<i>\$</i>	<i>27,999.42</i>
Taxes in Iowa.....		600.00
<i>Total operating expenses and taxes.....</i>	<i>\$</i>	<i>28,599.42</i>
Maintenance of way.....		10,186.57
Motive power and cars.....		1,780.68
Conducting transportation.....		11,506.79
General expenses.....		5,125.38
<i>Total.....</i>	<i>\$</i>	<i>28,599.42</i>

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	28,599.42
Proportion for Iowa.....	\$	28,599.42
Per mile of road operated.....		1,003.48
Per train mile for passenger, freight and mixed trains, miles, 26,196, cents and mills.....		1.09.20
Expense of running and management of mixed trains per train mile.....		1,654.89
Percentage of expenses to earnings.....		62
Net earnings per train mile, 26,196 miles, cents.....		64.38

## GENERAL RECAPITULATION.

Total earnings.....	\$	45,466.17
Total receipts during the year.....	\$	45,466.17
Total operating expenses.....		28,599.42
<i>Net earnings—earnings above operating expenses.....</i>	<i>\$</i>	<i>16,866.75</i>
Total receipts above operating expenses.....	\$	16,866.75
Percentage of net earnings to stock and debt.....		3.97
Percentage of net earnings to cost of road and equipment....		3.59

PROPERTY ACCOUNTS: CHARGES AND CREDITS BY WHICH  
THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING  
THE YEAR.

Total for construction.....	\$	4,199.30
Locomotives .....		2
Passenger, mail, and baggage cars.....		2
Freight and other cars .....		51
Net addition to property account for the year.....	\$	4,199.33

## SURPLUS.

Surplus at the commencement of year .....	\$	16,866.75
Surplus at the close of year .....		16,866.75

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$	407,613.72
Equipment account.....		34,829.83
Due from agents and companies.....		41.29
Total assets.....	\$	442,484.84

## LIABILITIES.

Capital stock .....	\$	242,400.00
Funded debt .....		150,000.00
Unfunded debt.....		32,468.35
Profit and loss balance (if surplus).....		17,616.49
Total liabilities.....	\$	442,484.84

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage, mixed .....	26,196
Total train mileage .....	26,196
Number of through passengers .....	19,387
Through passenger mileage (through passengers carried one mile) .....	228,222
Number tons of local freight carried in Iowa .....	22,484
Number tons of local freight carried east in Iowa.....	13,107
Number tons of local freight carried west in Iowa.....	9,377
Total number tons freight carried .....	22,484
Freight mileage (tons carried one mile).....	444,330
Average number of cars in passenger trains .....	1
Number of miles run by loaded and empty freight cars, east.....	13,098
Number of miles run by loaded and empty freight cars, west.....	13,098
Average number of cars in freight train.....	8
Average number of persons employed.....	5
Miles run by passenger, mail and baggage cars (north or east).....	13,098
Miles run by passenger, mail and baggage cars (south or west).....	13,098
Rates of speed of passenger and express trains, including stops, miles per hour.....	12
Rate of speed of freight trains, including stops.....	12

## TONNAGE OF ARTICLES TRANSPORTED.

	TONNE.	PER CENT.
Grain.....	9,327	41.48
Flour .....	140	.66
Provisions (beef, pork, lard, etc.) .....	29	.14
Animals.....	2,389	10.64
Lumber and forest products .....	4,203	18.60
Coal.....	1,369	6.09
Salt.....	224	.97
Stone and brick.....	144	.65
Manufactures—articles shipped from point of production.....	120	.53
Merchandise, and other articles not enumerated above .....	4,530	20.18
Total tons carried .....	22,484	100

## DESCRIPTION OF ROAD.

Length of main line of road, miles.....	28.50
Length of main line of road in Iowa.....	28.50
Same in Iowa.....	28.50
Total length of road belonging to this company.....	1.50
Aggregate length of sidings and other tracks not above enumerated.....	1.59
Same in Iowa.....	30.09
Aggregate length of track, computed as single track .....	30.09
Same in Iowa.....	30.09
Total length of iron rails in tracks .....	3 feet
Weights per yard, iron, 39 pounds.....	28.50
Gauge of track, narrow .....	28.50
Total miles of road operated by this company.....	7
Total miles of road operated by this company, in Iowa.....	5
Number of stations in Iowa on all roads operated by this company .....	7
Number of telegraph offices in same.....	7
Number of stations on all roads owned by this company .....	7
Same in Iowa.....	

## EMPLOYES.

Number of persons regularly employed on all roads operated by company .....	88
Same in Iowa.....	88

## EQUIPMENT.

Maximum weight of locomotives in working order (tons) .....	20
Average weight of locomotives in working order (tons) .....	17

## ADDITIONAL QUESTIONS.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mails is \$1,243.20.

## LOCAL AID IN BUILDING ROAD.

All aid is represented in capital stock, such stock having been subscribed for by citizens along line and paid for.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$	407,613.72
Average cost of construction per mile of road (not including sidings), 28.50 miles.....		14,302.24
Proportion of cost of construction for Iowa.....		14,302.24

## COST OF EQUIPMENT.

Locomotives.....		13,858.99
Passenger, mail, and baggage cars.....		4,989.94
Freight and other cars.....		15,980.90

Total for equipment.....\$ 34,829.83

Average cost of equipment per mile of road operated by company in the State.....		11,222.09
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## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	442,443.55
Average cost of same per mile.....	15,524.34
Proportion of same for Iowa.....	15,524.34

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents.....	4
Average rate of fare per mile received from passengers to and from other roads.....	4
Average rate of fare per mile received from all passengers..	4
Average rate of local freight per ton per mile on roads operated by this company.....	18
Average rate of freight per ton per mile received from freight to and from other roads.....	8
Average rate per ton per mile received for all freight carried.	13

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$	2,000,000.00
Capital stock issued, number of shares 2,424;		
amount paid in.....	\$	242,400.00
Total amount paid in as per books of the company....	\$	242,400.00
Total number of stockholders.....		30
Number of stockholders in Iowa. All.....		
Amount of stock held in Iowa. All.....		

