

TWENTY-NINTH ANNUAL REPORT

OF THE

# Board of Railroad Commissioners

FOR THE

YEAR ENDING JUNE 30, 1906

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STATE OF IOWA

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PRINTED BY ORDER OF THE GENERAL ASSEMBLY

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DES MOINES  
EMORY H. ENGLISH, STATE PRINTER  
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1907

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

To the Honorable Albert B. Cummins, Governor of the State of Iowa:

In accordance with the provisions of the statute we submit to you herewith the Twenty-ninth Annual Report of the Board of Railroad Commissioners. As usual this report contains the statistics covering the operation of steam and electric interurban railways for the year ending June 30, 1906; decisions of this Board; a record of all inspections and hearings, together with a brief note of each case closed by the Board during the year.

#### NEW LINES IN IOWA

There is practically no change in the mileage reported this year from that reported last year, the mileage now being 9,827.28.

#### ELECTRIC INTERURBAN RAILWAYS

There were for the year ending June 30, 1906, 248.39 miles of electric interurban railway. While it is known that there are a number of these lines under construction, they were not in operation so as to be included in this report.

#### INTERLOCKING DEVICES

The following interlocking devices have been approved by the Board during the last year:

Otis, crossing of the Chicago & North-Western with its own tracks;

Moravia, crossing of Wabash Railroad and the Chicago, Milwaukee & St. Paul;

Slater, crossing of Chicago, Milwaukee & St. Paul and the Chicago & North-Western Railway;

Between Otis and Beverly, crossing of Chicago & North-Western Railway with its own tracks at the Cedar River Bridge;

Clarksville, crossing of the Chicago Great Western and the Chicago, Rock Island & Pacific Railway;

Sabula, Chicago, Milwaukee & Saint Paul Railway with its own tracks at the drawbridge across the Mississippi River;

Fairfield, crossing of the Chicago, Rock Island & Pacific Railway and the Chicago, Burlington & Quincy Railway;

Beverly, crossing of Chicago & North-Western Railway and the Chicago, Milwaukee & Saint Paul Railway.

### HIGHWAY AND FARM CROSSINGS.

There has been no change in the laws in this State upon the subject of highway and farm crossings and the Board can do no better than again repeat what they said in their report for 1900:

It has been the object and purpose of the railway companies, among other things, to strengthen and render more safe and substantial the roadbed and tracks throughout the State. In many instances the excavations and obstructions caused thereby have interfered with the view of approaching trains over highway crossings, and these new conditions are making the same more or less hazardous.

With reference to the farm crossings, many wooden trestles and other structures that from an early day, in addition to acting as waterways through the railway companies' embankments, have been used as under farm crossings, are now being replaced with stone and other substantial construction, which, in many instances, has had the effect of destroying the under farm crossing.

It has been the uniform policy of this board to encourage under or overhead highway and private crossings, where the conditions were feasible and the expense thereof not unreasonable.

While the supreme court of this State has held, in several cases, that a grade crossing is the rule within this State, yet we believe that the time is not far distant when such decisions may be modified.

As we have said in our last report, private or public crossings at grade may have heretofore been reasonably safe, yet, where the conditions are so changed, that is, obstructions along the companies' right of way which may interfere more or less with the view of approaching trains, the increased number of trains and the greater speed thereof, rendering such crossings more hazardous and dangerous to the lives of those using the highway, as well as the traveling public, and the employes of the railway companies, together with the increased number of such grade crossings, a different and more liberal and reasonable rule may be required in order that such crossings may be reasonably safe.

### COMPARATIVE STATISTICS

The following tables will be found of interest, as they cover the subjects embraced from 1878 to 1906 inclusive:

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

Year	Mileage, ex- cluding trackage rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$ 20,714,496.07	\$ 12,565,950.23	\$ 8,148,545.84	\$1,960.12
1879	4,396.04	21,340,709.44	12,901,420.92	8,439,288.52	1,923.88
1880	4,977.01	24,837,545.35	19,082,653.77	10,854,891.58	2,181.00
1881	5,458.98	28,483,181.91	16,788,404.39	11,695,777.52	2,143.63
1882	6,337.43	32,023,966.00	20,512,393.05	11,511,572.95	1,816.44
1883	7,014.95	34,433,354.77	22,827,459.50	11,605,895.27	1,654.45
1884	7,439.25	35,755,371.85	23,330,016.03	12,424,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,954.67	39,063,106.54	22,991,555.10	13,161,551.44	1,730.97
1887	7,967.50	37,529,730.62	24,152,590.71	13,376,139.91	1,672.59
1888	8,346.31	37,285,986.68	26,297,163.92	10,988,822.76	1,377.73
1889	8,346.00	37,138,396.75	25,298,300.80	11,839,095.95	1,420.19
1890	8,412.72	41,418,153.69	27,286,282.83	14,131,870.86	1,666.75
1891	8,413.16	43,102,399.35	29,639,232.77	14,463,166.58	1,719.15
1892	8,407.34	43,741,986.52	29,630,096.54	14,088,889.98	1,675.02
1893	8,401.76	45,060,690.51	32,622,594.45	12,438,096.06	1,474.81
1894	8,489.88	40,869,679.92	29,020,521.03	12,679,148.89	1,495.56
1895	8,486.36	35,835,916.47	24,725,072.45	11,109,848.02	1,309.25
1896	8,495.07	41,841,232.55	28,735,632.50	13,105,600.05	1,545.83
1897	8,478.63	38,269,603.04	25,336,714.38	12,936,788.66	1,513.54
1898	8,484.16	45,944,536.00	29,815,061.67	16,130,474.33	1,901.84
1899	8,514.51	48,469,128.44	31,476,771.68	16,992,356.76	1,964.64
1900	9,171.49	52,074,571.77	35,469,424.92	16,605,146.79	1,815.04
1901	9,353.90	54,784,635.35	37,440,971.10	17,343,664.25	1,851.96
1902	9,485.22	59,170,320.34	39,876,480.47	19,293,839.87	2,014.12
1903	9,496.00	57,159,083.09	36,752,847.60	16,435,235.49	1,730.55
1904	9,800.52	57,662,095.10	42,694,090.85	14,968,004.25	1,523.86
1905	9,826.77	58,474,377.66	41,954,330.04	16,519,047.62	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24

TWENTY-NINTH ANNUAL REPORT OF THE  
COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Yearly compensation	Average daily compensation
1878	13,518		
1879	15,341		
1880	18,385		
1881	21,974		
1882	17,273	\$ 8,329,810.31	\$ 1.72
1883	27,112	13,164,288.07	1.55
1884	29,731	13,970,461.63	1.66
1885	25,666	13,628,067.66	1.69
1886	23,761	13,677,790.53	1.69
1887	23,088	15,146,234.84	1.66
1888	20,794	16,235,436.31	1.68
1889	24,642	14,212,590.27	1.67
1890	24,351	16,218,183.69	2.12
1891	27,589	16,264,438.45	1.88
1892	30,192	17,870,915.89	1.89
1893	31,127	16,389,373.88	1.68
1894	29,308	16,378,740.81	1.78
1895	24,107	14,168,803.35	1.87
1896	28,165	16,062,796.79	1.82
1897	26,690	15,187,519.49	1.81
1898	30,009	17,290,215.01	1.83
1899	32,385	18,406,383.76	1.82
1900	37,696	21,363,319.55	1.90
1901	37,836	22,253,822.79	1.88
1902	40,636	23,115,605.42	1.82
1903	42,884	24,688,563.17	1.81
1904	38,508	25,428,102.20	2.10
1905	39,596	25,184,463.40	2.03
1906	42,554	26,949,587.52	2.02

## AUTOMATIC COUPLERS AND TRAIN BRAKES.

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

Year	Number of all cars	Equipped with automatic couplers	Equipped with power or train brake	Number of employes	Number killed coupling cars	Number injured coupling cars	Number killed falling from trains	Number injured falling from trains
1878	29,057			13,518				
1879	31,384			15,341				
1880	34,451			18,385				
1881	37,510			21,974				
1882	35,206		1,531	17,273	10	182	31	57
1883	38,106		1,514	27,112	16	98	33	42
1884	40,327		1,917	29,731	8	109	10	57
1885	36,835		2,209	25,666	13	174	16	34
1886	36,178		2,164	23,761	10	129	35	38
1887	31,067		2,545	23,088	9	134	23	39
1888	31,375		1,864	20,794	19	240	32	52
1889	32,757	4,210	5,636	24,642	8	149	5	44
1890	37,464	9,194	10,422	24,351	14	203	17	63
1891	38,103	18,178	14,355	27,589	13	242	23	82
1892	38,192	34,313	29,047	30,192	14	196	28	63
1893	42,790	49,871	39,286	31,127	10	190	22	62
1894	38,508	46,558	37,784	23,308	7	91	17	32
1895	39,596	38,962	35,678	24,107	5	80	20	37
1896	42,554	43,329	37,718	27,589	28	165	27	119
1897	41,909	101,851	90,684	26,690	7	80	14	65
1898	42,035	142,638	105,323	30,009	4	75	18	50
1899	49,730	180,565	127,907	32,385	12	118	12	64
1900	50,814	188,656	134,691	37,696	8	59	20	59
1901	51,883	250,484	158,712	37,836	6	52	21	100
1902	56,289	236,276	183,712	40,636	4	98	6	92
1903	56,127	264,589	217,072	42,884	11	83	27	87
1904	58,748	280,559	237,248	38,508	10	75	20	147
1905	58,133	282,717	245,346	39,596	5	45	11	102
1906	59,925	294,544	267,912	42,554	5	57	21	173

## BOARD OF RAILROAD COMMISSIONERS

## ACCIDENTS TO PERSONS IN IOWA.

Year	Killed			Injured		
	Passengers	Employees	Others	Passengers	Employees	Others
1878	20	29	31	51	137	85
1879	2	43	40	12	103	39
1880	5	37	38	9	140	34
1881	7	80	34	17	146	31
1882	4	62	65	65	502	72
1883	7	87	65	25	255	50
1884	6	72	51	47	243	50
1885	8	73	75	89	720	66
1886	8	61	62	35	396	74
1887	5	59	65	28	354	58
1888	10	101	69	17	564	86
1889	4	35	33	25	442	46
1890	9	73	69	67	579	101
1891	9	82	91	80	601	92
1892	23	89	76	64	258	77
1893	17	81	79	78	682	64
1894	7	48	60	62	367	62
1895	4	47	82	39	330	74
1896	6	36	94	62	411	84
1897	5	49	59	81	291	86
1898	5	44	114	30	301	70
1899	14	62	95	101	348	128
1900	9	40	43	82	449	130
1901	7	65	151	104	636	142
1902	9	64	120	104	853	129
1903	7	103	143	169	1,001	147
1904	12	90	113	201	1,419	128
1905	7	74	109	146	1,376	190
1906	13	80	107	165	1,562	188

## WRECKS AND ACCIDENTS

Railroad companies should report to the Iowa Commission, same as to the Interstate Commerce Commission, all wrecks, with cause of the same, together with the number killed and injured, if any, amount of damage to equipment, etc.

## SITES FOR ELEVATORS

Railroad companies should provide suitable grounds and facilities for public industries at their stations with sufficient side-track to handle the business.

The Board would recommend that all elevators for the handling of grain be of sufficient capacity to reasonably care for the products of the surrounding communities.

Another suggestion is with reference to the legal obligation of railway companies to lease their property for warehouse, elevator and storage purposes and the rights of the public therein. The company holds its right of way, as a rule, under the same authority as though it had originally condemned

it for railway purposes. The storage of merchandise at railway stations awaiting shipment is one of the obligations that is required of all common carriers. It will not be disputed but that some stations require more room for storage purposes than others.

The railway companies have adopted the method of leasing ground to private parties for the purpose of handling merchandise. Is it not true, then, that the companies are legally obligated to see that their leases carry but such reasonable requirements as are due to the public? And can the railroad company escape its legal obligation by leasing its property? For instance, if it leases its property or ground for two elevator sites at one station and subsequently the two owners of the elevators enter into an agreement or unlawful combination to handle grain at such station, is it not the duty of the railroad company to protect the public interests. In other words do not the lessors operate these elevators under their leases? They certainly can protect themselves by proper stipulation and provisions in the lease.

There seems to be a disposition on the part of some of the roads—not many, the Commission is pleased to note,—to protect their lessees where there may be an unlawful arrangement between the elevator men. If this is continued would it not be wise to require the companies to see to it that proper shipping facilities are provided for at all points, where merchandise may be left for storage and shipment. To that end it may become necessary for the railroad companies to file with the State Railroad Commission copies of all leases made to their property where such property is to be used for a public purpose and to aid them in carrying on their duty as a common carrier.

#### RAILROAD CROSSINGS

Railroad companies should provide suitable facilities and tracks at all crossings of other railroads for the interchange of freight and passengers as provided by law.

#### FREIGHT CARS

By reference to Tables Nos. 49-50, concerning equipment, it will be noted that while some of the railway companies have made substantial addition to the number of cars on their lines, other companies actually show a decrease in the number of cars in use from the previous year.

While we believe the railway companies are using every effort in their power with the equipment they have to supply all demands, yet the indications are that they are in very many instances failing to meet the requirements.

The increasing number of complaints coming to the Board on account of failure to furnish cars, leads the Commissioners to believe that the equipment should be largely increased.

#### EXPRESS

The Commissioners' attention has been called to what may seem to be a reckless, indifferent and careless method of handling and conducting the express business of the different express companies operating within the State. Safety is one of the things which invites the public to employ the use of the express company in the transportation of merchandise. Many of the employees of the company seem to overlook this fact and with impunity conduct the business of the company without reference to this factor. Any person who has made a study of the methods used by the agents of the different express companies can not and will not fail to observe the careless and reckless manner in which merchandise is handled. It is not enough to say in answer to this that the express companies are financially responsible. Ordinarily the article shipped is not of great value, but of course is subject to more or less damage by careless handling and in the case of some kind of shipments by contact with other merchandise. When a package is received by the consignee in a mutilated and damaged condition it is not always thought advisable to make a complaint. The express companies ought to require greater care in the management and conduct of their business.

#### ORGANIZATION OF BOARD.

On January 2, 1906, the Board organized by electing Commissioner D. J. Palmer, chairman, and Dwight N. Lewis, secretary. Thos. H. Boylan was appointed clerk and Freda E. McCausland was appointed stenographer for the same period.

Respectfully submitted,

D. J. PALMER,  
E. A. DAWSON,  
N. S. KETCHUM.

Attest:

DWIGHT N. LEWIS, Secretary,  
Des Moines, Iowa, December 3, 1906.