## DEBT.

Funded debt, as follows:

First mortgage bonds due July 1, 1899; rate of interest, 7 per cent.....	\$	135,000.00
Second mortgage bonds due July 1, 1879; rate of interest, 7 per cent.....		15,000.00
Unfunded indebtedness.....		32,468.35
Total amount of funded debt.....		150,000.00
Amount of unfunded debt.....		32,468.35

Total amount of debt liabilities.....\$ 182,468.35

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

President—J. S. Polk, Des Moines, Iowa.  
 Vice-President—J. S. Clarkson, Des Moines, Iowa.  
 Secretary—John S. Runnells, Des Moines, Iowa.  
 Treasurer—F. M. Hubbell, Des Moines, Iowa.  
 Superintendent—C. W. Gilmore, Des Moines, Iowa.  
 General Passenger and General Freight Agent—Geo. W. Ogilvie, Des Moines, Iowa.  
 Attorney, general and local—T. R. North, Adel, Iowa.

General office at Des Moines, Iowa.

Date of annual meeting of stockholders, first Monday each November.  
 Fiscal year of the company, January 1st, each year.

STATE OF IOWA, }  
 COUNTY OF POLK. }

I, C. N. Gilmore, Superintendent of the Des Moines Northwestern Railway Company, being duly sworn, depose and say that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of my knowledge and belief.

(Signed)

C. N. GILMORE.

Subscribed and sworn to before me, this 17th day of September, A. D. 1881.

C. HUTTENLOCHER,

Notary Public, Polk county, Iowa.

[L. s.]

Received and filed in the office of the Commissioners of Railroads, this 22d day of September, 1881.

E. G. MORGAN,

Secretary of Board of Railroad Commissioners.



REPORT

OF THE

FORT MADISON & NORTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	11,358.47
Total expense (including taxes) .....		<u>7,851.74</u>
Net income.....	\$	3,506.63

ANALYSIS OF EARNINGS.

From local passengers.....	\$	4,445.60
From mails.....		<u>246.77</u>
Total earnings from passenger department.....	\$	4,692.37
From local freight.....	\$	6,488.04
Total earnings from freight department.....	\$	<u>6,488.04</u>
Total transportation earnings.....	\$	<u>11,358.47</u>
Total income from all sources.....	\$	<u>11,358.47</u>

Proportion for Iowa. All.		
Earnings per mile of road operated.....	\$	946.53
Receipts from passenger trains per train mile run.....		405.87
Receipts from freight trains per train mile run.....		<u>540.67</u>

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	2,500.00
Stationery and printing.....		180.96
Repairs of road-bed and track.....		1,852.35
Repairs of locomotives.....		525.67
Fuel for locomotives.....		390.69
Oil and waste.....		60.05
Locomotive service, salaries and wages.....		1,442.02
Mixed train service, salaries and wages.....		600.00
Agents and station service, salaries and wages.....		300.00

Total operating expenses.....\$ 7,851.74

Total operating expenses, and taxes.....\$ 7,851.74

Maintenance of way.....	\$	1,852.35
Motive power and cars.....		525.67
Conducting transportation.....		2,792.76
General expenses.....		<u>2,680.96</u>

Total.....\$ 7,851.74

RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	7,851.74
Proportion for Iowa. All.		
Per mile of road operated.....	\$654.31	
Per train mile for mixed trains.....	608.57	
Percentage of expenses to earnings.....		69
Net earnings per train mile (12 miles).....		292.22

GENERAL RECAPITULATION.

Total earnings.....	\$	11,358.47
Total receipts during the year.....		11,358.47
Total operating expenses.....		7,851.74
Net earnings—earnings above operating expenses.....		3,506.63
Total receipts above operating expenses.....		3,506.63

DESCRIPTION OF ROAD.

Length of main line of road from Fort Madison to West Point, miles.....	12
Total length of road belonging to this company.....	12
Aggregate length of sidings and other tracks not above enumerated, about.....	.75
Aggregate length of track, computed as single track.....	12.75
Total length of iron in tracks.....	12.75
Weights per yard, iron, 30 pounds.	
Gauge of track.....	3 feet.
Total miles of road operated by this company.....	12
Total miles of road operated by this company in Iowa.....	12
Number of stations in Iowa on all roads operated by this company.....	3
Number of stations on all roads owned by this company.....	3
Same in Iowa.....	3

EMPLOYEES.

Number of persons regularly employed on all roads operated by company.....	11
Same in Iowa.....	11

## EQUIPMENT.

Number of locomotives .....	1
Number of combination cars .....	1
Number of freight cars (basis of 8 wheels) .....	15
Number of other cars .....	5
Number of miles of road operated by your company not furnished with telegraph facilities (specifying location of same) miles .....	12
From Fort Madison to West Point.	

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

The American Express Company runs on this road; rates one and one-half first-class; does a general business and handles its freights itself.

## U. S. MAIL.

The government has fixed upon no price as yet, but has it under advisement.

## LOCAL AID IN BUILDING ROAD.

The present company has not received any local aid up to date of this report, but is working up local aid in several townships, the amounts of which will come in next year's report.

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents .....	4
Average rate of fare per mile received from passengers to and from other roads .....	2
Average rate of fare per mile for special ticket passengers...	3

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

*President*—John C. Atlee, Fort Madison, Iowa.  
*Vice-President*—Henry Ketchum, New London, Wisconsin.  
*Secretary*—Frank D. Harvey, Fort Madison, Iowa.  
*Treasurer*—S. B. Kenrick, Fort Madison, Iowa.  
*General Superintendent*—S. B. Kenrick, Fort Madison, Iowa.  
*Chief Engineer*—Chas. A. Gilchrist, Fort Madison, Iowa.  
*General Passenger and Freight Agent*—S. B. Kenrick, Fort Madison, Iowa.  
*Attorneys, general and local*—Van Valkenberg & Hamilton, Fort Madison, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

John C. Atlee, Fort Madison, Iowa.  
 Henry Ketchum, New London, Wisconsin.  
 D. M. Kelly, Green Bay, Wisconsin.  
 S. B. Kenrick, Fort Madison, Iowa.  
 F. D. Harvey, Fort Madison, Iowa.  
 T. P. Bingham, Green Bay, Wisconsin.  
 Chas. Doer, Fort Madison, Iowa.  
 George Slopp, Fort Madison, Iowa.

General offices at Fort Madison, Lee County, Iowa.  
 Date of annual meeting of stockholders, July 13th.  
 Fiscal year of the company, begins July 1st; ends June 30th.

STATE OF IOWA, }  
 COUNTY OF LEE. }

Stephen B. Kenrick, Superintendent of the Fort Madison & Northwestern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be as true, full, and correct a statement of the condition and affairs of said company as can be obtained from the data at his command, on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

[L. S. OF R. R.]

STEPHEN B. KENRICK, *Superintendent.*

Subscribed and sworn to before me, this 1st day of August, A. D. 1881.

J. D. M. HAMILTON.

*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 4th day of August, 1881.

E. G. MORGAN,

*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## IOWA EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

## GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$ 7,063.75
Total expenses (including taxes) for 1879, 1880, 1881 .....	12,537.24
Deficit .....	5,475.49
Add expenditures not included in this report .....	4,263.90
Balance for the year (deficit) .....	9,739.39
Balance at commencement of year (deficit) .....	\$ 7,063.75
Balance June 30, 1881 (deficit) .....	16,252.74

## ANALYSIS OF EARNINGS.

From local passengers .....	\$ 187.15
From express and extra baggage .....	102.73
From mails .....	443.05
<i>Total earnings from passenger department</i> .....	\$ 732.93
From local freight .....	\$ 6,330.82
<i>Total earnings from freight department</i> .....	\$ 6,330.82
<i>Total transportation earnings</i> .....	\$ 7,063.75
<i>Total income from all sources</i> .....	\$ 7,063.75
Proportion for Iowa .....	\$ 7,063.75
Earnings per mile of road operated .....	441.48

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks .....	\$ 1,683.33
Legal expenses .....	20.00
Stationery and printing .....	63.81
Contingencies and miscellaneous .....	883.05
Repairs of bridges (including culverts and cattle-guards) .....	469.82
Repairs of buildings .....	3.30
Renewal of ties .....	936.33
Number laid, 6,090.	
Repairs of road-bed and track .....	1,366.39
Repairs of locomotives .....	3,011.59
Fuel for locomotives .....	537.80
Water supply .....	4.30
Oil and waste .....	161.44
Locomotive service, salaries and wages .....	597.50
Repairs of passenger cars .....	200.01
Passenger train service, salaries, and wages (includes freight) .....	287.07
Repairs of freight cars .....	212.05
Loss and damage, property and cattle .....	36.00
Agents and station service, salaries and wages .....	580.00
<i>Total operating expenses</i> .....	\$ 11,053.79
Taxes in Iowa, includes 1879, 1880, and 1881 .....	\$ 1,485.45
<i>Total operating expenses and taxes</i> .....	\$ 12,539.24
Maintenance of way .....	\$ 2,775.84
Motive power and cars .....	3,423.65
Conducting transportation .....	2,294.11
General expenses .....	4,135.64
<i>Total</i> .....	\$ 12,539.24

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road .....	\$ 12,539.24
Proportion for Iowa .....	\$ 12,539.24
Per mile of road operated .....	783.70
Percentage of expenses to earnings .....	177.51

## GENERAL RECAPITULATION.

Total earnings .....	\$ 7,063.75
Total receipts during the year .....	\$ 7,063.75
Total operating expenses .....	12,539.24
Deficit .....	\$ 5,475.49

## MILEAGE TRAFFIC, ETC.

Number tons of local freight carried in Iowa .....	3,855
Number tons of local freight carried east in Iowa .....	2,875
Number tons of local freight carried west in Iowa .....	980

## TONNAGE OF ARTICLES TRANSPORTED.

	TONS.	PER CENT.
Grain .....	1,308	33.9
Flour .....	37	.9
Animals .....	1,343	34.9
Other agricultural products .....	187	4.9
Lumber and forest products .....	48	1.3
Coal .....	38	1.3
Salt .....	72	2.0
Manufactures—articles shipped from point of production .....	34	.8
Merchandise, and other articles not enumerated above .....	778	20.0
<i>Total tons carried</i> .....	3,855	100

## DESCRIPTION OF ROAD.

Length of main line of road, miles .....	16
Total length of road belonging to this company .....	16
Aggregate length of sidings and other tracks not above enumerated .....	.25
Aggregate length of track, computed as single track .....	16.25
Weight per yard, iron, 35 and 30 pounds.	
Gauge of track .....	3 feet.
Total miles of road operated by this company .....	16
Total miles of road operated by this company in Iowa .....	16
Number of stations in Iowa on all roads operated by this company .....	7
Number of stations on all roads owned by this company .....	6
Same in Iowa .....	6

## EMPLOYES.

Number of persons regularly employed on all roads operated by company .....	10
Same in Iowa .....	10

## EQUIPMENT.

Number of locomotives .....	1
Number of passenger cars .....	1
Number of baggage, mail, and express cars .....	2
Number of freight cars (basis of 8 wheels) .....	15
Number of other cars .....	14
Maximum weight of locomotives in working order, tons .....	14
Number of mail and baggage cars .....	2
Number of 8-wheel box freight cars .....	15
Number of 8-wheel platform cars .....	1
Number of passenger cars with Miller platform and buffer ...	1

## ADDITIONAL QUESTIONS.

## U. S. MAIL.

The compensation paid us by the U. S. government for the transportation of its mail is \$45 per mile.

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

Number of wooden bridges .....	41
Number of culverts and viaducts .....	51

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents .....	4
Average rate of fare per mile received from all passengers, cents .....	4
Average rate of local freight per ton per mile on roads operated by this company .....	10.2
Average rate per ton per mile received for all freight carried .....	10.2

STATE OF IOWA, }  
COUNTY OF ALLAMAKEE. }

Before me, H. A. Stowe, a notary public, came E. H. Williams, President of the Iowa Eastern Railroad Company, who being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the 30th day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)

E. H. WILLIAMS.

Subscribed and sworn to before me, this 10th day of September, A. D. 1881.

[L. S.]

H. A. STOWE,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 12th day of September, 1881.

E. G. MORGAN,  
Secretary of Board of Railroad Commissioners.

REPORT

OF THE

CEDAR RAPIDS & MARION RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1881.

GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	10,078.91
Total expense (including taxes).....		8,063.18
Net income.....	\$	2,015.73
Interest paid during year.....		43.08

ANALYSIS OF EARNINGS.