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COMPILED RETURNS

OF THE

Railway Companies

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TABLE No. 1—CAPITAL STOCK

Railroads	Number of Shares Authorized		Par value		Total Par Value Authorized		Total Amount Issued and Outstanding		Dividends Declared During Year				
	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	Common		Preferred		
									Rate	Amount	Rate	Amount	
Ames & College.....	800		\$ 25		\$ 20,000					5	\$ 11,900.00		
Atchison, Topeka & Santa Fe	1,520,000	1,314,860	100	100	152,000,000	\$ 131,486,000	\$ 102,000,000.00	\$ 131,486,000.00	4	4,000,000.00	5	\$ 6,574,300.00	
Chicago, Anamosa & Northern	1,500		100		150,000		1,120.00						
Chicago, Burlington & Quincy	1,108,221		100		110,822,100		110,822,100.00		7	7,128,707.00			
Chicago Great Western.....	500,000	650,000	100	100	50,000,000	65,000,000	60,824,431.00	44,464,545.00		11,044,978.00		283,422.50	
Mason City & Fort Dodge.....	200,000	140,000	100	100	20,000,000	14,000,000	19,205,400.00	13,635,752.00					
Wisconsin, Minnesota & Pac	58,364		100		5,836,400		5,835,400.00						
Chicago, Milwaukee & St. Paul	*1,000,000		100	100	*100,000,000		58,783,000.00	49,654,400.00	7	4,072,873.00	7	3,462,830.00	
Chicago, St. P., M. & Omaha	300,000	200,000	100	100	30,000,000	20,000,000	79,946,745.97	722,338,954.56	7	4,692,313.50	7	1,791,600.00	
Chicago, Rock Island & Pacific	750,000		100		75,000,000		21,443,231.33	12,646,853.29	7	1,238,885.00		787,796.00	
Colfax Northern.....	1,200		100		120,000		5,000,000.00		61	4,686,940.50			
Crooked Creek.....	5,000		100		500,000		600.00						
Davenport, R. I. & N. W.		30,000		100		3,000,000	225,000.00						
Des Moines, Iowa Falls & N.	11,270		100		1,127,000		881,400.00						
Des Moines Union.....	20,000		100		2,000,000		400,000.00						
Des Moines Western.....	3,000		100		300,000		187,800.00						
Dubuque & S. C. (Ill. Cent.)	150,000		100		15,000,000		11,759,500.00		11	146,993.75			
Iowa Central.....	110,000	74,000	100	100	11,000,000	7,400,000	8,524,080.48	5,674,771.34					
Albia & Centerville.....	4,000		100		400,000		400,000.00						
Manchester & Oneida.....	7,500		10		75,000		53,500.00						
Minneapolis & St. Louis.....	60,000	40,000	100	100	6,000,000	4,000,000	6,000,000.00	4,000,000.00				200,000.00	
Muscatine, North & South.....	4,500		100		450,000		500,000.00						
Newton & Northwestern.....	20,000		100		2,000,000		2,000,000.00						
Tabor & Northern.....	3,400		50		170,000		25,300.00						
Union Pacific.....	1,961,787	2,000,000	100	100	196,178,700	200,000,000	195,448,900.00	99,309,360.00	8	15,550,552.00	4	3,982,772.02	
Wabash.....	780,000	240,000	100	100	78,000,000	24,000,000	28,000,000.00	24,000,000.00					
Willmar & Sioux Falls (G. N.)	100,000		100		10,000,000		7,000,000.00		7	490,000.00			
Total.....	8,680,282	4,732,860			\$ 867,173,200	\$ 473,386,000	\$ 804,004,073.78	\$ 411,039,556.19		\$43,833,372.75		\$17,092,963.50	

\* Common and preferred. † Including stock of proprietary roads. ‡ Debenture.





TABLE No. 3—DEBT

Railroads	Mortgage Bonds						
	Amount of authorized issue	Amount issued	Amount out-standing	Cash realized on amount issued	Average rates	Interest	
						Amount during year	Amount paid during year
Ames & College							
Atchison, Topeka & Santa Fe	\$198,340,500.00	\$177,777,500.00	\$163,187,050.00	\$ 34,563,866.66		\$ 6,588,250.00	\$ 6,540,570.00
Chicago, Anamosa & Northern	350,000.00	350,000.00	350,000.00				
Chicago, Burlington and Quincy	168,022,900.00	168,022,000.00	155,800,000.00			6,468,429.58	6,477,291.38
Chicago Great Western							
Mason City & Ft. Dodge	12,000,000.00	12,000,000.00	12,000,000.00			480,000.00	473,869.00
Wisconsin, Minnesota & Pacific	6,232,500.00	5,786,000.00	5,786,000.00	5,786,000.00		231,540.00	231,540.00
Chicago, Milwaukee & St. Paul			121,819,500.00			5,913,850.00	5,907,301.25
Chicago & North-Western		111,485,000.00	106,626,000.00			5,183,949.99	5,196,418.00
Chicago, St. Paul, Minneapolis & Omaha	42,229,800.00	30,963,800.00	29,376,800.00	12,642,250.00		1,543,735.59	1,545,891.00
Chicago, Rock Island & Pacific		149,678,000.00	143,178,000.00			5,678,879.33	4,871,150.00
Colfax Northern	60,000.00	60,000.00	54,000.00	60,000.00		2,738.74	2,825.00
Crooked Creek							
Davenport, Rock Island & Northwestern	986,000.00	986,000.00	986,000.00	986,000.00		49,300.00	49,300.00
Des Moines, Iowa Falls & Northern	800,000.00		671,000.00	671,000.00		33,550.00	33,550.00
Des Moines Western							
Dubuque & Sioux City (Ill. Central)	6,330,000.00	6,730,000.00	6,730,000.00	6,730,000.00		392,500.00	392,500.00
Iowa Central	32,650,000.00	12,900,294.91	12,960,294.91	3,559,906.70		595,440.00	595,440.00
Albia & Centerville							
Manchester and Oneida	100,000.00	65,000.00	65,000.00			3,250.00	
Minneapolis & St. Louis	44,221,000.00	19,715,000.00	19,565,000.00	13,126,800.00		1,077,620.04	1,077,620.04
Muscatine North & South	450,000.00						
Newton & Northwestern	3,190,000.00	3,060,000.00	3,060,000.00	2,798,548.33		152,091.66	152,091.66
Tabor & Northern	50,000.00	50,000.00	50,000.00			2,500.00	2,500.00
Union Pacific	200,000,000.00	200,000,000.00	100,381,000.00			4,239,448.05	4,447,400.00
Wabash							
Willmar & Sioux Falls (Great Northern)	3,646,080.00	3,646,000.00	3,646,000.00	3,646,000.00		182,300.00	184,000.00
Totals	\$720,237,380.00	\$903,384,394.91	\$886,561,644.91	\$ 84,490,171.77		\$ 38,720,281.93	\$ 38,152,561.62

TABLE No. 4—DEBT—CONTINUED.

Railroads	Miscellaneous Obligations						
	Amount of authorized issue	Amount issued	Amount out-standing	Cash realized on amount issued	Rate	Interest	
						Amount during year	Amount paid during year
Ames & College							
Atchison, Topeka & Santa Fe							
Chicago, Anamosa & Northern							
Chicago, Burlington and Quincy	\$18,372,000.00	\$ 18,372,000.00	\$18,372,000.00			\$ 876,630.00	\$ 876,630.00
Chicago Great Western							
Mason City & Fort Dodge							
Wisconsin, Minnesota & Pacific							
Chicago, Milwaukee & St. Paul		30,592,000.00	30,592,000.00			1,411,837.50	1,413,960.00
Chicago & North-Western							
Chicago, St. Paul, Minneapolis & Omaha		23,883,000.00	17,928,000.00			766,920.00	776,880.00
Chicago, Rock Island & Pacific	24,000,000.00						
Colfax Northern							
Crooked Creek							
Davenport, Rock Island & Northwestern							
Des Moines, Iowa Falls & Northern	50,000.00	50,000.00	30,000.00	50,000.00		2,500.00	2,500.00
Des Moines Union							
Des Moines Western							
Dubuque and Sioux City (Illinois Central)	16,250,438.77	11,675,458.77	11,210,798.31	11,210,798.31		417,018.36	417,018.36
Iowa Central							
Albia & Centerville							
Manchester and Oneida							
Minneapolis & St. Louis	5,000,000.00	5,000,000.00	5,000,000.00	4,806,250.00		104,166.67	104,166.67
Muscatine North & South							
Newton & Northwestern							
Tabor & Northern							
Union Pacific							
Wabash							
Willmar & Sioux Falls (Great Northern)							
Totals	\$63,672,438.77	\$ 92,612,458.77	\$83,512,798.31	\$16,067,048.31		\$ 3,579,092.53	\$ 3,591,155.00

TABLE No. 5

Railroads	Income Bonds			
	Amount of au- thorized issue	Amount issued	Amount out- standing	Cash realized on amount issued
Ames & College.....				
Atchison, Topeka & Santa Fe.....	\$ 151,728,000	\$ 123,216,750	\$ 112,297,750	\$ 67,902,610
Chicago, Anamosa & Northern.....				
Chicago, Burlington & Quincy.....				
Chicago Great Western.....				
Mason City & Fort Dodge.....				
Wisconsin, Minnesota & Pacific.....				
Chicago, Milwaukee & St. Paul.....				
Chicago & North-Western.....		500,000	500,000	
Chicago, St. Paul, Minn. & Omaha.....				
Chicago, Rock Island & Pacific.....				
Colfax Northern.....				
Crooked Creek.....				
Davenport, Rock Island & Northw.....				
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Ill. Cent.).....				
Iowa Central.....				
Albia & Centerville.....				
Manchester & Oneida.....				
Minneapolis & St. Louis.....				
Muscatine North & South.....				
Newton & Northwestern.....				
Tabor & Northern.....				
Union Pacific.....				
Wabash.....				
Willmar & Sioux Falls (G. N.).....				
Totals.....	\$ 151,728,000	\$ 123,216,750	\$ 112,297,750	\$ 67,902,610

a Debenture bond.

DEBT—CONTINUED.

Rates	Income Bonds			Equipment Trust Obligations							
	Interest		Amount of au- thorized issue	Amount issued	Amount out- standing	Cash realized on amount issued	Interest				
	Accrued during the year	Paid dur- ing the year					Rate	Accrued during the year	Paid dur- ing year		
	\$4,089,864.22	\$5,656,895.79									
	30,000.00	29,880.00	\$ a28,000,000	a26,136,000	a25,006,013.33	\$ a1,306,300	a1,306,225				
			\$ 25,000	25,000	25,000	25,000					
	\$4,113,864.22	\$4,012,775.79	\$ 25,000	\$ 28,025,000	\$ 26,161,000	\$ 25,013,013.33	\$ 1,306,300	\$ 1,306,225			

TABLE No. 6.—DEBT—CONTINUED

Railroads	Grand Totals					
	Amount of authorized issue	Amount issued	Amount outstanding	Cash realized on amount issued	Interest accrued during year	Interest paid during year
Ames & College						
Atchison, Topeka & Santa Fe	\$ 350,000.00	\$ 300,394.250.00	\$ 275,484,900.00	\$102,400,476.00	\$ 10,322,114.22	\$ 10,329,465.70
Chicago, Anamosa & Northern	350,000.00	350,000.00	350,000.00			
Chicago, Burlington & Quincy	186,394,000.00	186,394,000.00	174,172,000.00		7,945,053.53	7,933,951.33
Chicago Great Western						
Mason City & Fort Dodge	12,000,000.00	12,000,000.00	12,000,000.00		480,000.00	473,850.00
Wisconsin, Minnesota & Pacific	6,232,000.00	5,796,000.00	5,796,000.00	5,796,000.00	231,840.00	231,840.00
Chicago, Milwaukee & St. Paul						
Chicago & North-Western						
Chicago, St. Paul, Minneapolis & Omaha	42,220,800.00	173,021,000.00	121,849,500.00		5,913,850.00	5,913,301.25
Chicago, Rock Island & Pacific	24,000,000.00	178,561,000.00	164,214,000.00		7,882,107.49	7,946,483.00
Colfax Northern	60,000.00	60,000.00	54,000.00	60,000.00	1,543,795.59	1,545,801.00
Crooked Creek						
Davenport, Rock Island & Northwestern						
Des Moines, Iowa Falls & Northern	1,061,000.00	1,061,000.00	1,061,000.00	1,061,000.00	2,793.74	2,825.00
Des Moines Union	800,000.00		671,000.00			
Des Moines Western						
Dubuque & Sioux City (Illinois Central)	23,180,458.77	18,405,458.77	17,940,738.21	17,940,738.21	809,518.36	809,518.36
Iowa Central	32,650,000.00	12,500,234.91	3,559,906.70		38,550.00	38,550.00
Albia & Centerville						
Manchester & Oneida	100,000.00	65,000.00	65,000.00		3,250.00	
Minneapolis & St. Louis	49,251,000.00	24,715,000.00	24,565,000.00	17,933,050.00	1,181,786.71	1,181,786.71
Muscatine North & South	450,000.00					
Newton & Northwestern	3,100,000.00	3,060,000.00	3,060,000.00	2,708,348.33	132,991.66	123,075.00
Tabor & Northern	50,000.00	50,000.00	50,000.00		2,500.00	
Union Pacific	200,000,000.00	200,000,000.00	100,581,000.00		4,232,445.05	4,440,400.00
Wabash	119,447,000.00	111,846,000.00	109,948,000.00		3,812,910.76	3,812,910.76
Willmar & Sioux Falls (Great Northern)	3,646,080.00	3,646,080.00	3,646,080.00	3,646,080.00	182,300.00	184,000.00
Totals	\$1,005,100,338.77	\$1,259,324,803.68	\$1,218,981,193.22	\$168,484,830.08	\$ 51,532,449.44	\$ 50,881,028.20

TABLE No. 7.—DEBT—CONTINUED.