From local passengers.....	\$	10,078.91
<i>Total earnings from passenger department.....</i>		<u>10,078.91</u>
Earnings per mile of road operated.....	\$	2,015.73
<i>Total income from all sources.....</i>		<u>10,078.91</u>

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	859.47
Legal expenses.....		680.00
Stationery and printing.....		36.65
Contingencies and miscellaneous.....		349.27
Repairs of bridges (including culverts and cattle-guards).....		231.63
Repairs of road-bed and track.....		2,172.07
Fuel for locomotives.....		746.66
Water-supply.....		40.00
Oil and waste.....		96.00
Car and motor service.....		1,503.86
Cars and motors.....		1,304.01
Repairs of tools.....		13.00
Loss and damage, property and cattle, including losses by fire.....		24.20
Taxes in Iowa on company property paid, lot in Marion.....		6.36
<i>Total operating expenses and taxes.....</i>	\$	<u>8,063.18</u>
Maintenance of way.....	\$	2,403.70
Maintenance of motive power and cars.....		1,317.01
Conducting transportation.....		2,410.72
General expenses.....		1,931.75
Total.....	\$	8,063.18

RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	8,063.18
Proportion for Iowa.....	\$	8,063.18
Per mile of road operated 1,612.64.		

GENERAL RECAPITULATION.

Total earnings.....	\$	10,078.91
Receipts during the year.....	\$	10,078.91
Net earnings—earnings above expenses.....		2,022.00
Total receipts above operating expenses.....		2,022.00

BALANCE SHEET.

ASSETS.

Construction account, amount unknown, many more accounts to come in.....	\$	26,945.46
Equipment account and buildings.....		6,957.81
Other permanent investments ( <i>as follows</i> ):		
Marion lot.....	\$	500
Other assets ( <i>as follows</i> ):		
Materials and supplies.....		172.01

LIABILITIES.

Capital stock (paid in 65 per cent 30,000).....	\$	18,000.00
Notes payable.....	\$	3,860
Vouchers and accounts.....		5,500
		<u>9,360.00</u>
<i>Total liabilities.....</i>	\$	<u>27,360.00</u>

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road ( <i>specifying same</i> ).....	\$	8,400.00
Other liabilities ( <i>specifying same</i> ):		
I cannot say the amount now, but there are accounts not rendered this office which this company owes.		

DESCRIPTION OF ROAD.

Length of main line of road from Cedar Rapids to Marion, Iowa, miles.....	5
Length of line with track laid, if road is not completed.....	5
Total length of road belonging to this company.....	5
Aggregate length of track, computed as single track.....	5 miles 400 ft.
Total length of iron rails in tracks, full length.	
Weights per yard, iron, part 16 and part 22 pounds.	
Gauge of track.....	4 ft. 8½ in.
Number of stations on all roads operated by this company...	2

EMPLOYEES.

Number of persons regularly employed on all roads operated by this company about.....	15
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## EQUIPMENT.

	OWNED.	TOTAL.
Number of locomotives.....	2	2
Number of passenger cars.....	4	4
Maximum weight of motors in working order (tons).....	6	and 8
Number of motors equipped with train brake.....		2
Kind of brake, steam.....		
Number of cars equipped with train-brake.....		4
Kind of brake, common wheel.....		

## ADDITIONAL QUESTIONS.

## LOCAL AID IN BUILDING ROAD.

About \$300 on subscription. Labor.

## COST OF ROAD AND EQUIPMENT.

<i>Total expended for construction.....</i>	\$ 20,945.46
(More accounts to come in—unpaid.)	
Average cost of construction per mile of road (not including sidings) 5 miles.....	5,389.09
COST OF EQUIPMENT.	
Motors, 2.....	\$ 3,800.00
Passenger, mail, and baggage cars (including necessary repairs to make them useful).....	2,500.00
Other items, buildings, etc.....	657.81
<i>Total for equipment.....</i>	\$ 6,957.81
Average cost of equipment per mile of road operated by com- pany in the State.....	1,391.56

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	33,903.27
Average cost of same per mile.....	6,780.66

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents.....	3
Average rate of fare per mile for special ticket passengers, cents.....	1½
Average rate of fare per mile received from all passengers, cents.....	2½

## CAPITAL STOCK.

Capital stock authorized by articles of association.....	\$ 60,000.00
Capital stock authorized by vote of company.....	30,000.00
Capital stock issued, number of shares, 600 (60 per cent); amount paid in.....	\$ 18,000.00
<i>Total amount paid in as per books of the company ..</i>	18,000.00
Total number of stockholders.....	9
Number of stockholders in Iowa.....	9
Amount of stock held in Iowa (shares).....	.600

## DEBT.

Funded debt, as follows:

Twenty-eight bonds due, rate of interest 8 per cent.

## ACCIDENTS TO PERSONS IN IOWA.

STATEMENT FOR THE YEAR ENDING JUNE 30, 1881, OF ALL ACCIDENTS RESULTING IN INJURIES TO PERSONS, GIVING EXTENT AND CAUSE THEREOF.

Dennis Colbert, employe of company, was run over at Marion, Iowa, about July 20, 1881. He stepped in front of motor while same was in motion, intending to get on, missed his step, and was thrown under, and died from injuries about ten days after accident. Colbert stated before his death he was to blame for the accident and not the company.

## RECAPITULATION OF ACCIDENTS.

Total killed..... 1

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

*President*—Wm. Greene, Cedar Rapids, Iowa.  
*Vice-President*—Mrs. L. M. Latham, Cedar Rapids, Iowa.  
*Secretary*—N. B. Consigny, Cedar Rapids, Iowa.  
*Treasurer*—C. G. Greene, Cedar Rapids, Iowa.  
*Superintendent*—J. P. Messer, Cedar Rapids, Iowa.

## NAMES OF DIRECTORS, WITH RESIDENCE.

Mrs. L. M. Latham, Marion, Iowa.  
Wm. Greene, Cedar Rapids, Iowa.  
J. L. Crawford, Marion, Iowa.  
S. C. Bever, Cedar Rapids, Iowa.  
C. G. Greene, Cedar Rapids, Iowa.

General offices at Cedar Rapids, Iowa.

Date of annual meeting of stockholders, first Thursday in May each year.

STATE OF IOWA, }  
COUNTY OF LINN. }

J. P. Messer, Superintendent of the Cedar Rapids & Marion Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief, as nearly as could be figured from the records of the company.

(Signed)

J. P. MESSER,  
*Superintendent.*

Subscribed and sworn to before me, this 1st day of October, A. D. 1881.

N. B. CONSIGNY,

[L. S.]

*Notary Public in and for Linn County, Iowa.*

Received and filed in the office of the Commissioner of Railroads, this fifth day of October, 1881.

E. G. MORGAN,  
*Secretary of Board of Railroad Commissioners.*

## REPORT

OF THE

## MINNEAPOLIS &amp; ST. LOUIS RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1881.

This report received too late to be entered in the tables or considered in the report of the Commissioners.