Railroads	Amount of Debt per Mile of Road		Amount of debt representing road in Iowa	Interest paid during year on road in Iowa	Amount of stock and debt	Stock and Debt Per Mile.	
	Miles	Amount				Entire line	Iowa
Ames & College							
Atchison, Topeka & Santa Fe	9,887.99	\$ 27,861.00			\$ 508,970,900.00	\$ 51,474.00	
Chicago, Anamosa & Northern	8,473.57	30,554.00					
Chicago, Burlington & Quincy	755.20	369.53	\$ 144,219.21	\$ 7,514.00	285,011,100.00	33,633.87	\$ 15,079.87
Chicago Great Western	378.13	81,738.12	11,132,080.10		100,301,247.31	122,739.71	122,739.71
Mason City & Fort Dodge	271.00	21,387.45	431,217.62	39,128.18	44,941,132.00	118,566.60	118,566.60
Wisconsin, Minnesota & Pacific	7,043.54	117,289.47	32,863,227.20	1,570,718.56	11,889,400.00	43,134.32	43,134.32
Chicago, Milwaukee & St. Paul	7,043.54	117,289.47	32,863,227.20	1,570,718.56	229,687,800.00	332,609.71	332,609.71
Chicago & North-Western	7,355.31	23,622.58	47,194,461.58	1,701,080.70	*27,087,101.77	37,537.11	37,537.11
Chicago, St. Paul, Minneapolis & Omaha	1,527.98	19,044.94	1,345,069.80	*70,801.81	63,436,326.02	*38,960.51	*38,960.51
Chicago, Rock Island & Pacific	4,968.58	29,003.00			218,178,000.00	44,196.00	
Colfax Northern	6.00	9,000.00	54,000.00	2,825.00	114,000.00	19,000.00	19,000.00
Crooked Creek							
Davenport, Rock Island & Northwestern					3,000,000.00	64,157.40	64,157.40
Des Moines, Iowa Falls & Northern	70.44	27,575.24	1,842,400.00	51,900.00	1,942,400.00	27,575.24	27,575.24
Des Moines Union	4.00	219,208.12	87,072.46		1,277,072.46	319,208.12	319,208.12
Des Moines Western					187,500.00	40,649.35	40,649.35
Dubuque & Sioux City (Illinois Central)	739.88	23,617.62	17,419,783.21	789,168.36	29,706,283.21	39,093.39	39,109.91
Iowa Central	892.27	29,363.50	10,084,517.56	400,184.08	37,189,749.73	64,133.73	64,133.73
Albia & Centerville					400,000.00	16,966.61	16,966.61
Manchester & Oneida	8.75	7,428.00	65,000.00		118,560.00	13,542.00	13,542.00
Minneapolis & St. Louis	631.47	29,010.30	8,280,253.00	361,972.96	34,851,250.00	54,080.00	54,080.00
Muscatine North & South							
Newton & Northwestern	102.50	29,853.66	29,853.66	121,075.00	5,560,000.00	54,243.90	54,243.90
Tabor & Northern	8.79	5,088.28		2,500.00	15,000.00	8,566.55	8,566.55
Union Pacific	2,015.90	55,210.00	4,801,064.00	161,438.14	408,172,466.95	54,506.00	54,506.00
Wabash	304.25	11,984.00			173,297,612.90	85,960.00	85,960.00
Willmar & Sioux Falls (Great Northern)					10,646,000.00	25,568.00	
Totals	45,143.85	\$ 27,459.29	\$126,844,829.23	\$5,409,736.88	\$2,439,581,993.01	\$1,362,434.76	\$ 1,175,029.27

\* Proportional. † Road mileage basis.

TABLE No. 8—

Railroads	Stocks Owned			
	Railway Stocks			Other Stocks
	Total Par Value	Income or Dividend Received	Valuation	Total Par Value
Ames & College				
Atchison, Topeka & Santa Fe	\$ 46,938,000.00	\$ 31,507.07	\$ 55,660.00	\$ 8,194,345.90
Chicago, Adams & Northern				
Chicago, Burlington & Quincy	377,400.00	4,200.00	314,749.12	15,000.00
Chicago Great Western	39,062,425.01	4,000.00	39,124,229.83	180,110.00
Mason City & Fort Dodge				400,000.00
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	3,283,400.00	9,005.24	2,727,626.00	699,900.00
Chicago & North-Western	24,877,197.61	1,199,229.00	5,074,000.00	
Chicago, St. Paul, Minneapolis & Omaha	4,851,861.64	89,589.00	4,380,961.64	
Chicago, Rock Island & Pacific	41,712,611.25	361,715.37	35,869,305.06	4,793,000.00
Colfax Northern				
Crooked Creek				
Davenport, Rock Island & Northwestern				
Des Moines, Iowa Falls & Northern	46,000.00		46,000.00	
Des Moines Union	6,000.00		6,000.00	
Des Moines Western	6,000.00		6,000.00	
Dubuque & Sioux City (Illinois Central)	5.86		5.86	
Iowa Central	900,550.00			
Abila & Centerville				
Manchester & Oneida				
Manitowish & St. Louis	315,200.00	5,965.00	100,000.00	
Muscatine North & South				1,000.00
Newton & Northwestern				
Tabor & Northern				
Union Pacific	29,746,000.00	461,362.00	26,077,466.73	16,618,800.00
Wabash	15,225,351.28	82,700.00	10,009,235.34	2,798,850.00
Willmar & Sioux Falls (Great Northern)	2,500,000.00		2,500,000.00	
<b>Totals</b>	<b>\$ 219,950,144.99</b>	<b>\$ 2,261,304.08</b>	<b>\$ 132,207,861.58</b>	<b>\$28,741,705.90</b>

## STOCKS AND BONDS OWNED

Stocks Owned				Bonds Owned			
Other Stocks		Railway Bonds		Other Bonds			
Income or Dividends Received	Valuation	Total Par Value	Income or Interest Received	Valuation	Total Par Value	Income or Interest Received	Valuation
\$ 85,555.00	\$ 237,400.00	\$ 48,014,161.58	\$ 455,155.00	\$ 2,833,966.26	\$ 214,000.00	\$ 69.00	\$ 1,000.00
1,200.00	15,000.00	973,900.00	46,410.22	90,750.30	422,500.00	33,200.00	42,250.00
	180,120.20	26,000.00	910.00	26,000.00			
	30,830.00						
12,335.00	633,022.00	4,168,000.00	5,650.00	4,153,000.00			
577,130.00		12,387,500.00	1,933.75				
		2,493,000.00	6,410.00	2,493,000.00			
24,000.00	1,040,017.00	29,718,175.00	284,315.70	24,229,416.72	12,179,758.04	75,212.50	12,422,933.04
		3,825,000.00	152,340.00	3,825,000.00			
		1,008,000.00	23,560.01	883,000.00			
	1,000.00						
384,000.00	1,234,275.00	74,421,000.00	3,014,420.07	69,918,337.21	14,752,800.00	241,300.00	1,567,000.00
74,759.69	448,832.00	7,629,000.00	288,853.32	7,174,000.00			
81,100,079.69	83,889,235.20	154,649,725.58	84,781,988.67	113,846,469.49	827,509,458.04	8348,772.50	14,035,183.04

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

Railroads	Rentals received from lease of tracks and terminals	Miscellaneous Income			Rentals Paid				For lease of tracks yards and terminals	
		Gross income	Expense	Net miscellaneous income	For Lease of Road					
					Interest guaranteed	Dividends guaranteed	Cash	Total		
Ames & College										
Atchison, Topeka & Santa Fe	\$ 138,555.49			\$11,250,604.27						\$ 242,324.06
Chicago, Anamosa & Northern	681,898.89			325,672.32						1,114,628.18
Chicago, Burlington & Quincy	23,359.20			21,203.24						423,690.10
Chicago Great Western	4,341.63	\$ 21,203.94								50,279.64
Mason City & Fort Dodge										
Wisconsin, Minnesota & Pacific	184,389.04			230,368.82						606,218.85
Chicago, Milwaukee & St. Paul	51,170.57		168,484.95	168,484.95			\$ 52,257.32	\$ 52,257.32		144,547.31
Chicago, St. Paul, Minneapolis & Omaha	44,357.45			92,544.30						127,489.07
Chicago, Rock Island & Pacific	387,881.78			528,675.85	\$946,688.33		168,970.44	1,115,653.77		1,290,140.33
Colfax Northern							3,713.69	3,713.69		
Crooked Creek		1,217.53		1,217.53						4,647.59
Davenport, Rock Island & Northwestern	2,785.79									29,692.65
Des Moines, Iowa Falls & Northern										
Des Moines Union	256,789.39			99,099.36						60.00
Des Moines Western	21,362.36	3,060.91	\$ 561.88	2,499.03						33,982.89
Dubuque & Sioux City (Illinois Central)	22,325.97									87,626.24
Iowa Central	4,968.38			3,313.41	22,200.00			22,200.00		33,982.89
Albia & Centerville										480.00
Manchester & Oneida										66,522.36
Minneapolis & St. Louis	167,245.52			145,449.97			5.00	5.00		
Muscatine North & South				15.00						
Newton & Northwestern		4,296.30	139.97	4,126.33						
Tabor & Northern										
Union Pacific	428,545.53	2,709,859.74	5,961.42	2,703,888.32						160,307.49
Wabash	211,530.74			277,034.09						
Willmar & Sioux Falls (Great Northern)				4,855.50						79,684.89
Totals	\$2,661,227.53	\$2,998,083.17	\$6,663.27	\$15,949,063.49	\$968,883.33		\$224,946.45	\$1,189,829.78		\$4,463,731.91

TABLE No. 10—COST OF ROAD AND

Railroads	Cost of Construction			Cost of Equipment		
	Total cost to June 30, 1906	Total cost to June 30, 1906	Per mile	Total cost to June 30, 1906	Total cost to June 30, 1906	Per mile
Ames & College	\$ 20,000.00	\$ 20,000.00	\$ 10,101.01			
A., T. & S. Fe.	444,063,365.79	457,326,987.00	49,539.47	\$17,785,859.09	\$26,970,656.62	\$49,929.47
C., A. & N.						
C., B. & Q.						
C. G. W.	64,580,059.55	65,477,031.35	86,701.53	8,448,996.92	8,541,420.13	11,310.14
M. C. & Ft. D.	42,875,254.38	43,097,715.80	113,895.58	1,577,523.14	1,577,523.14	4,172.38
W. M. & P.	11,276,148.97	11,332,247.24	41,816.41	662,987.79	662,987.79	2,446.45
C. M. & St. P.						
C. & N. W.						
C., St. P., M. & O.						
C., R. I. & P.						
Colfax Northern	132,595.04	136,941.47	22,673.38	18,579.23	28,488.38	4,748.07
Crooked Creek	205,601.86	205,601.86	11,675.28	20,905.54	20,938.04	1,188.98
D., R. I. & N. W.	3,138,822.89	3,152,874.20	67,426.74	112,433.67	112,433.67	2,404.48
D. M., I. F. & N.	1,739,710.80	1,905,412.97	35,530.50	143,055.66	175,586.80	2,496.97
Des Moines Union	1,245,685.83	1,245,685.83	311,421.46	31,386.63	31,386.63	7,846.66
Des Moines Western	207,939.46	211,759.99	45,835.50			
D. & S. C. Ill. Cent.						
Iowa Central	23,800,250.98	23,947,844.20	47,679.22	2,384,531.18	2,386,665.74	4,751.76
Albia & Centerville	400,000.00	400,420.00	16,383.80			
Manchester & Oneida						
M. & St. L.						
M. N. & S.						
N. & N. W.	2,435,777.16	2,475,579.55	24,151.38	61,961.61	62,077.15	665.63
Tabor & Northern	82,688.07	82,688.07	9,407.06	10,229.68	10,229.68	1,163.78
Union Pacific	225,284,906.74	225,376,052.99	76,144.07	11,109,263.38	11,109,065.08	3,749.57
Wabash						
W. & S. F. (G. N.)	8,869,994.45	9,011,891.33	29,619.38	888,424.97	888,424.97	1,276.56
Totals	\$830,538,042.26	\$845,475,831.56		\$42,756,845.89	\$52,096,586.42	

\* Road mileage basis.

EQUIPMENT AND ACTUAL CASH VALUE

Grand Total Cost of Construction and Equipment			Total Cost of Construction and Equipment for Iowa		
Total cost to June 30, 1906	Total cost to June 30, 1906	Per mile	Total cost to June 30, 1906	Total cost to June 30, 1906	Per mile
\$ 20,000.00	\$ 20,000.00	\$ 10,101.01	\$ 20,000.00	\$ 20,000.00	\$ 10,101.01
461,849,223.88	484,396,643.62	49,939.47			
337,940,523.67	337,755,289.59	39,894.16	54,157,936.44	54,381,516.75	30,820.98
73,029,056.47	74,018,451.43	89,011.72	38,678,138.31	39,137,246.39	97,838.22
44,451,510.72	44,645,612.94	119,069.56	40,861,212.01	40,841,834.16	109,010.03
11,939,136.76	11,965,235.03	44,232.86	990,948.35	995,094.51	44,243.09
242,421,436.52	230,654,080.54	35,657.51			
225,287,993.85	225,290,688.79	31,969.12	48,226,751.14	49,706,531.38	31,969.12
69,054,642.48	61,235,083.70	37,614.15			
160,578,648.04	160,718,071.08	30,765.00			
152,084.27	164,329.85	27,421.65	152,084.27	164,329.85	27,421.65
225,507.49	226,539.90	12,864.26	225,507.49	226,539.90	12,864.26
3,265,307.81	3,261,259.71	69,831.22	2,358,247.58	2,369,023.17	68,647.44
1,342,767.65	1,381,259.71	28,127.47	1,342,767.65	1,381,259.71	28,127.47
1,277,072.46	1,277,072.46	319,308.12	1,277,072.46	1,277,072.46	319,308.12
211,759.99	211,759.99	45,835.50			
29,878,249.59	29,878,249.59	39,057.81			
26,334,509.94	26,334,509.94	52,130.98	21,698,717.37	21,710,000.66	52,666.42
400,000.00	400,420.00	16,383.80	400,000.00	400,420.00	16,383.80
29,819,647.74	29,917,626.08	47,382.25			
			2,517,741.97	2,537,635.40	24,757.61
			92,917.75	92,917.75	1,570.84
			10,579.84	10,579.84	
			70,893.64	70,893.64	
			236,684,118.07	236,684,118.07	
			145,010,347.70	147,224,094.81	63,535.10
			30,995.04	30,995.04	
			9,399,815.90	9,399,815.90	
\$ 2,097,900,419.64	\$ 2,152,946,113.76		\$ 213,580,162.06	\$ 285,435,046.15	

{ No actual cash value reported.

TABLE No. 11—INCOME ACCOUNT—IOWA.

Railroads	Income From Operation			Income From Other Sources				Total net income
	Gross Income	Operating expenses	Income from operation	Dividends on stock owned	Interest on bonds owned	Miscellaneous income, less expenses	Total income from other sources	
Ames & College	\$ 18,384.21	\$ 9,005.73	\$ 9,378.48					\$ 9,378.48
Aitchison, Topeka & Santa Fe	339,000.24	233,725.46	105,274.78					105,274.78
Chicago, Anamosa & Northern	11,406.75	17,225.66	6,318.91					6,318.91
Chicago, Burlington & Quincy	9,905,840.85	7,240,086.39	2,636,754.46					2,636,754.46
Chicago Great Western	3,614,101.01	2,735,550.18	878,550.83	\$ 1,864.00	\$ 424.06	\$ 9,881.04	\$ 12,169.10	890,719.93
Mason City & Fort Dodge	1,640,276.42	1,019,787.81	621,488.61					621,488.61
Wisconsin, Minnesota & Pacific	47,884.59	36,350.80	11,543.79					11,543.79
Chicago, Milwaukee & St. Paul	13,083,141.13	19,733,394.15	3,349,446.98	15,933.57	11,500.64	161,185.88	168,620.19	3,418,067.17
Chicago & North-Western	313,481,173.52	38,471,394.34	15,009,779.18	377,251.11	423.40	335,780.06	413,454.57	15,423,233.75
Chicago, St. Paul, Minneapolis & Omaha	853,058.15	523,068.58	339,989.57					339,989.57
Chicago, Rock Island & Pacific	12,610,186.39	9,115,227.18	3,494,962.21					3,494,962.21
Colfax Northern	49,451.33	33,590.44	15,860.89					15,860.89
Crooked Creek	27,787.92	20,976.45	7,711.47					7,711.47
Davenport, Rock Island & Northwestern	31,366.50	21,527.51	9,439.00					9,439.00
Des Moines, Iowa Falls & Northern	169,054.44	138,468.74	30,585.70			2,795.79	2,795.79	33,381.49
Des Moines Union	256,789.29	201,129.82	55,659.57			99,059.36	99,059.36	154,738.93
Des Moines Western	21,362.36	9,106.20	12,256.16			2,499.03	2,499.03	14,755.19
Dubuque & Sioux City (Illinois Central)	4,463,919.10	3,325,713.70	1,138,205.40					1,138,205.40
Iowa Central	3,907,021.27	1,484,235.27	2,422,786.00		129,240.15	2,790.97	132,031.12	2,560,817.12
Albia & Centerville	21,118.69	27,491.26	6,372.57					6,372.57
Manchester & Oelids	1,179,550.56	18,967.57	1,160,583.00	2,009.22	8,623.94	12,571.30	23,204.46	502,061.83
Minneapolis & St. Louis	700,673.19	478,877.37	221,795.82					221,795.82
Muscatine North & South	60,697.55	57,477.88	3,219.67			4,126.35	4,126.35	3,219.67
Newton & Northwestern	141,498.14	115,185.52	26,312.62					26,312.62
Tabor & Northern	30,825.77	14,618.14	16,207.63					16,207.63
Union Pacific	255,301.15	288,122.68	32,821.43					32,821.43
Wabash	1,051,983.33	890,807.73	240,275.60	2,243.99	7,500.00	8,285.73	18,029.72	258,305.32
William & Sioux Falls (Great Northern)	430,749.47	315,574.97	115,174.50					115,174.50
<b>Totals</b>	<b>\$ 65,910,360.40</b>	<b>\$ 46,726,707.62</b>	<b>\$ 19,184,342.78</b>	<b>\$ 4836,391.89</b>	<b>\$ 147,712.19</b>	<b>\$ 239,015.59</b>	<b>\$ 823,319.67</b>	<b>\$ 20,007,562.45</b>

\* Deficit. † Revenue train mileage basis. ‡ Iowa road mileage basis. § Proportional.

TWENTY-NINTH ANNUAL REPORT OF THE

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

Railroads	Deductions from Income							Net income	Deficit
	Interest on funded debt accrued	Interest on bearing liabilities	Rents	Taxes	Permanent investments	Other deductions	Total deductions from income		
Ames & College				\$ 511.03			\$ 511.03	\$ 8,867.45	
Aitchison, Topeka & Santa Fe				11,646.51			11,646.51	93,628.27	\$ 6,318.91
Chicago, Anamosa & Northern				321,416.11			321,416.11	2,335,258.35	
Chicago, Burlington & Quincy				87,016.36			87,016.36	625,721.27	
Chicago Great Western	\$ 7,514.00	\$ 167,468.21		54,359.32			22,289.01	128,625.29	10,745.22
Mason City & Fort Dodge	439,104.00			2,085.75			2,085.75	796,515.56	
Wisconsin, Minnesota & Pacific	20,185.26		\$ 674,747.38	375,785.07			13,554,317.08	11,869,916.57	
Chicago, Milwaukee & St. Paul	11,570,718.56		111,097.55	235,443.97	\$ 21,274,181.32	\$ 149,734.45	121,709.00	12,950,495.45	
Chicago, St. Paul, M. & Omaha	11,673,872.36	129,987.52		229,038.94			229,038.94	3,491,962.21	
Chicago, Rock Island & Pacific	170,705.84	174.24		1,268.55			1,268.55	9,113.83	
Colfax Northern	2,825.00		3,713.63	1,958.15			1,958.15	5,768.23	
Crooked Creek				9,439.00			9,439.00	74,802.72	
Davenport, R. I. & Northwestern	52,300.00	14,850.02		55,029.57			55,029.57	12,630.13	46,421.24
Des Moines, Iowa Falls & North		32,550.00		22,109.57			22,109.57	144,321.55	
Des Moines Union				1,825.06		56,985.60	58,810.66	9,132.57	
Des Moines Western	789,168.36			2,789.00			2,789.00	78,306.22	
Dubuque & Sioux City (Ill. Cent.)	489,749.40	55,531.15	22,300.00	831.89			5,293.67	726.76	
Iowa Central				52,882.00	1,211.78		52,882.00	49,274.82	614.82
Albia & Centerville	3,350.00		5.00	2,694.85			2,694.85	134,561.49	
Manchester & St. Louis	389,910.01			11,173.78			11,173.78	497.25	
Minneapolis & St. Louis	152,591.66	1,223.00		6,533.79			6,533.79	55,566.15	
Muscatine North & South	2,300.00	2,290.99		22,745.02			22,745.02	4,226.23	
Newton & Northwestern				41,644.70	13,758.51	45,689.90	41,644.70	101,149.38	
Tabor & Northern	161,428.14			14,025.12			14,025.12	209,972.11	
Union Pacific									
Wabash									
William & Sioux Falls (G. N.)									
<b>Totals</b>	<b>\$ 5,829,840.68</b>	<b>\$ 305,275.12</b>	<b>\$ 711,764.22</b>	<b>\$ 1,803,121.55</b>	<b>\$ 1,289,151.91</b>	<b>\$ 189,088.60</b>	<b>\$ 10,119,241.52</b>	<b>\$ 10,149,303.01</b>	<b>\$ 209,972.11</b>

\* For replacement of 3,662 old box freight cars (road mileage basis). † Road mileage basis. ‡ Proportional.

BOARD OF RAILROAD COMMISSIONERS

TABLE No. 13—INCOME

Railroads	Payments from Net Income					
	Dividends on Stock				Other payments	Total
	Common		Preferred			
	Rate	Amount	Rate	Amount		
Ames & College	5	\$ 11,300.00				\$ 11,300.00
Atchison, Topka & Santa Fe						
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy						
Chicago Great Western			\$ 129,832.89		\$ 486,959.75	616,812.64
Chicago, Rock Island & Pacific						
Mason City & Fort Dodge						
Wisconsin, Minnesota & Pacific						
Chicago, Milwaukee & St. Paul	7	1,081,755.07	7	919,744.38		2,001,499.45
Chicago & North-Western	7	956,476.37	8	880,470.55		*1,376,946.92
Chicago, St. P., Minneapolis & O.	7	* 59,489.93	7	* 36,089.30		* 95,578.23
Chicago, Rock Island & Pacific						
Colfax Northern						
Crooked Creek						5,573.32
Davenport, Rock Island & N. W.						
Des Moines, Iowa Falls & Northern						
Des Moines Union						12,000.13
Des Moines Western						
Dubuque & Sioux City (Ill. Cent.)						
Iowa Central						
Iowa & Centerville						
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis			5	67,480.00		67,480.00
Muscatine North & South						
Newton & Northwestern						134,561.49
Tabor & Northern						
Union Pacific						
Wabash						
Willmar & Sioux Falls (G. N.)						
Totals		\$ 2,148,929.37		\$ 1,553,697.12	\$ 486,959.75	\$ 4,322,762.18

\* Proportional. † By Inventory.

ACCOUNT—IOWA—CONTINUED

From Operations year Ending June 30, 1906		On June 30, 1905		For Year		On June 30, 1906	
Surplus	Deficit	Surplus	Deficit	Additions	Deductions	Surplus	Deficit
\$ 2,232.55		1,379.68					\$ 8,254.99
6,318.91			1,936.05				185,908.27
11,508.58					\$249,542.36		1,679.81
128,025.29		414,850.63			128,025.29		
	10,745.22		12,435.03				
	1,304,683.89					\$2,963,919.96	
431,960.75		2,471,950.26					
199,162.25							32,747.23
5,113.85		24,633.38					497,473.40
5,753.32		6,231.05		185,469.03			39,888.46
	40,421.24		85,904.24				90,069.36
90,099.36		6,559.47		18,756.35			38,246.55
12,930.13							1,313,421.88
78,636.27		1,232,967.85		8,738.71	8,738.71		9,182.57
	6,132.57				1,517.76		802,291.61
		553,262.23			1,641.10		2,410.47
		18,205.19			614.82		286,533.20
614.82					4,464.56		
497.25		134,561.49					
							22,624.94
	4,226.23		28,892.80	1,237.96			
\$ 1,037,750.02	\$1,430,627.29	\$4,194,479.09	\$1,075,232.83	\$ 517,361.51	\$382,647.03	\$ 4,080,796.84	\$1,425,657.24



TABLE No. 14—INCOME ACCOUNT—ENTIRE LINE.

Railroads	Income From Operation			Income From Other Sources					Total Income
	Gross amount	Operating ex-penses	Income from operation	Dividends on stock owned	Interest on bonds owned	Miscellaneous income, less expenses	Total income from other sources		
Ames & College	\$ 18,384.21	\$ 9,065.73	\$ 9,378.48					\$ 9,378.48	
Atchison, Topeka & Santa Fe	47,758,905.64	29,588,704.72	18,190,200.92	\$ 120,062.07	\$ 455,215.00	\$ 11,250,604.27	\$ 11,825,881.34	\$ 30,016,082.26	
Chicago, Anamosa & Northern	11,406.75	17,725.65	6,318.91					\$ 6,318.91	
Chicago, Burlington & Quincy	73,413,385.88	50,655,161.43	22,758,224.45	5,400.00	79,610.22	325,672.32	410,682.54	23,168,906.95	
Chicago, Great Western	8,098,417.95	6,390,169.67	2,078,257.28	4,000.00	910.00	21,203.94	28,113.94	2,104,371.22	
Mason City & Fort Dodge	1,782,418.45	1,113,221.96	689,196.49					689,196.49	
Wisconsin, Minnesota & Pacific	788,810.29	390,046.33	398,763.97					398,763.97	
Chicago & North-Western	35,423,032.99	34,713,632.53	20,709,459.46	22,340.24	5,650.00	230,398.92	236,389.16	20,967,899.62	
Chicago, St. Paul, Minn. & O.	63,481,577.98	32,890,969.93	17,766,440.00	1,776,440.00	1,936.75	168,454.65	1,946,918.70	25,537,497.59	
Chicago, Rock Island & Pacific	13,907,017.47	7,901,338.13	5,105,673.34	98,589.90	6,410.00	92,544.30	197,534.30	5,303,213.54	
Colfax Northern	48,919,098.30	34,202,632.60	14,717,065.70	385,715.37	859,528.20	528,675.85	1,773,919.42	16,490,985.12	
Crooked Creek	49,451.36	33,690.44	15,860.89					15,860.89	
Davenport, R. I. & Northwestern	85,519.98	39,676.45	7,711.47					7,711.47	
Des Moines, Iowa Falls & Northern	169,034.44	99,825.49	17,634.49					17,634.49	
Des Moines Union	255,780.39	138,468.74	30,585.70					30,585.70	
Des Moines Western	3,008,443.35	301,129.82	35,659.57					35,659.57	
Dubuque & Sioux City (Ill. Cent.)	21,362.36	9,106.20	12,236.16					12,236.16	
Iowa Central	5,151,096.09	3,442,216.94	1,710,879.15					1,710,879.15	
Albia & Centerville	3,008,443.35	2,153,965.55	854,448.40					854,448.40	
Manchester & Oneida	21,118.69	27,491.36	6,372.57					6,372.57	
Minneapolis & St. Louis	18,907.07	12,886.64	6,020.43					6,020.43	
Muscatine North & South	3,304,383.46	2,291,234.77	1,689,669.69	5,955.00	25,569.01	145,149.97	176,964.98	1,866,634.67	
Newton & Northwestern	69,697.55	37,477.88	3,219.67					3,219.67	
Tabor & Northwestern	141,488.14	115,195.52	26,302.62					26,302.62	
Union Pacific	39,785,870.30	22,175,084.44	6,304,229.76	845,392.00	3,255,720.67	2,733,808.32	6,835,010.99	24,515,787.65	
Wabash	25,528,765.22	19,024,541.46	7,620,776.06	157,499.60	238,883.32			7,816,159.04	
Willmar & Sioux Falls (G. Nor.)	2,029,978.72	1,157,282.52	863,665.90					863,665.90	
Totals	\$393,539,538.40	\$255,397,226.41	\$137,583,311.99	\$3,421,384.37	\$5,131,771.17	\$ 15,950,626.95	\$ 24,508,782.40	\$ 162,087,094.48	

\* Deficit.

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

Railroads	Deductions from Income							Net income	Deficit
	Interest on bonds owned	Interest on interest bearing liabilities	Rents	Taxes	Permanent investments	Other deductions	Total deductions from income		
Ames & College				\$ 511.03			\$ 511.03	\$ 8,867.45	
Atchison, Topeka & Santa Fe	\$10,662,114.22	36,062.65		1,532,636.83	125,804.56	4,811,618.79	17,129,830.33	12,897,246.01	
Chicago, Anamosa & Northern	16,124.66			216,000.00			232,124.66	6,193.91	
Chicago, Burlington & Quincy	7,945,052.53	389,378.84		2,018,494.16		862,439.97	10,215,965.49	12,852,819.33	
Chicago, Great Western	480,000.00			52,000.00			532,000.00	137,196.49	
Mason City & Fort Dodge	321,840.00			26,089.04			347,929.04	90,234.86	
Wisconsin, Minn. & Pacific	5,913,850.00			852,595.29		4,918,197.45	10,827,047.45	10,140,782.17	
Chicago & North-Western	7,882,107.40	141,208.43	\$ 52,257.32	2,427,176.68	6,000,000.00	234,194.88	16,736,944.80	8,800,552.79	
Chicago, St. Paul, M. & Omaha	1,543,796.59	8,171.27		652,595.29		694,368.29	2,908,130.44	2,494,283.20	
Chicago, Rock Island & Pacific	6,445,739.33	583,548.52	1,115,638.77	1,388,499.42		2,130,170.68	11,662,036.72	4,627,046.40	
Colfax Northern	800,318.26			2,398.35			802,716.61	5,113.83	
Crooked Creek				1,638.15			1,638.15	5,753.32	
Davenport, R. I. & Northwestern	32,300.00	14,850.02		17,694.49			73,902.73	40,421.24	
Des Moines, Iowa Falls & North		33,500.00		22,109.57			55,609.57	99,090.36	
Des Moines Union				6,952.71			6,952.71	728.76	
Des Moines Western				154,696.07		56,863.60	211,559.67	687,697.13	
Dubuque & Sioux City (Ill. C.)	595,440.00	67,515.07	22,200.00	89,349.84			774,504.91	235,596.90	
Iowa Central				2,769.00			2,769.00	9,132.57	
Albia & Centerville	3,250.00			831.89			4,081.89	726.76	
Manchester & Oneida	1,185,269.74		5.00	155,468.89			1,350,743.33	509,882.34	
Minneapolis & St. Louis				2,694.85			2,694.85	614.86	
Muscatine North & South				1,825.66			1,825.66	12,932.73	
Newton & Northwestern	152,291.66	1,220.00		924.39			154,436.05	497.25	
Tabor & Northwestern	2,500.00	2,290.99					4,790.99	134,564.49	
Union Pacific	4,239,448.05			1,029,520.15			5,268,968.20	19,249,818.83	
Wabash	3,812,910.76			1,600,000.00		458,627.16	5,871,537.92	699,332.73	
Willmar & Sioux Falls (G. N.)	182,300.00			102,307.43			284,607.43	544,038.84	
Totals	\$51,519,039.39	\$ 1,248,639.70	\$ 1,195,429.78	\$11,046,883.85	\$ 6,385,643.00	\$15,265,821.56	\$86,861,450.97	\$75,416,077.72	\$ 190,434.21