## GENERAL EXHIBIT FOR THE YEAR.

Total income.....	\$	987,132.39
Total expense (including taxes).....		850,341.79
Net income.....	\$	136,790.60
Interest accrued during year.....		273,088.54
Interest paid during year.....		273,088.54
Interest on funded debt.....		218,470.00
Interest paid on funded debt.....		218,470.00
Interest on other debt.....		54,618.54
Interest paid on other debt.....		54,618.54
Balance for the year, deficit.....		146,297.94
Balance June 30, 1881, deficit.....		146,297.94

## ANALYSIS OF EARNINGS.

From local passengers.....	\$	103,983.74
From through passengers.....		50,958.58
From express and extra baggage.....		7,636.71
From mails.....		8,902.81
<i>Total earnings from passenger department</i> .....	\$	171,481.87
From local freight.....	\$	653,455.45
From through freight.....		155,495.40
From other sources, freight department.....		6,099.67
<i>Total earnings from freight department</i> .....	\$	815,050.52
<i>Total transportation earnings</i> .....	\$	987,132.39
<i>Total income from all sources</i> .....	\$	987,132.39

Proportion for Iowa.....	\$	113,132.51
Earnings per mile of road operated, 395.4 miles.....		2,496.54
Receipts from passenger trains per train mile run (167,505 miles).....		1.02
Receipts from freight trains per train mile run (750,193 miles).....		1.08

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks.....	\$	27,846.83
Legal expenses.....		4,597.04
Insurance.....		2,476.28
Outside agencies and advertising.....		9,418.42
Contingencies and miscellaneous.....		6,608.61
Repairs of bridges (including culverts and cattle-guards) New bridges (including culverts and cattle-guards) charged to expenses.....		12,375.01
Repairs of buildings.....		19,911.02
New buildings, charged to expenses.....		9,875.00
Repairs of fences, road-crossings and signs.....		15,179.91
Renewal of rails.....		277.72
Repairs of road-bed and track.....		30,964.47
Repairs of locomotives.....		154,928.00
Fuel for locomotives.....		48,559.55
Oil and waste.....		112,116.26
Locomotive service, salaries and wages.....		9,233.26
Repairs of passenger and freight cars.....		52,904.65
Passenger and freight train service, salaries and wages.....		69,193.14
Passenger train rents.....		50,123.71
Ballasting.....		4,746.18
Repairs of tools and machinery.....		11,913.42
Snow service.....		2,763.85
Filling bridges.....		29,100.82
Mileage freight cars, debit balances.....		787.53
New side track.....		7,823.49
Loss and damage, freight and baggage.....		5,910.30
Loss and damage, property and cattle, including losses by fire.....		6,791.59
Personal injuries.....		2,675.99
Agents and station service, salaries and wages.....		2,002.31
Station supplies.....		87,795.14
		26,831.35
<i>Total operating expenses</i> .....	\$	829,176.86

Taxes in Iowa.....		3,020.05
Taxes in other States.....		18,144.88
<i>Total operating expenses and taxes</i> .....	\$	850,341.79

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road.....	\$	850,341.79
Proportion for Iowa, on basis of 11.49 per cent of earnings.....	\$	97,704.27
Per mile of road operated (3.95 miles).....		2,150.63
Per train mile for passenger, freight and mixed trains.....		9.26
Percentage of expenses to earnings.....		86.50
Net earnings per train mile, 917,698 miles.....		1.49

## GENERAL RECAPITULATION.

Total earnings.....	\$987,132.39
Total receipts during the year.....	\$ 987,132.39
Total operating expenses.....	850,341.79
Net earnings—earnings above operating expenses.....	\$ 136,790.60
Total receipts above operating expenses.....	\$ 136,790.60
Percentage of net earnings to stock and debt....	.025
Percentage of net earnings to cost of road and equipment.....	.0203

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

Grading and masonry.....	\$ 155,831.32
Bridging.....	42,173.06
Superstructure, including rails.....	399,675.03
Land, land damages, and fences.....	60,503.35
Passenger and freight stations, coal sheds and water stations.....	25,757.42
Machine shops, including machinery and tools.....	18,337.99
Engineering, agencies, salaries, and other expenses during construction.....	19,582.34
<i>Total for construction.....</i>	<i>\$ 721,858.51</i>
Locomotives.....	\$ 174,432.58
Passenger, mail and baggage cars.....	649,191.06
<i>Total for equipment.....</i>	<i>\$ 823,623.64</i>
<i>Total expenditures charged to property accounts.....</i>	<i>\$ 1,545,482.45</i>
<i>Net addition to property account for the year.....</i>	<i>\$ 1,545,482.45</i>

## BALANCE SHEET.

## ASSETS.

Construction account.....	\$ 5,898,630.36
Equipment account.....	828,117.12
Other permanent investments (as follows):	
Lands in Minneapolis.....	90,684.63
Cash items (as follows):	
Cash.....	\$ 230,294.14
Due from agents and companies.....	42,753.62
	273,047.76
Other assets (as follows):	
Materials and supplies.....	12,767.12
Profit and loss balance (if deficit).....	8,637.56
<i>Total assets.....</i>	<i>\$ 7,111,884.55</i>

## LIABILITIES.

Capital stock.....	\$ 2,000,000.00
Funded debt.....	3,309,725.00
Unfunded debt (as follows):	
Notes payable.....	\$ 1,341,546.14
Vouchers and accounts.....	460,613.41
Profit and loss balance (if surplus).....	1,802,159.55
<i>Total liabilities.....</i>	<i>\$ 7,111,884.55</i>

## MILEAGE, TRAFFIC, ETC.

Passenger train mileage.....	167,505
Freight train mileage.....	750,193
<i>Total train mileage.....</i>	<i>\$ 917,698</i>
Number of special ticket passengers.....	2,143
Number of local passengers.....	107,528
Number through passengers.....	35,803
<i>Total number of passengers.....</i>	<i>145,474</i>
Passenger mileage (passengers carried one mile).....	5,078,320
Number tons of local freight carried in Iowa.....	47,050
Number tons of through freight carried in Iowa.....	98,521
Total number tons freight carried.....	528,775
Local freight mileage (tons local freight carried one mile).....	26,563,329
Through freight mileage (tons through freight carried one mile).....	10,506,446
Average number of cars in passenger-trains.....	3
Average weight of freight trains (exclusive of freight) pounds.....	374,000
Average number of cars in freight train.....	18
Miles run by passenger, mail and baggage cars.....	167,505
Miles run by freight cars.....	750,193
Rate of speed of passenger and express trains, including stops, (miles).....	25
Rate of speed of freight trains, including stops, miles.....	15