TABLE No. 16—INCOME ACCOUNT

Railroads	Payments From Net Income					
	Dividends on Stock				Other payments	Total
	Common		Preferred			
	Rate	Amount	Rate	Amount		
Ames & College	5	\$ 11,200.00				\$ 11,200.00
Atchison, Topeka & Santa Fe	4	4,078,220.00	7 1/2	8,503,035.00		12,641,255.00
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy	7	7,708,737.00				7,708,737.00
Chicago, Great Western			5	281,422.50	\$ 1,044,978.00	1,326,400.50
Mason City & Fort Dodge						
Wisconsin, Minnesota & Pacific						
Chicago, Milwaukee & St. Paul	7 1/2	4,672,873.00	4	3,462,863.00		8,135,736.00
Chicago & North-Western	4	4,692,313.50	8	1,791,600.00		6,483,913.50
Chicago, St. Paul, Minneapolis & O.	7	1,298,885.00	7	787,976.00		2,086,861.00
Chicago, Rock Island & Pacific	6 1/2	4,677,552.50	6	9,288.00		4,686,840.50
Colfax Northern						
Crooked Creek						
Davenport, Rock Island & Northwest						
Des Moines, Iowa Falls & Northern						
Des Moines Union						
Des Moines Western						
Dubuque & Sioux City (Ill. Cent.)						
Iowa Central						
Abia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis			5	500,000.00		500,000.00
Muscatine North & South						
Newton & Northwestern						
Tabor & Northern						
Union Pacific	8	16,650,632.00	4	3,982,772.00		19,633,404.00
Wabash						
Willmar & Sioux Falls (Gr. North'n)	7	490,000.00				490,000.00
Totals		\$42,630,333.00		\$19,080,986.50	\$ 1,044,978.00	\$62,756,297.50

—ENTIRE LINE—CONTINUED.

From Operations Year Ending June 30, 1906	On June 30, 1905		For Year		On June 30, 1906		
	Surplus	Deficit	Surplus	Deficit	Additions	Deductions	
					Surplus	Deficit	
\$ 1,378.38							
245,091.01		\$ 19,739,491.98				\$ 19,985,482.99	
	\$ 6,818.91		\$ 1,936.08			\$ 6,884.99	
5,094,182.33		36,564,322.41			\$ 535,498.64	41,659,434.74	
184,472.22		771,006.39				419,979.97	
187,196.49					187,196.49		
90,234.82					90,234.82		
2,604,956.17		31,185,001.59				33,790,007.76	
2,316,639.29		11,640,181.01				13,956,820.30	
407,422.29		2,625,967.96				3,032,490.16	
	59,704.10	17,767,940.04		\$ 45,366.34	2,422,474.92	15,331,037.36	
8,113.85		24,632.38				32,746.23	
5,753.32		6,251.03		485,469.03		497,473.40	
		47,395.14				47,395.14	
				85,904.24		99,069.36	
				18,756.05		38,246.25	
		6,559.47				241,190.51	
				781,911.88		2,077,314.04	
		1,859,871.84		1,845.39		9,132.57	
	9,132.57		8,738.71				
				4,865.95		1,482,401.62	
800,882.34		1,167,655.38			614.82	3,410.47	
614.82		4,025.29			4,464.56	286,838.20	
		134,061.49		147,607.15		22,624.84	
497.25		29,862.30		1,297.96		16,457,382.67	
		283,505.15		6,619,511.34		6,546.30	
				515,419.77		376,456.62	
509,332.79							
34,038.84		322,416.78					
Totals		\$12,899,491.39	\$499,312.22	\$130,327,335.71	\$1,569,405.92	\$14,541,419.20	\$6,795,476.46
						\$149,305,583.45	\$923,147.23

TABLE No. 17—

Railroads	Passenger					Total passenger revenue
	Originating and terminating in Iowa	Originating but not terminating in Iowa	Terminating but not originating in Iowa	Crossing the state		
Ames & College.....						\$ 13,834.95
Atchison, Topeka & Santa Fe.....						58,100.36
Chicago, Anamosa & Northern.....	\$ 3,241.97					3,241.97
Chicago, Burlington & Quincy.....						2,487,658.02
Chicago Great Western.....	402,504.48	149,523.33	\$ 128,491.01	189,209.72		869,815.44
Mason City & Fort Dodge.....	219,885.36	46,497.78	40,084.19	51,744.11		357,911.44
Wisconsin, Minnesota & Pacific.....	4,646.90	1,205.82	1,040.77			6,893.49
Chicago, Milwaukee & St. Paul.....						2,459,636.97
Chicago, North-Western.....	1,714,757.30	413,782.12	347,118.57	839,186.28		3,314,844.27
Chicago, St. Paul, Minn. & Omaha.....						270,465.76
Chicago, Rock Island & Pacific.....	1,817,613.00	431,900.17	454,492.50	534,367.18		3,238,372.85
Collax Northern.....	6,556.07					6,556.07
Crooked Creek.....		821.85				821.85
Davenport, Rock Island & North-Western Union.....						49,718.07
Des Moines, Iowa Falls & Northern.....						
Des Moines Western.....						
Dubuque & Sioux City (Ill. Central) Iowa Central.....	686,534.22	159,802.88	144,088.89	100,755.19		1,151,781.18
Albia & Centerville.....						376,940.39
Manchester & Oneida.....	7,809.99					6,171.96
Minneapolis & St. Louis.....						7,809.99
Muscatine North & South.....						299,216.90
Newton & Northwestern.....						7,857.20
Tabor & Northern.....	4,790.69					13,859.98
Union Pacific.....		728.67	787.47			4,790.69
Wabash.....	115,026.32	76,558.06	51,084.87	36,762.88		6,052.06
Willmar & Sioux Falls (G. N.).....	25,129.67	9,214.23	31,237.69	962.23		7,468.40
Totals.....	\$ 5,008,186.97	\$ 1,289,835.11	\$ 1,199,925.96	\$ 1,909,129.65		\$15,850,411.25

EARNINGS—IOWA.

Express							Mails	Extra baggage and storage	Other items	Total passenger earnings
Originating and terminating in Iowa	Originating but not terminating in Iowa	Terminating but not originating in Iowa	Crossing the state	Total express						
										\$ 13,834.95
										81,138.15
\$ 1,474.48										5,239.56
										3,382,533.06
										1,021,252.00
										402,915.43
										9,067.62
										3,222,733.44
										4,139,874.74
										329,935.32
										3,987,785.53
										4,859.06
										1,622.58
										4,948.62
										56,115.01
										1,481,761.60
										459,161.60
										7,807.54
										8,721.26
										378,969.16
										8,003.04
										19,381.00
										6,221.35
										14,240.84
										349,477.25
										79,782.11
\$ 185,737.30	\$ 1,400.49		\$ 3,592.72	\$1,475,862.42	\$ 2,169,172.52	\$ 253,975.45	\$ 230,130.11	\$19,479,451.75		

TABLE No. 18—EARNINGS—

Railroads	Freight	
	Originating and terminating in Iowa	Originating but not terminating in Iowa
Ames & College		
Atchison, Topeka & Santa Fe		
Chicago, Anamosa & Northern	\$ 2,556.28	\$ 2,027.21
Chicago, Burlington & Quincy	294,372.14	349,927.05
Chicago Great Western	634,503.34	95,843.73
Mason City & Fort Dodge		
Wisconsin, Minnesota & Pacific	11,123.48	9,232.91
Chicago, Milwaukee & St. Paul	1,488,849.31	2,565,903.52
Chicago & North-Western		
Chicago, St. Paul, Minneapolis & Omaha		
Chicago, Rock Island & Pacific		
Colfax Northern	42,785.76	
Crooked Creek	24,958.01	
Davenport, Rock Island & Northwestern		
Des Moines, Iowa Falls & Northern		
Des Moines Union		
Des Moines Western		
Dubuque & Sioux City (Illinois Central)	470,889.16	825,701.20
Iowa Central		
Albia & Centerville	10,176.81	
Manchester & Oneida		
Minneapolis & St. Louis		
Muscatine North & South		
Newton & Northwestern		
Tabor & Northern	14,406.51	
Union Pacific	4,765.72	
Wabash	256,755.74	182,781.07
William & Sioux Falls (Great Northern)	80,478.56	59,653.33
Totals	\$ 3,131,886.20	\$ 4,095,866.24

\* Includes elevators and other items.

IOWA—CONTINUED

Terminating but not originating in Iowa	Freight			Stock yards	Elevators	Other items	Total freight earnings	Total passenger and freight earnings	
	Crossing the state	Total freight revenue							
		\$ 4,549.26					\$ 4,549.26	\$ 18,384.21	
		254,139.94	\$908.65				254,448.59	335,006.77	
\$ 1,463.60		6,086.19					6,086.19	11,406.75	
		6,371,590.19					6,372,560.19	9,715,184.17	
884,513.96	\$ 1,519,524.74	2,548,337.80					2,548,337.80	3,569,989.89	
372,913.50	115,947.85	1,219,210.40					1,219,210.40	1,622,125.88	
15,846.88		36,303.27					36,303.27	45,270.89	
		9,839,091.27					9,839,091.27	13,061,824.71	
		9,521,594.75			\$21,006.33		9,542,601.11	13,082,475.85	
1,648,534.36	3,819,307.50	579,577.80			632.79		571,310.59	801,245.91	
		8,412,307.96					8,412,307.96	12,400,183.79	
		42,785.76					42,785.76	49,444.76	
		24,958.01					24,958.01	26,453.51	
		110,870.12					110,870.12	166,983.13	
		535,348.91	707,741.88			6,723.59	2,546,414.69	4,028,176.19	
		1,579,823.94	2,590,691.10				1,579,823.94	2,098,386.54	
		15,098.17	10,176.81				10,176.81	18,898.97	
		759,834.70	51,089.41				759,834.70	1,138,263.86	
		121,124.83	14,406.51				121,124.83	141,005.83	
		60,223.21	49,886.71			9,289.08	14,406.51	39,527.86	
		194,893.48	61,844.13			802.00	60,223.21	74,463.55	
		144,311.07	346,818.09				689,606.08	1,039,083.23	
							347,620.14	427,402.52	
		\$ 3,308,961.96	\$ 6,318,054.62	\$45,143,636.61	\$ 808.65		\$34,453.54	\$45,178,232.02	\$64,957,733.77

TABLE No. 19—EARNINGS—IOWA—CONTINUED.

Railroads	Other Earnings from Operation								Total other earnings	Total gross earnings from operation—Iowa
	Switching balance	Car mileage credit balance	Hire of equipment balance	Telegraph	Rents from yards, tracks and terminals	Rents not otherwise provided for	All other sources	Total other earnings		
Ames & College			\$ 1,577.35	\$ 284.52		\$ 333.16	\$ 1,198.44	\$ 3,309.47	\$ 38,884.21	\$ 339,000.24
Atchison, Topeka & Santa Fe									1,406.75	9,906,840.85
Chicago, Anamosa & Northern									44,511.12	6,614,101.91
Chicago, Burlington & Quincy	\$40,648.06			35,001.05	47,078.87		27,928.70	150,656.68	1,640,276.42	47,894.59
Chicago Great Western			15,480.19		23,179.92	3,685.13		44,511.12	18,150.59	1,640,276.42
Mason City & Fort Dodge		\$ 5,106.88			4,291.63	1,439.00	7,324.13	2,623.70	2,623.70	47,894.59
Wisconsin, Minnesota & Pacific		2,269.09		61.84				6.87		13,083,141.13
Chicago, Milwaukee & St. Paul					14,783.94			21,816.42	19,303.80	13,701,779.65
Chicago & North-Western			19.90		9,873.38	8,214.11	1,196.41	225.33	85,157.76	853,938.15
Chicago, St. Paul, Minneapolis & Omaha	\$9,750.50	6,829.43		64,584.29	5,168.98	86,569.24	26,707.09	26,976.00	210,065.60	12,610,189.39
Chicago, Rock Island & Pacific									6.57	49,451.33
Colfax Northern					6.57				1,217.33	27,670.84
Crooked Creek									212.88	21,118.69
Davenport, Rock Island & Northwestern	22,579.49	2,419.31	105.38			80.50	2,132.51	27,317.94	4,867.10	171,850.23
Des Moines, Iowa Falls & Northern			29.64		2,785.79	2,041.67				
Des Moines Union										
Des Moines Western										
Dubuque & Sioux City (Illinois Central)	11,387.72	16,778.42	2,500.20	830.68	22,002.47	14,329.81	358,022.91	435,742.91	4,463,919.10	2,067,021.27
Iowa Central	190.82						4,010.09	212.88		
Albia & Centerville	9.00						32.16		9.00	18,907.07
Manchester & Oneida			3,473.74	1,710.96		32,300.18	3,171.82	41,286.70	1,179,550.56	98,897.55
Minneapolis & St. Louis			990.10					15.00	1,005.10	141,086.14
Muscatine North & South									432.31	191.91
Newton & Northwestern					197.91				197.91	29,825.77
Tabor & Northern					145.67				145.67	180,837.30
Union Pacific	22,890.76		125.44		134,965.90	3,428.02	19,238.51	180,837.30	255,301.15	1,081,083.33
Wabash									3,247.22	430,749.47
Willmar & Sioux Falls (Great Northern)	2,635.70				711.52					
Totals	\$80,517.03	\$37,888.92	\$84,226.35	\$48,210.25	\$ 383,710.10	\$77,340.95	\$ 486,156.12	\$ 1,198,349.72	\$65,856,083.49	

\* Debit.

TABLE No. 20—EARNINGS—ENTIRE LINE.