## TONNAGE OF ARTICLES TRANSPORTED.

Grain.....	81,663
Flour.....	99,120
Provisions (beef, pork, lard, etc.).....	41,054
Animals.....	7,290
Lumber and forest products.....	148,520
Coal.....	51,946
Plaster.....	2,515
Salt.....	4,369
Railroad iron—iron and steel rails.....	14,123
Other iron and castings.....	7,575
Oil.....	116
Stone and brick.....	10,922
Manufactures—articles shipped from point of production.....	6,536
Merchandise and other articles not enumerated above.....	53,920
<i>Total tons carried.....</i>	<i>528,775</i>



## DESCRIPTION OF ROAD.

Length of main line of road from Minneapolis to Hart's Ford Junction, miles.....	215.3
Length of main line of road in Iowa, State line to Hart's Ford Junction.....	94.3
Length of main line of road in Minnesota, Minneapolis to State line.....	121
Branches owned by company:	
Coal branch from Hart's Ford Junction to Hart's Ford—length, miles.....	2.6
Minneapolis to White Bear.....	14
Wyoming to Taylor's Falls.....	20.5
Total length of branches owned by company.....	37.1
Total length of branches owned by company in Iowa.....	2.6
Total length of branches owned by company in Minnesota.....	34.5
Total length of road belonging to this company.....	252.4
Aggregate length of sidings and other tracks not above enumerated—miles.....	18
Same in Iowa.....	4
Total length of iron rails in tracks.....	274.4
Weights per yard, iron, 50 and 56 pounds.....	
Gauge of track.....	4 ft. 8½ in.

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

Name, description, and length of each	
St. Paul & Duluth, miles.....	143
Total length of above roads in Minnesota.....	143
Total miles of road operated by this company.....	395.4
Total miles of road operated by this company in Iowa.....	96.9
Number of stations in Iowa on all roads operated by this company.....	13
Number of telegraph offices in same.....	11
Number of stations on all roads operated by this company.....	39
Same in Iowa.....	12

## EMPLOYES.

Number of persons regularly employed on all roads operated by company in Iowa.....	137.9
Same in Iowa.....	24.1

## EQUIPMENT.

Number of locomotives.....	38
Number of passenger cars.....	8
Number of baggage, mail, and express cars.....	6
Number of freight cars (basis of 8 wheels).....	1,236
Number of other cars.....	22
Maximum weight of locomotives and tender in working order.....	123,100
Average weight of locomotives in working order.....	115,000
Maximum weight of tenders full of fuel and water.....	54,200
Average weight of tenders full of fuel and water.....	46,000
Average weight of passenger cars, tons.....	14
Number of mail and baggage cars.....	6
Number of 8-wheel box freight cars.....	771
Number of 8-wheel platform cars.....	465
Length of heaviest engine and tender, from center of forward truck wheel of engine to center of rear wheel of tender.....	44 ft. 1 in.
Total length of heaviest engine and tender over all.....	53 ft.

Number of locomotives equipped with train-brake.....	21
Kind of brake, Westinghouse automatic.....	
Number of cars equipped with train-brake.....	14
Kind of brake, Westinghouse automatic.....	
Number of passenger cars with Miller platform and buffer... ..	8

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

American Express Company from Minneapolis to Fort Dodge, take freight at depot; special and one and one-half first-class rates.

United States Express Company from Minneapolis to White Bear Lake, take freight at depot; special and one and one-half first-class rates.

## SLEEPING CARS.

Pullman Palace Car Company from Minneapolis to Albert Lea at 3 cents per mile.

## U. S. MAILS.

Service one mail per day each way, compensation not yet adjusted.

## LOCAL AID IN BUILDING ROAD.

Two hundred and fifty thousand in bonds originally received from city of Minneapolis.

Forty-nine thousand voted in Winnebago county.  
 Thirty-five thousand voted in Hancock county.  
 Thirty-six thousand voted in Webster county.  
 Thirty thousand voted in Humboldt county.  
 About eighteen thousand voted in Taylor Falls.  
 Five thousand voted in Shafer.

## COST OF ROAD AND EQUIPMENT.

Total expended for construction.....	\$ 5,898,030.30
Average cost of construction per mile of road (not including sidings) 215.3 miles.....	27,397.26
Proportion of cost of construction for Iowa, 96.9 miles.....	2,654,794.49

## COST OF EQUIPMENT.

Locomotives.....	\$ 174,432.58
Passenger, mail, baggage, freight and other cars.....	649,191.06
Machinery and tools.....	4,403.48

Total for equipment.....\$ 828,117.12

Average cost of equipment per mile of road operated by company in the State, 96.9 miles.....	8,546.10
Proportion of cost of equipment for Iowa.....	372,710.34

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$ 6,726,747.48
Average cost of same per mile, 252.4 miles.....	26,651.13
Proportion of same for Iowa, 96.9 miles.....	2,582,494.49