Railroads	Passenger Earnings							Total passenger earnings
	Passenger Revenue			Net revenue	Mails	Express	Extra baggage and storage	
Total	Deductions of account of repayments deemed etc.							
Ames & College	\$ 13,834.95		\$ 13,834.95					\$ 13,834.95
Atchison, Topeka & Santa Fe	11,188,410.04	\$ 296,023.64	10,892,386.40	1,123,679.88	1,937,176.31	117,219.19	172,145.12	14,242,000.90
Chicago, Anamosa & Northern	3,241.97		3,241.97	574.48	1,474.28	29.63		5,320.36
Chicago, Burlington & Quincy	16,211,665.44		16,211,665.44	2,319,000.01	1,440,392.60	245,713.39	241,569.67	20,438,341.11
Chicago Great Western	1,827,569.12		1,827,569.12	138,536.16	22,340.25	137,182.65		2,257,974.56
Mason City & Fort Dodge	383,532.80		383,532.80	18,395.29	5,164.85	3,153.58		432,244.08
Wisconsin, Minnesota & Pacific	156,056.31		156,056.31	12,554.15	8,830.63	2,329.04	6,349.70	193,169.81
Chicago, Milwaukee & St. Paul	11,123,345.22		11,123,345.22	1,669,037.02	1,692,329.00	191,970.74	962,998.49	15,096,850.47
Chicago & North-Western	15,283,105.00	841,680.02	14,441,415.07	1,496,047.97	1,198,392.04	223,413.34	45,104.51	17,374,372.93
Chicago, St. Paul, Minneapolis & Omaha	3,445,141.09	22,436.41	3,422,704.68	270,530.26	247,063.96	69,563.60	3,900.00	4,004,792.62
Chicago, Rock Island & Pacific	13,563,965.19	442,719.15	13,121,246.04	1,075,729.05	1,094,376.74	239,384.69		15,523,719.52
Colfax Northern	621.85		621.85		97.72		5.21	6,629.00
Crooked Creek					390.84			1,632.58
Davenport, Rock Island & Northwestern					5,432.24	129.92		5,562.16
Des Moines, Iowa Falls & Northern					3,288.02	2,322.53	783.00	6,403.55
Des Moines Union	49,719.07		49,719.07					49,719.07
Des Moines Western								
Dubuque & Sioux City (Illinois Central)	1,222,597.59	47,547.57	1,185,050.02	125,837.67	192,540.89	22,081.99	4,466.34	1,529,926.91
Iowa Central	473,425.15	2,696.69	470,828.46	37,910.43	27,611.96	19,504.79	2,000.00	568,856.64
Albia & Centerville	6,185.70	13.74	6,172.96	1,191.38	900.00	234.20		7,907.54
Manchester & Oneida	7,800.19		7,800.19	414.00	497.27			8,701.26
Minneapolis & St. Louis	981,576.86	4,856.23	976,720.63	105,911.31	56,957.47	345.84		1,169,859.53
Muscatine North & South	7,657.20		7,657.20		345.84		121.28	8,004.04
Newton & Northwestern	13,972.28	14.30	13,957.98	3,354.00	1,460.49			19,881.00
Tabor & Northern	4,794.12	3.43	4,790.69	644.01	629.40			5,419.51
Union Pacific	6,861,217.56	45,652.81	6,815,564.75	1,651,636.39	615,911.98	106,388.67	87,622.69	9,194,001.79
Wabash	7,194,061.92	445,846.62	6,748,215.30	853,984.26	677,037.46	85,747.20	57,622.69	8,311,611.91
Willmar & Sioux Falls (Great Northern)	363,087.34	578.11	362,509.23	40,975.39	18,969.50	6,692.61	1,086.76	422,653.48
Totals	\$60,393,456.10	\$ 2,150,042.90	\$58,243,393.20	\$10,940,871.89	\$ 8,562,373.04	\$ 1,365,021.64	\$ 1,641,319.11	\$111,052,978.71

TABLE No. 21—EARNINGS—

Railroads	Freight Earnings			
	Freight Revenue			
	Total freight revenue	Less Repayments		
Overcharge to shippers		Other items	Total deductions	
Ames & College	\$ 4,549.26			
Atchison, Topeka & Santa Fe	33,465,290.60	\$ 653,934.42		\$ 653,934.42
Chicago, Anamosa & Northern	6,231.47	145.29		145.29
Chicago, Burlington & Quincy	50,714,275.74			
Chicago Great Western	6,339,480.99			
Mason City & Fort Dodge	1,328,385.90			
Wisconsin, Minnesota & Pacific	513,568.09			
Chicago, Milwaukee & St. Paul	40,187,710.03			
Chicago & North-Western	46,353,962.16	\$ 515,414.21	\$ 35,725.37	\$ 551,139.58
Chicago, St. P., Minneapolis & Omaha	8,996,986.96	197,638.59	55,862.49	242,321.02
Chicago, Rock Island & Pacific	33,965,820.49	1,300,316.03		1,300,316.03
Colfax Northern	43,237.72	471.96		471.96
Crooked Creek	54,908.01	117.08		117.08
Davenport, Rock Island & Northwestern				
Des Moines, Iowa Falls & Northern	110,870.12			
Des Moines Union				
Des Moines Western				
Dubuque & Sioux City (Illinois Central)	3,945,374.92	167,038.85		167,038.85
Iowa Central	2,452,665.76	69,496.02		69,496.02
Albia & Centerville	13,886.82	788.65		788.65
Manchester & Oneida	10,176.81			
Minneapolis & St. Louis	2,615,733.27	65,189.72		65,189.72
Muscataine North & South	51,089.41			
Newton & North-western	123,307.89	2,183.05		2,183.05
Tabor & Northern	14,451.70	45.22		45.22
Union Pacific	30,145,199.27	627,292.16		627,292.16
Wabash	18,265,969.08	561,910.97	1,288,123.62	1,850,034.59
Willmar & Sioux Falls (Great Northern)	1,609,856.99	27,885.07		27,885.07
Totals	\$ 280,702,210.08	\$ 4,269,287.33	\$ 1,379,711.42	\$ 5,648,969.75

ENTIRE LINE—CONTINUED.

Freight Earnings					Total freight earnings	Total passenger and freight earnings
Net revenue	Stock yards	Elevators	Other items	Total freight earnings		
\$ 4,549.26				\$ 4,549.26	\$ 18,384.21	
32,511,356.19			\$ 71,088.03	32,582,454.21	47,125,058.11	
6,086.19				6,086.19	11,406.75	
50,714,275.74	79,498.62			50,793,774.36	71,251,115.47	
6,339,480.99				6,339,480.99	8,596,555.53	
1,328,385.90				1,328,385.90	1,790,626.83	
513,568.09				513,568.09	706,677.90	
40,187,710.03	9,496.64	30,512.31		40,230,718.98	55,267,399.45	
46,353,962.16			148,283.61	46,502,245.77	63,326,479.12	
8,996,986.96			10,788.18	8,763,964.12	12,768,756.74	
33,965,820.49				32,675,504.41	48,099,217.93	
43,237.72				42,785.76	49,444.76	
54,908.01				24,820.93	26,453.51	
					5,629.16	
110,870.12				110,870.12	166,983.13	
			7,296.18		11,711.16	
3,178,326.07				4,185,644.23	4,716,015.38	
2,383,159.74				13,098.47	20,060.71	
13,098.47				10,176.81	18,869.07	
10,176.81				2,550,563.55	3,717,423.08	
2,550,563.55				51,089.41	59,092.45	
51,089.41				121,124.53	141,963.83	
121,124.53				14,096.51	20,627.86	
14,096.51					39,092.45	
29,317,697.11				29,517,907.11	38,717,408.90	
15,415,905.09				406,842.48	16,822,967.57	
1,861,971.92			1,839.27	1,883,511.19	2,913,174.67	
\$ 275,053,211.33	\$ 87,995.36	\$ 33,512.31	\$ 645,769.75	\$ 275,820,488.65	\$ 366,873,437.96	

TABLE No. 22—EARNINGS

Railroads	Other Earnings from Operation			
	Switching charges balance	Car mileage balance	Hire of equipment balance	Telegraph
Ames and College				
Atchison, Topeka & Santa Fe	\$ 35,175.07		\$ 302,897.50	\$ 44,026.90
Chicago, Anamosa & Northern				180,894.76
Chicago, Burlington & Quincy	970,839.72			
Chicago Great Western			28,927.46	
Mason City & Fort Dodge	\$ 5,581.36			
Wisconsin, Minnesota & Pacific		27,687.83		853.78
Chicago, Milwaukee & St. Paul			7,833.10	27,164.75
Chicago & North-Western				
Chicago, St. Paul, M. & Omaha	57,362.68	119,211.19		
Chicago, Rock Island & Pacific			235,221.76	15,522.46
Coilax Northern				6.57
Crooked Creek				
Davenport, Rock Island & Northern	56,072.32	3,360.14	146.37	.75
Des Moines, Iowa Falls & Northern			29.64	
Des Moines Union	1,215.98			
Des Moines Western				
Dubuque and Sioux City (Ill. Cent.)	12,227.58		2,963.85	967.36
Iowa Central		25,060.17		
Albia Centerville	180.82			
Manchester & Oneida	9.00			
Minneapolis & St. Louis		32,023.72	5,060.72	
Muscatine North & South		960.10		
Newton & Northwestern				197.91
Tabor & Northern				61,997.42
Union Pacific	360,260.60		49,563.04	
Wabash				
Willmar & Sioux Falls (G. N.)	3,598.00			
Totals	\$1,405,841.77	\$ 209,414.51	\$ 625,673.44	\$ 331,042.56

ENTIRE LINE—CONTINUED.

Railroads	Other Earnings from Operation				Total earnings from operation entire line	Proportion of earnings from operation Iowa
	Rents from tracks, freight and terminals	Rents not otherwise provided for	Other sources	Total other earnings		
Ames and College					\$ 18,384.21	\$ 19,384.21
Atchison, Topeka & Santa Fe	\$ 138,055.49	\$ 67,497.02	\$ 45,698.55	\$ 630,850.58	\$ 47,739,963.64	\$ 389,000.24
Chicago, Anamosa & Northern					11,406.75	11,406.75
Chicago, Burlington & Quincy	681,898.89			329,117.04	73,413,385.88	9,905,849.85
Chicago Great Western	23,359.20	7,871.52		11,794.22	8,688,417.95	2,788,411.84
Mason City & Fort Dodge	4,841.63	3,394.28		7,074.20	1,782,418.45	1,691,515.10
Wisconsin, Minnesota & Pacific		3,337.36		253.33	78,810.20	71,073.54
Chicago, Milwaukee & St. Paul		129,288.79		156,098.86	63,481,577.98	16,174,696.58
Chicago & North-Western	61,170.37	84,855.36	12,130.40	156,098.86	55,423,032.69	15,540,038.96
Chicago, St. Paul, M. & Omaha	44,947.65	18,003.22	3,126.09	238,260.73	13,907,017.47	801,064.56
Chicago, Rock Island & Pacific	387,881.78	104,167.58	87,086.79	819,880.37	48,919,098.30	14,811,051.10
Coilax Northern					6.57	49,451.33
Crooked Creek			1.35	1,217.33	27,670.84	22,670.84
Davenport, Rock Island & Northern			283.00	3,094.24	62,896.52	68,519.98
Des Moines, Iowa Falls & Northern			2,795.79	2,941.67	4,867.10	171,850.23
Des Moines Union						
Des Moines Western						
Dubuque and Sioux City (Ill. Cent.)	21,362.36			388,022.01	21,362.36	21,362.36
Iowa Central	22,325.97	15,048.47		437,824.93	5,153,096.09	4,463,919.91
Albia Centerville	4,968.98			56,428.57	3,098,443.95	2,067,021.27
Manchester & Oneida				32.16	213.98	21,118.69
Minneapolis & St. Louis			0,242.42	5.00	9.00	18,907.07
Muscatine North & South	307,248.92			217,472.38	3,834,805.46	1,179,550.56
Newton & Northwestern			15.00	1,038.10	69,697.55	69,697.55
Tabor & Northern			492.31	492.31	141,498.14	14,498.14
Union Pacific	458,545.53	63,322.21	186,232.80	197.91	20,825.77	20,825.77
Wabash	311,380.74	5,656.78	1,149.25	1,078,461.60	29,795,870.69	235,891.15
Willmar & Sioux Falls (G. N.)				7,804.05	25,628,785.22	1,051,053.33
Totals	\$ 2,220,049.20	\$ 491,767.89	\$ 1,110,200.89	\$ 6,382,990.36	\$309,266,427.72	\$ 73,120,412.20

TABLE No. 23—OPERATING

Railroads	Maintenance of Way and Structures		
	Repairs of roadways	Renewals of rails	Renewals of ties
Ames & College	\$ 173.05		
Atchison, Topeka & Santa Fe	21,143.87	\$ 1,975.61	\$ 8,168.14
Chicago, Anamosa & Northern	2,050.53	9.98	
Chicago, Burlington & Quincy	904,201.65	*8,384.50	183,863.41
Chicago Great Western	237,265.26	2,448.25	46,403.00
Mason City & Fort Dodge	97,782.96	101.10	12,623.03
Wisconsin, Minnesota & Pacific	5,328.35	7.68	2,308.32
Chicago, Milwaukee & St. Paul	7924,620.24	1151,338.96	1159,150.71
Chicago, St. Paul, Minneapolis & Omaha	1848,969.78	165,628.07	1182,320.10
Chicago, Rock Island & Pacific	872,379.12	76,889.87	319,481.31
Colfax Northern	4,875.64	4.40	449.53
Crooked Creek	4,557.21		113.61
Davenport, Rock Island & Northwestern	6,280.67	13.68	1,286.70
Des Moines, Iowa Falls & Northern	22,439.91		
Des Moines Union	20,434.18	4,884.28	8,718.40
Des Moines Western	2,439.73		
Dubuque & Sioux City (Illinois Central)	295,034.33	\$ 2,642.00	62,027.34
Iowa Central	168,319.81	1,795.16	59,570.83
Albia & Centerville	7,242.94	95.44	3,276.93
Manchester & Oneida	1,625.11		
Minneapolis & St. Louis	90,656.31	17,880.07	46,961.24
Muscatine North & South	6,322.58		4,590.90
Newton & Northwestern	29,341.53		
Tabor & Northern	2,190.40	2,978.80	1,411.78
Union Pacific	44,456.63	7,246.86	5,912.00
Wabash	68,396.94		21,589.28
Willmar & Sioux Falls (Great Northern)	89,219.65	17,432.12	4,961.61
Totals	\$ 4,722,745.98	\$ 335,792.90	\$ 1,141,965.90

\*Credit. †Revenue train mileage basis. ‡Proportional.