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
MAIN LINE.				
Thirty-five miles north of Ft. Dodge	Pile	Timber	90 feet	July, 1880.
Twenty-five miles north of Ft. Dodge	Pile	Timber	75 feet	July, 1880.
Twenty-four miles north of Ft. Dodge	Pile	Timber	75 feet	July, 1880.
Twenty-two miles north of Ft. Dodge	Pile	Timber	75 feet	July, 1880.
Twenty-one miles north of Ft. Dodge	Pile	Timber	75 feet	August, 1880.
Eighteen miles north of Ft. Dodge	Pile	Timber	75 feet	August, 1880.
Seventeen miles north of Ft. Dodge	Trestle	Timber	90 feet	August, 1880.
Fifteen miles north of Ft. Dodge	Combined span, 65 ft., and trestle app.	Timber and iron	95 feet	August, 1880.
Ten miles north of Ft. Dodge	Combined span, 65 ft., and trestle app.	Timber and iron	95 feet	August, 1880.
Eight miles north of Ft. Dodge	Combined span, 65 ft., and trestle app.	Timber and iron	95 feet	August, 1880.
Nine-tenths miles south of Ft. Dodge	Pile	Timber	180 feet	October, 1880.
One and five-tenths miles south of Ft. Dodge	Pile	Timber	45 feet	October, 1880.
Three and five-tenths miles south of Ft. Dodge	Pile	Timber	45 feet	October, 1880.
Four and five-tenths miles south of Ft. Dodge	Pile	Timber	75 feet	Nov., 1880.
Five miles south of Ft. Dodge	Three spans combined, each 121 ft., with pile and trestle approaches	Timber and iron	613 feet	Dec., 1880, and Jan., 1881.
Five and five-tenths miles south of Ft. Dodge	Trestle	Timber	105 feet	April, 1881.
Five and six-tenths miles south of Ft. Dodge	Trestle	Timber	140 feet	April, 1881.
Six miles south of Ft. Dodge	Trestle on piles	Timber	300 feet	April, 1881.
Six and three-tenths miles south of Ft. Dodge	Trestle on piles	Timber	105 feet	May, 1881.
Six and eight-tenths miles south of Ft. Dodge	Trestle on piles	Timber	105 feet	May, 1881.
Seven miles south of Ft. Dodge	Pile	Timber	135 feet	May, 1881.
Seven and three-tenths miles south of Ft. Dodge	Trestle on piles	Timber	375 feet	May, 1881.
COAL BRANCH.				
Five and six tenths miles south of Ft. Dodge	Pile	Timber	80 feet	Nov., 1880.
Six miles south of Ft. Dodge	Pile	Timber	15 feet	Nov., 1880.
Six and six tenths miles south of Ft. Dodge	Trestle	Timber	75 feet	Nov., 1880.
Seven and four-tenths miles south of Ft. Dodge	Pile	Timber	60 feet	Dec., 1880.
Seven and five-tenths miles south of Ft. Dodge	Pile	Timber	30 feet	Dec., 1880.
Seven and eight-tenths miles south of Ft. Dodge	Trestle	Timber	60 feet	May, 1881.
Total length of above, 3,313 feet.				

Number pile and trestle bridges and length in Iowa	No. 58	LENGTH. 6,890 ft.
Number of spans of bridges, of 100 feet and upward, four spans.		
Number of combination bridges, three spans each, 65 feet, and three spans each, 125 feet		558 ft.
Number of wooden bridges, one Howe truss		160 ft.
Number of crossings of highways at grade	51	
Number of crossings of highways under grade	3	
Number of railroad crossings at grade (specifying each)	3	
		Chicago, Minnesota & St. Paul Railway at Britt.
		Toledo & Northwestern Railway at Vernon.
		Illinois Central Railroad at Fort Dodge.

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents	3.41
Average rate of fare per mile received from passengers to and from other roads	2.71
Average rate of fare per mile for special ticket passengers	2.5
Average rate of fare per mile received from all passengers	3.06
Average rate of local freight per ton per mile on roads operated by this company	2.46
Average rate of freight per ton per mile received from freight to and from other roads	1.48
Average rate per ton per mile received for all freight carried.	1.70
Percentage of freight originating at and carried to stations in Iowa to total freight carried in Iowa (this should not include fuel or any material for the use of the road)	27

## CAPITAL STOCK.

Capital stock authorized by articles of association	\$ 2,000,000.00
Capital stock authorized by vote of company	2,000,000.00

## DEBT.

Funded debt, as follows:

First mortgage bonds due January 1, 1907, rate of interest seven per cent, gold	\$ 455,000.00
Interest paid on same during year	\$ 31,850.00
First mortgage bonds due February 1, 1927, rate of interest seven per cent, gold	950,000.00
Interest paid on same during year	\$ 66,500.00
First mortgage bonds due June 1, 1909, rate of interest seven per cent, gold	1,015,000.00
Interest paid on same during year	\$ 71,050.00
First mortgage bonds, Southwest extension	96,000.00
Interest paid	\$ 3,300.00
First mortgage bonds, Minneapolis & Duluth extension	280,000.00
Interest paid	\$ 19,600.00
Lake Superior extension bonds	123,000.00
Interest paid	\$ 8,610.00
Income mortgage bonds	390,725.00
Interest paid	\$ 17,500.00
Unfunded indebtedness	1,341,546.14
Interest paid on same during year	\$ 54,818.54
Total amount of funded debt	3,900,725.00
Amount of unfunded debt	1,341,546.14
Total amount of debt liabilities	4,651,271.14

## OFFICERS OF THE COMPANY.

President—W. D. Washburn.  
 Secretary—M. P. Hawkins.  
 Treasurer—A. H. Bode.  
 General Manager—C. H. Hudson.  
 Superintendent—E. Ryder.  
 Chief Engineer—W. W. Rich.  
 Auditor—F. W. Partridge.  
 General Traffic Manager—A. H. Bode.

General offices at Minneapolis.  
 Date of annual meeting of stockholders, second Tuesday in October.  
 Fiscal year of the company, January 1st to December 31st.

STATE OF MINNESOTA, }  
 COUNTY OF HENNEPIN. }

C. H. Hudson, General Manager of the Minneapolis & St. Louis, Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

[L. S. OF R. R.]

(Signed)

C. H. HUDSON.

Subscribed and sworn to before me, this 3d day of November, A. D. 1881.

[L. S.]

M. P. HAWKINS,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 7th day of November, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

## REPORT

OF THE

## ST. LOUIS, KEOKUK &amp; NORTHWESTERN

RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1881.

This report received too late to be entered in the tables or considered in the report of the Commissioners.

## GENERAL EXHIBIT FOR THE YEAR.

Total income .....	\$ 440,473.82
Total expenses (including taxes) .....	424,189.48
Net income.....	\$ 16,284.34

## ANALYSIS OF EARNINGS.

From local and through passengers.....	\$ 127,880.91
From express and extra baggage.....	7,883.06
From mails .....	21,942.11
From other sources, all departments .....	34,753.44

Total earnings from passenger department.....\$ 191,560.12

From local and through freight.....\$ 248,913.70

Total earnings from freight department.....\$ 248,913.70

Total transportation earnings.....\$ 440,473.82

Total income from all sources.....\$ 440,473.82

Proportion for Iowa.....\$ 9,716.28  
 Earnings per mile of road operated.....3,238.78

Receipts from passenger trains per train mile run. No record.  
 Receipts from freight trains per train mile run. No record.

## ANALYSIS OF EXPENSES.

Salaries of general officers, clerks, legal expenses and insurance	\$ 18,000.00
Stationery, printing, outside agencies and advertising	4,500.00
Contingencies and miscellaneous	62,408.55
Repairs of bridges (including culverts and cattle-guards)	14,500.00
Repairs of buildings	3,870.78
Repairs of fences, road-crossings, and signs	1,000.00
Renewal of rails	13,622.86
No. tons laid, iron 24 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	
Renewal of ties	10,238.70
No. laid, 29,983	
Repairs of road-bed and track	25,500.00
Repairs of locomotives	10,800.00
Fuel for locomotives	37,406.46
Water supply	6,947.89
Oil and waste	3,672.71
Locomotive service, salaries and wages	30,504.00
Repairs of passenger and baggage cars	11,350.64
All train service, salaries, wages, and supplies	29,324.01
Repairs of freight cars	11,781.06
Telegraph expenses	5,242.52
Loss and damage, freight and baggage	782.10
Loss and damage, property and cattle, including losses by fire	5,143.80
Personal injuries	1,581.90
Agents and station service, salaries and wages	23,784.00
Station supplies	2,400.00
Miscellaneous construction charges, operating expenses	83,903.59
<i>Total operating expenses</i>	\$ 418,931.66
Taxes in Iowa and other States	5,257.82
<i>Total operating expenses and taxes</i>	\$ 424,189.48
Maintenance of way	\$ 153,301.03
Maintenance of motive power and cars	33,931.70
Conducting transportation	146,789.48
General expenses	90,166.37
<i>Total</i>	\$ 424,189.48

## RECAPITULATION OF EXPENSES.

Total expenses of operating the road	\$ 340,225.89
Proportion for Iowa	7,504.98
Per mile of road operated	2,501.66

## GENERAL RECAPITULATION.

Total earnings	\$ 440,473.82
Total receipts during the year	440,473.82
Total operating expenses	424,189.48
Net earnings—earnings above operating expenses	\$ 16,284.34
Total receipts above operating expenses	\$ 16,284.34

## MILEAGE TRAFFIC, ETC.

Passenger train mileage, 1,810 miles run in Iowa	190,090
Freight train mileage	170,898
Switching train mileage, all in Iowa	13,300
Other train mileage	7,000
<i>Total train mileage</i>	381,198
Number of local passengers	113,552
Number of through passengers	11,328
<i>Total number of passengers</i>	124,880
Average weight of passenger trains (exclusive of passengers) tons	90
Average number of passenger cars in passenger train	4
Average weight of freight trains (exclusive of freight and engine) tons	180
Average number of cars in freight trains	20
Average number of persons employed	5
Rate of speed of passenger and express trains, including stops, miles	25
Rate of speed of freight trains, including stops	15

## DESCRIPTION OF ROAD.

Length of main line of road, miles	136
Length of main line of road in Iowa	$\frac{1}{2}$
Length of main line of road in Missouri	133
Aggregate length of sidings and other tracks not above enumerated, miles	5.50
Same in Iowa	$\frac{1}{2}$
Aggregate length of track, computed as single track	141.50
Same in Iowa	3.50
Total length of iron rails in tracks	136
Weights per yard, iron, 48 pounds	
Gauge of track	4 feet, 8 $\frac{1}{2}$ in.
Total miles of road operated by this company	136
Total miles of road operated by this company in Iowa	3
Number of stations in Iowa on all roads operated by this company	1
Number of telegraph offices in same	4
Number of stations on all roads owned by this company	25
Same in Iowa	1

## EQUIPMENT.

	LEASED.	OWNED.	TOTAL.
Number of locomotives		15	15
Number of passenger cars		11	11
Number of baggage, mail, and express cars		6	6
Number of parlor or sleeping cars	2		2
Number of freight cars (basis of 8 wheels)		345	345
Number of other cars		12	391
Average weight of locomotives in working order, pounds			78,820
Average weight of tenders full of fuel and water, pounds			42,349
Average weight of passenger cars, pounds			40,910
Number of mail and baggage cars			6
Number of 4-wheel box freight cars			345
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender			45 ft. 2 in.
Total length of heaviest engine and tender over all, feet			54
Number of locomotives equipped with train-brake			4
Kind of brake, Westinghouse			
Number of passenger cars with Miller platform and buffer			17

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

The United States Express Company runs on this road. We receive twenty-five dollars eighteen and three-fourths cents per day from the United States Express Company, at Keokuk, Quincy, Hannibal, Clarksville, Louisiana, and St. Louis. The Express Company load, unload and take care of property when train arrives. Our agents at other stations on line are also agents for Express Company and are responsible for the Express Company's property until delivered.

## SLEEPING CARS.

We run Woodruff sleeping cars—charges \$1.50 per berth per trip. The Sleeping Car Company receives earnings.

## U. S. MAIL.

Service one time each way daily for small stations, and twice each way for large.

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

Des Moines River, truss, iron, 100 feet, spring of 1881.

## RATES OF FARE, ETC.

Average rate of fare per mile for passengers on roads operated by this company, cents. . . . .	3
Average rate of fare per mile received from passengers to and from other roads, cents . . . . .	2½

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

President—A. B. Stone, 52 William Street, New York.  
 Vice-President—A. L. Griffin, Chicago, Illinois.  
 Secretary, }  
 Treasurer, local, } H. B. Blood, Keokuk, Iowa.  
 Acting Superintendent,  
 Superintendent of Telegraph—C. E. Moody, Keokuk, Iowa.  
 Auditor and General Passenger Agent—H. B. Blood, Keokuk, Iowa.  
 General Freight Agent—J. H. Best, Jr., Keokuk, Iowa.  
 Attorney—G. F. Hatch.

## NAMES OF DIRECTORS, WITH RESIDENCE.

W. W. Baldwin, Burlington, Iowa.  
 J. C. Cameron,  
 I. S. Howland, Burlington, Iowa.  
 A. B. Stone, 52 William Street, New York.  
 A. L. Griffin, Chicago, Illinois.  
 Jas. H. Anderson, Keokuk, Iowa.  
 Jno. O. Roberts, Clarksville, Missouri.

General offices at Keokuk, Iowa.  
 Date of annual meeting of stockholders, first Tuesday in December.  
 Fiscal year of the company, October 31st.

STATE OF IOWA,  
COUNTY OF LEE. }

H. B. Blood, Secretary and Superintendent of the St. Louis, Keokuk and Northwestern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1881, to the best of his knowledge and belief.

(Signed)  
 [L. S. OF R. R.]

H. B. BLOOD,  
 Secretary and Superintendent.

Subscribed and sworn to before me this 15th day of October, A. D. 1881.

[L. S.]

BERNARD A. DOLAN,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this seventeenth day of October, 1881.

E. G. MORGAN,  
 Secretary of Board of Railroad Commissioners.

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