## EXPENSES—IOWA

Maintenance of Way and Structures											
Repairs and renewals of bridges and culverts	Repairs and renewals of fences, road crossings, cattle-guards	Repairs and renewals of bridges and fixtures	Repairs and renewals of docks and wharves	Repairs and renewals of telegraph	Stationery and printing	Other expenses	Total				
\$ 1,177.69	\$ 21.62	\$ 16.19	\$ 154.70	\$ 66.23	\$ 25.57	\$ 264.70	\$ 530.26				\$ 47,623.68
263.05	22,665.34	145,253.58	8,066,666.08	877.16	827.10	827.10	827.10				2,882.01
191,250.76	22,397.44	9,066.86	19,638.16	3,304.48	3,686.16	9,447.53	344,467.14				1,487,652.84
6,125.00	3,632.25	6,296.13	294.06	387.43	294.86	3,611.34	131,453.00				3,364.62
754.73	293.06	388.46		71.01	27.52	228.89	9,264.72				11,447,849.48
1181,013.60	157,549.20	1178,998.63	16,220.11	119,279.42	1762.32	1623,634.63	12,295,537.82				1103,973.88
1322,583.08	144,124.64	1153,341.72	112,024.10	17,239.05	12,300.45	1415.46	11,447,849.48				1103,973.88
164,502.21	55,567.35	198,324.52	24,295.36	2,555.74	1,652.22	1,715,241.08	6,048.47				8,895.56
424.38	79.11	78.07				137.34	10,624.70				33,720.60
113.61	35.21	27.14				60.78	29,909.37				2,524.19
2,083.60	220.29	598.55		59.78	2.43		1,391.86				315,473.86
9,124.95	1,305.64	833.45		16.65			12,583.82				3,422.56
1,135.75	321.67	374.34			5.81		184,123.53				14,625.53
		88.46					33,200.85				3,877.55
73,757.67	20,844.04	72,131.64		4,782.74	2,098.08	1,391.86	71,350.70				132,249.98
69,881.63	14,486.88	19,549.36		1,494.32	374.57		90,530.79				
900.84	302.60	759.26		5.81							
256.76	85.07										
7,659.70	5,293.92	15,022.46		942.32	182.68	29.32					
2,382.90	676.70	242.55									
2,796.87	321.19	648.63		140.63	52.00						
50.15	50.15	260.45		3.27							
4,371.68	83.37	18,238.47		19.90	69.85						
10,736.19	3,590.93	19,748.21		102.56							
5,496.26	1,688.74	5,111.21									
\$ 897,340.17	\$ 253,437.15	\$ 858,787.97	\$ 117,710.13	\$ 86,790.00	\$ 13,008.95	\$ 641,481.02	\$ 9,065,035.48				

§Sidewalk.



TABLE No. 24—OPERATING

Railroads	Maintenance of Equipment		
	Superintendence	Repairs and renewals of locomotives	Repairs and renewals of passenger cars
Ames & College		\$ 1,019.21	\$ 85.32
Atchison, Topeka & Santa Fe	\$ 2,328.27	14,979.88	5,437.91
Chicago, Anamosa & Northern		709.93	71.59
Chicago, Burlington & Quincy	47,863.93	770,029.54	140,858.01
Chicago Great Western	5,690.89	191,488.49	36,870.25
Mason City & Fort Dodge	2,884.62	73,790.25	16,801.24
Wisconsin, Minnesota & Pacific	186.91	4,884.05	425.67
Chicago, Milwaukee & St. Paul	*28,287.93	*537,074.65	*193,110.13
Chicago & North-Western	194,815.80	1666,364.57	1119,891.89
Chicago, St. Paul, Minneapolis & Omaha			
Chicago, Rock Island & Pacific	61,628.28	807,846.28	155,340.72
Colfax Northern		3,352.53	140.51
Crooked Creek		1,619.31	
Davenport, Rock Island & Northwestern		111.80	
Des Moines, Iowa Falls & Northern	1,170.00	5,219.72	2,041.22
Des Moines Union	960.00	5,682.64	
Des Moines Western			
Dubuque & Sioux City (Illinois Central)	11,124.44	249,577.88	75,178.22
Iowa Central	5,018.24	129,013.49	19,694.35
Albia & Centerville		1,327.46	122.16
Manchester & Oneida		416.17	164.29
Minneapolis & St. Louis	2,287.90	46,366.86	12,110.20
Muscateine North & South		2,483.53	170.66
Newton & Northwestern		5,296.63	1,029.75
Tabor & Northern		81.19	188.57
Union Pacific	896.40	4,622.75	1,109.73
Wabash	3,453.36	45,543.36	13,300.67
Willmar & Sioux Falls (Great Northern)	1,659.99	15,578.59	768.92
<b>Totals</b>	<b>\$ 208,450.96</b>	<b>\$ 3,672,277.25</b>	<b>\$ 788,861.90</b>

\* Revenue train mileage basis. † Proportional.

EXPENSES—IOWA—CONTINUED.

Maintenance of Equipment							Other expenses	Total
Repairs and renewals of freight cars	Repairs and renewals of work cars	Repairs and renewals of machine equipment	Repairs and renewals of shop machinery and tools	Stationery and printing				
			\$ 25.45		\$ 574.47	\$ 1,704.45		
			1,925.69		2,696.41	51,785.57		
\$ 23,572.86	692.57			152.08		811.57		
30.14			91,788.80	3,340.16	10,369.30	2,138,345.86		
1,063,324.83	26,711.29		10,128.98	4,017.97	35,746.17	435,739.47		
150,882.72			5,993.39		5,165.24	170,605.01		
63,105.63			183.40		31.99	3,002.26		
1,084.42			*41,338.45	*2,384.68	*36,821.61	*1,669,692.15		
*685,774.85	*24,669.85		189,139.57	43,241.34	158,731.02	1,910,796.25		
1975,080.88		\$ 7485.50						
558,114.78	29,191.62		59,983.28	3,948.53	24,916.21	1,788,349.69		
310.60			37.81			3,851.45		
1,314.87					2.50	3,125.88		
649.19	12.56		23.19			789.96		
4,074.48			384.43		1,780.65	14,649.50		
889.72			5,272.27		25.30	13,889.93		
			31,913.11	1,894.35	30,287.52	734,436.48		
398,781.72	5,879.24		6,477.36	502.38	3,639.05	249,353.28		
83,651.65	4,359.06		40.72			2,426.89		
906.55					23.94	668.78		
60,440.50	2,380.30		3,702.23	196.94	1,538.86	119,104.85		
7.19						290.12		
4,216.78	17.64			48.00		12,263.66		
4,532.90	367.04					29,273.34		
55,883.47	859.76					39,472.65		
11,867.64	642.82							
\$4,069,742.03	\$ 101,989.66	\$ 1,000.17	\$ 292,543.66	\$ 20,907.94	\$ 239,411.63	\$ 9,394,194.20		

TABLE No. 25—OPERATING

Railroads	Conducting Transportation		
	Superintend- ence	Engine and firehouse men	Fuel for locomotives
Ames & Collage		\$ 1,440.00	\$ 2,108.87
Atchison, Topeka & Santa Fe	\$ 8,832.18	14,858.58	27,446.46
Chicago, Anamosa & Northern		2,158.42	3,391.17
Chicago, Burlington & Quincy	165,949.68	594,383.12	694,065.64
Chicago Great Western	11,878.73	257,659.32	430,539.14
Chicago, Milwaukee & St. Paul	6,294.13	119,385.70	228,514.06
Mason City & Fort Dodge	422.12	4,019.67	6,417.49
Wisconsin, Minnesota & Pacific		982,172.94	*1,262,298.35
Chicago, Milwaukee & St. Paul	*111,008.92	1959,822.62	11,138,719.28
Chicago & North-Western	198,538.61		
Chicago, St. Paul Minneapolis & Omaha			
Chicago, Rock Island & Pacific	217,412.39	884,147.37	1,968,777.27
Colfax Northern		1,974.68	4,217.96
Crooked Creek		1,973.15	2,126.33
Davenport, Rock Island & Northwestern		57.00	1,143.96
Des Moines, Iowa Falls & Northern		4,474.51	19,449.85
Des Moines Union		2,160.00	34,261.17
Des Moines Western			1,800.00
Dubuque & Sioux City (Illinois Central)		30,058.55	184,227.42
Iowa Central			226,823.83
Albia & Centerville		1,305.67	2,345.44
Manchester & Oneida		1,435.54	3,094.37
Minneapolis & St. Louis		13,323.82	64,918.98
Muscatine North & South		1,979.12	6,519.79
Newton & Northwestern		2,879.34	8,231.01
Tabor & Northern			1,207.92
Union Pacific		1,972.70	5,378.58
Wabash		13,281.25	79,049.50
Willmar & Sioux Falls (Great Northern)		6,454.32	20,152.80
Totals	\$ 772,931.46	\$ 4,537,704.45	\$ 6,041,490.47

\* Revenue Train Mileage Basis. † Proportional

EXPENSES—IOWA—CONTINUED.

Conducting Transportation							
Water sup- ply for lo- comotives	Oil, tallow and grease for loco- motives	Other sup- plies for locomotives	Train service	Train sup- plies and expenses	Switchmen, and watch- men	Telegraph expense	
\$ 110.17	\$ 231.82	\$ 1,200.00	\$ 780.00				
1,473.42	887.14	833.01	9,377.29	6,229.85	19,913.02	4,802.55	
115.47	196.03	37.16	1,155.34	7.08			
40,487.28	25,373.78	14,830.36	363,103.44	100,786.41	184,993.85	126,574.16	
22,966.82	13,426.84	3,749.73	171,770.88	42,362.47	75,997.51	59,865.29	
10,282.79	6,198.39	1,480.45	87,473.23	13,532.66	20,136.00	24,152.85	
201.17	154.06	29.34	3,251.69	422.64	1,227.46	901.53	
*52,106.80	*34,877.99	*16,668.36	*983,328.22	*155,570.13	*459,907.31	*107,215.56	
156,963.02	135,535.55	117,239.40	1683,307.13	1128,042.02	1360,068.61	1153,810.47	
			29,144.04	142,876.12	211,691.39	179,380.87	
76,824.30	96,563.73	29,847.37	3,489.86	51.24	682.20	100.26	
300.75	146.87	263.75	680.35				
238.42	238.43		89.35				
414.46	5.92		45.75				
414.73	683.13	83.85	7,719.29	288.62	510.45	1,080.00	
948.00	855.22	6,212.16	5,453.07	4,327.63	30,213.86	2,157.09	
			22,385.22	14,266.11	5,174.72	342,092.84	66,774.72
			118,222.89	118,222.89	16,023.88	25,219.74	27,723.55
			1,190.87	1,190.87	162.88	669.17	
			1,263.91			480.00	
			4,340.50	11,070.23	12,539.78	14,411.61	
			1,677.85	19.83		2,355.20	
			5,779.02	288.77		8,816.99	
			86.07			445.66	
			69.78			62.84	
			406.94	2,392.05		34,221.96	
			85.71			1,581.56	
			945.04	48,204.75	15,911.95	29,888.46	
			484.22	16,643.29	2,217.82	6,271.98	
						4,605.67	
\$ 313,380.02	\$ 184,948.85	\$ 104,882.08	\$ 3,130,844.48	\$ 719,365.29	\$ 1,573,052.41	\$ 809,641.23	

TABLE No. 26—OPERATING

Railroads	Conducting Transportation		
	Station service	Station supplies	Switching charges—balance
Ames & College.....	\$ 201.41		
Atchison, Topeka & Santa Fe.....	12,848.02	\$ 474.87	\$ 349.00
Chicago, Anamosa & Northern.....	1,499.17	84.56	
Chicago, Burlington & Quincy.....	417,695.09	26,125.44	49,329.86
Chicago Great Western.....	198,658.47	15,404.07	67,241.91
Mason City & Fort Dodge.....	55,418.78	6,838.41	29,638.40
Wisconsin, Minnesota & Pacific.....	2,530.39	211.49	1,566.73
Chicago, Milwaukee & St. Paul.....	784,371.14	53,326.44	76,534.38
Chicago & North-Western.....	590,329.81	52,478.08	107,069.30
Chicago, St. Paul, Minneapolis & Omaha.....			
Chicago, Rock Island & Pacific.....	431,659.52	40,557.06	1,222.75
Colfax Northern.....	1,453.48	31.82	
Crooked Creek.....		1,135.92	
Davenport, Rock Island & Northwestern.....	4,197.32	194.82	
Des Moines, Iowa Falls & Northern.....	4,478.29	954.16	4,089.13
Des Moines Union.....	34,982.24	2,272.12	
Des Moines Western.....	3,304.32	136.06	
Dubuque & Sioux City (Illinois Central).....	188,092.10	30,477.13	
Iowa Central.....	60,688.47	6,994.96	12,041.81
Albia & Centerville.....	2,217.39	218.18	
Manchester & Oneida.....	794.47	59.01	
Minneapolis & St. Louis.....	39,787.82	4,121.45	7,650.93
Muscatine North & South.....	1,345.36	1,040.75	169.19
Newton & Northwestern.....	8,041.21	621.77	325.80
Tabor & Northern.....	405.00	22.79	
Union Pacific.....	112,473.72	4,727.14	
Wabash.....	58,421.18	2,992.11	1,057.04
Willmar & Sioux Falls (Great Northern).....	19,071.35	1,200.16	7,361.88
Totals.....	\$3,033,914.33	\$ 245,599.72	\$ 365,869.11

\* Revenue train mileage basis. † Proportional. ‡ Credit.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation						
Car mileage—balance	Hire of equipment—balance	Loss and damage	Injuries to persons	Clearing wrecks	Operating equipment	Advertising
						\$ 11.00
\$ 2,914.55	\$ 5,101.86	\$ 2,742.86	\$ 740.29			1,486.18
17,129.53	145.28	11.00				46,639.53
77,303.40	82,371.18	75,836.56	19,630.97			19,517.66
77,123.89	43,749.78	37,983.53	3,560.82			
	19,828.69	11,990.89	11,107.43			884.28
	152.80	628.24	157.47			7.83
62,788.12	130,947.09	110,056.76	13,780.67			58,779.23
9,471.43	98,241.95	128,651.70	15,301.66			53,541.73
61,057.97	106,184.73	200,513.65	24,149.31			75,373.47
	672.40	115.00	209.99			
	62.13	94.40	12.00			7.64
1,787.07	35.70	247.71	15.00			82.45
	618.12	122.85				
	350.00	4,729.95				
		3.00				8,297.35
155,286.02	51,918.00	28,122.19	3,530.07			1,482.55
	27,549.94	34,784.34	6,377.77			21.25
2,294.94	212.39	5.23	88.21			
17.87	32.93					1,821.61
	7,175.09	1,785.05	236.28			52.50
6,446.16	43.84	506.40	64.25			42.55
8,484.01	1,289.05	1,185.00	975.60			6.25
80.26	303.35					384.96
872.90	841.31	1,985.85	2,524.35			1,738.84
22,094.23	2,650.94	12,839.42	13,043.45			1,886.30
6,655.14	5,951.42	3,707.68	3,576.46			2,836.43
						291.01
\$ 495,331.95	\$ 26,988.02	\$ 675,516.28	\$ 637,543.56	\$ 86,049.80	\$ 3,824.24	\$ 270,698.66

TABLE No. 27—OPERATING

Railroads	Conducting Transportation	
	Outside agencies	
Ames & College		
Atchison, Topeka & Santa Fe	\$ 4,331.45	
Chicago, Anamosa & Northern		
Chicago, Burlington & Quincy	100,380.48	
Chicago Great Western	122,465.60	
Mason City & Fort Dodge	11,975.78	
Wisconsin, Minnesota & Pacific	290.37	
Chicago, Milwaukee & St. Paul	*152,251.85	
Chicago & North-Western	1125,591.65	
Chicago, St. Paul, Minneapolis & Omaha		
Chicago, Rock Island & Pacific	210,788.50	
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & Northwestern		
Des Moines, Iowa Falls & Northern		
Des Moines Union		
Des Moines Western		
Dubuque & Sioux City (Illinois Central)	41,042.22	
Iowa Central	10,189.41	
Albia & Centerville		
Manchester & Onida	88.90	
Minneapolis & St. Louis	10,059.31	
Muscatine North & South		
Newton & Northwestern		
Tabor & Northern		
Union Pacific	2,290.50	
Wabash	22,539.24	
Willmar & Sioux Falls (Great Northern)	4,840.26	
Totals	\$ 836,925.62	

\*Revenue train mileage basis.

EXPENSES—IOWA—CONTINUED.

Commission	Conducting Transportation						Total
	Stock yards and elevators	Rents for tracks, land and terminals	Rents of buildings and other property	Stationery and printing	Other expenses		
			\$ 657.69	\$ 1,272.47	\$ 37.25	\$ 6,210.52	
						430.11	123,006.42
						2.00	12,191.46
		\$ 285.13		91,492.60	1,058.30	3,305,000.60	
	\$ 6,100.80	40,810.84		15,157.60	22,331.80	1,799,236.20	
	392.54	15,853.17		611.76	2,110.91	408,752.92	
						155.88	22,696.38
		*18,280.58	*15,693.79	*46,987.82	*43,547.15	*5,323,706.32	
	12,788.00	130,696.58	74,106.16	51,406.06	1985.98	14,578,016.32	
						430,079.05	
		9.75	11,250.15	67,861.31	7,675.63	5,217,259.25	
		13.28		253.91	79.62	20,144.19	
				178.61	663.96	10,788.43	
		1,441.02	251.46	68.16	30.97	8,925.38	
		240.29	29,632.65	1,170.39	1,238.06	2,168.37	146,433.91
				1,149.96	1,332.32	5,455.29	
				22.77	499.05	83,048.55	
	250.97	80,254.94	21,704.60	30,455.79	2,976.61	841,687.67	
		2,108.00		10,944.17	5,374.79	11,747.30	
		61.00			2.69	5,339.39	
		400.00		150.68	218.04	364,054.49	
		7,905.30		188.38	12,538.83	31,717.54	
			19.84	583.59		60,686.07	
			429.00	696.53		7,947.57	
		655.75		41.00	229.35	5,339.39	
	35.34		5.00	0.48		198,729.90	
	769.51	56,681.57	4,677.51	4,391.98	267.18	496,756.18	
		25,448.14		1,184.77	669.07	187,297.30	
						25,802,679.08	

†Proportional.

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

Railroads	General Expenses							Total
	Salaries of general officers	Salaries of clerks and attendants	General office expenses and supplies	Insurance	Law expenses	Stationery, printing for general office	Other expenses	
Ames & College	\$ 480.00			\$ 80.50				\$ 560.50
Atchison, Topeka & Santa Fe	2,094.33	9,941.95	305.85	885.76	2,411.07	508.07	1,162.69	11,309.69
Chicago, Anamosa & Northern	1,272.84		176.79			69.40	429.59	1,878.62
Chicago, Burlington & Quincy	66,461.31	125,222.52	16,358.47	38,816.38	38,828.72	12,406.29	19,263.40	317,357.09
Chicago Great Western	32,349.47	63,778.13	15,839.86	14,819.80	21,232.56	1,712.73	29,297.30	138,036.37
Mason City & Fort Dodge				7,464.95	2,918.10	1,572.59	4,983.24	16,938.88
Wisconsin, Minnesota & Pacific				249.00	104.14	12.84	51.56	417.54
Chicago, Milwaukee & St. Paul	88,210.68	118,922.12	*10,306.58	*1,980.49	*19,057.55	*18,433.28	*48,947.16	*346,757.86
Chicago & North-Western	147,010.19	479,806.19	128,812.79	19,327.23	122,810.06	18,013.52	144,882.31	1,234,742.29
Chicago, St. Paul, Minneapolis & Omaha								715,880.18
Chicago, Rock Island & Pacific	97,520.61	126,014.90	36,371.88	54,763.61	45,044.04	18,360.29	22,309.63	400,385.56
Colfax Northern	894.30	1,186.80		611.81				2,116.33
Crooked Creek			300.00					300.00
Davenport, Rock Island & Northwestern	862.59	528.25	80.25	80.33		30.86	4.19	1,496.47
Des Moines, Iowa Falls & Northern	2,100.00	2,221.90	819.79	283.81	1,604.50			6,453.09
Des Moines Union	4,680.00	3,135.61	1,578.60	1,031.50	721.60	248.70		11,396.01
Des Moines Western	629.96	60.00	40.00	79.75		8.10		816.81
Dubuque & Sioux City (Illinois Central)	24,417.71	34,902.22	8,100.30	18,335.20	11,382.30	3,301.78	15,378.75	116,618.26
Iowa Central	35,011.80	30,339.40	1,504.52	7,394.37	6,839.41		5,841.69	77,718.67
Albia & Centerville		600.00		46.24	11.20		75.81	732.25
Manchester & Oelids	250.00			15.00				265.00
Minneapolis & St. Louis	13,110.08	7,824.50	397.51	3,039.73	2,321.11	1,148.55	5,208.60	33,301.30
Muscatine North & South	7,580.00	530.00		113.52	225.00		25.00	8,473.52
Newton & Northwestern	5,400.00	650.75	686.00	2,534.20	416.04	332.65	607.00	10,626.64
Tabor & Northern	400.00		36.00	51.60		38.58		2,477.80
Union Pacific	342.87	897.18	145.32	341.70	2,917.48	82.97	1,110.50	5,748.02
Wabash	641.63	15,489.81	1,352.63	3,691.72	6,692.41	1,606.72	763.31	36,628.23
Willmar & Sioux Falls (Great Northern)	1,016.04	3,499.67	344.89	1,070.56	678.51	886.30	78.26	7,474.23
Totals	\$ 459,465.59	\$ 609,848.82	\$ 123,481.57	\$ 201,282.26	\$ 186,308.70	\$ 173,444.41	\$ 200,034.68	\$ 1,867,646.31

\*Revenue train mileage basis. †Proportional.

TWENTY-NINTH ANNUAL REPORT

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

Railroads	Recapitulation of Expenses					Grand total	Percentage of expenses to earnings—Iowa
	Maintenance of way and structures	Maintenance of equipment	Conducting transportation	General expenses	Grand total		
Ames & College	\$ 530.26	1,704.45	6,210.52	560.80	9,005.73	480	
Atchison, Topeka & Santa Fe	47,423.68	51,785.67	123,096.42	11,300.60	233,725.46	69.95	
Chicago, Anamosa & Northern	2,882.01	511.37	1,500.62	1,500.62	17,725.66	151.00	
Chicago, Burlington & Quincy	1,487,692.84	2,138,345.86	3,305,030.60	217,337.08	7,249,006.39	73.18	
Chicago Great Western	344,467.14	433,720.47	1,750,220.20	198,036.37	2,726,550.18	75.69	
Mason City & Fort Dodge	131,883.00	170,603.01	689,792.92	16,938.88	1,019,787.81	62.11	
Wisconsin, Minnesota & Pacific	2,280,337.82	*1,569,692.15	*5,573,706.32	*346,757.96	19,733,094.15	77.44	
Chicago, Milwaukee & St. Paul	11,447,849.48	11,910,786.25	14,878,016.32	12,947,612.29	58,184,394.34	61.83	
Chicago & North-Western	110,970.88	180,335.47	1,029,079.05	115,880.18	1,523,068.58	58.57	
Chicago, St. Paul, Minneapolis & Omaha	1,715,241.08	1,785,349.63	5,217,250.25	400,385.56	9,118,227.18	72.31	
Chicago, Rock Island & Pacific	6,048.47	3,851.45	29,144.19	300.00	19,559.37	72.13	
Colfax Northern	5,895.46	3,135.88	10,738.43		19,859.37	72.13	
Davenport, Rock Island & Northwestern	10,624.70	700.96	8,925.28	1,586.47	21,927.51	69.80	
Des Moines, Iowa Falls & Northern	33,729.60	14,640.50	83,648.55	6,459.00	138,408.52	80.25	
Des Moines Union	29,869.37	13,280.93	146,433.91	11,386.01	201,129.82	74.04	
Des Moines Western	2,524.19		5,765.20	816.81	9,106.20	42.63	
Dubuque & Sioux City (Illinois Central)	529,296.30	734,436.48	1,948,452.06	116,618.26	3,288,713.70	74.37	
Iowa Central	315,473.35	349,833.28	841,697.67	77,718.67	1,484,255.57	71.81	
Albia & Centerville	2,422.56	698.78	1,747.30	732.25	27,491.26	130.18	
Manchester & Oelids	184,123.53	119,101.83	364,034.49	33,391.30	700,673.19	59.40	
Muscatine North & South	14,623.53	2,861.23	31,717.54	8,473.52	57,477.88	88.20	
Newton & Northwestern	33,200.85	10,781.96	60,686.07	10,626.64	115,185.52	81.41	
Tabor & Northern	71,350.70	260.12	7,947.37	2,477.90	14,613.14	7017	
Union Pacific	3,897.55	12,253.96	108,729.90	5,748.02	288,122.58	111.86	
Wabash	132,243.98	129,273.34	496,756.18	36,229.23	794,397.73	85.23	
Willmar & Sioux Falls (Great Northern)	60,530.70	30,472.63	187,297.30	7,474.23	333,874.86	73.29	
Totals	\$ 9,065,035.45	\$ 9,474,729.67	\$ 26,302,679.08	\$ 1,867,646.31	\$ 46,710,000.54	69.95	

\* Revenue train mileage basis. † Excluding taxes. ‡ Proportional on train mileage basis

BOARD OF RAILROAD COMMISSIONERS

TABLE No. 30—OPERATING

Railroads	Maintenance of			
	Repairs of roadway	Renewals of rails	Renewals of ties	Repairs and renewals of buildings and culverts
Ames & College	\$ 173.05			
Atchison, Topeka & Santa Fe	3,635,930.04	\$ 669,712.67	\$1,066,658.54	\$ 849,866.64
Chicago, Anamosa & Northern	2,050.94	3.98		
Chicago, Burlington & Quincy	5,187,798.21	904,734.59	1,364,303.69	1,548,122.94
Chicago Great Western	487,686.69	5,252.16	99,577.25	47,304.43
Mason City & Fort Dodge	106,889.00	110.52	13,798.68	6,695.45
Wisconsin, Minnesota & Pacific	64,197.03	92.59	27,811.08	9,093.17
Chicago, Milwaukee & Saint Paul	3,297,504.44	539,735.25	867,584.54	645,554.92
Chicago & North-Western	3,983,480.81	308,565.52	898,528.22	624,321.25
Chicago, St. P., Minn. & Omaha	932,594.22	140,630.31	204,418.47	151,599.33
Chicago, Rock Island & Pacific	3,419,273.90	375,430.63	1,110,506.01	853,555.05
Colfax Northern	4,875.64	4.40	449.53	424.89
Crooked Creek	4,987.21		1,182.39	113.61
Davenport, Rock Island & N. W.	9,549.07	271.75	1,833.98	4,181.72
Des Moines, Iowa Falls & North	22,459.01			9,124.05
Des Moines Union	29,434.18	1,884.38	3,713.40	1,125.75
Des Moines Western	2,435.73			
Dubuque & Sioux City (Ill. Cent.)	311,240.80	\$1,824.23	65,584.59	76,464.59
Iowa Central	200,649.15	3,241.51	89,711.73	75,815.97
Albia & Centerville	7,242.94	95.44	3,276.33	900.84
Manchester & Oneida	1,626.11		442.87	117.75
Minneapolis & Saint Louis	228,239.32	36,020.08	106,182.75	26,819.64
Muscatine North & South	6,322.58		4,500.90	2,882.50
Newton & Northwestern	29,341.53			117.75
Tabor & Northern	2,169.50		1,411.78	68.96
Union Pacific	3,447,529.68	412,604.55	1,102,315.93	497,891.77
Wabash	1,467,527.72	135,441.96	465,707.57	250,035.41
Wilmar & Sioux Falls (Great N.)	194,146.33	17,609.69	15,728.71	20,802.30
Totals	\$ 27,119,009.12	\$3,743,978.17	\$7,166,159.54	\$ 5,686,220.49

\* Credit.

EXPENSES—ENTIRE LINE.

Way and Structures		Repairs and renewals of buildings and fixtures		Repairs and renewals of docks and wharves		Repairs and renewals of telegraph		Stationary and printing		Other expenses		Total	
Repairs and renewals of fences, road signs and cattle-guards	\$ 21,632	Repairs and renewals of buildings and fixtures	\$ 16,119	Repairs and renewals of docks and wharves	\$ 154.70	Repairs and renewals of telegraph	\$ 114,280.34	Stationary and printing	\$ 3,111.45	Other expenses	\$ 264.70	Total	\$ 530.26
	121,839.08		1,069,182.25		372.45		372.45		372.45		827.10	7,704,897.46	
	205,905.24		1,165,021.00		4,925.61		250,228.19		3,655.88		827.10	10,611,798.06	
	21,388.13		42,184.89		7,091.15		7,091.15		7,803.14		30,272.82	789,199.25	
	3,970.54		6,882.52		1,079.39		1,079.39		322.32		3,980.26	143,728.68	
	4,439.86		8,249.66		681,193.22		15,616.64		855.55		331.60	2,737.31	
	205,293.66		681,193.22		15,616.64		47,398.88		2,718.69		2,224,089.24	8,179,521.47	
	307,778.76		722,071.75		56,629.35		34,088.02		10,376.00		1,956.34	6,817,787.02	
	45,148.75		111,085.46		1,034.06		12,091.06		1,188.24		4,839.68	1,690,913.90	
	144,887.19		797,061.39		28,547.89		77,487.37		9,410.69		6,808.47	6,808,995.61	
	79.11		78.07								137.34	6,048.47	
	89.21		27.14									5,805.56	
	422.21		863.76						79.71		3.78	17,169.98	
	1,305.64		833.45						16.65		56.25	32,720.60	
	1,921.67		2,671.34									29,469.97	
	21,012.61		74,379.99				4,931.32		2,188.92		1,251.35	556,229.94	
	15,094.38		23,614.77				1,810.38		483.66			405,271.45	
	309.69		763.26				5.81					12,583.82	
	258.76		85.07									2,432.56	
	16,991.09		27,296.13				2,697.50		499.61		290.67	444,917.19	
	676.70		245.65									14,625.53	
	221.19		300.43									35,290.85	
	103,914.82		734,242.13				45,705.38		8,853.38			6,303,215.12	
	75,811.16		676,338.64		8,443.18		22,338.43		1,398.64			2,119,715.42	
	9,856.41		21,944.56				2,808.77		632.72			283,049.70	
	\$1,204,034.03		\$6,111,032.04		\$ 121,285.08		\$ 604,942.18		\$ 52,316.96		\$2,220,719.42	\$54,088,763.50	

† Sidewalk.

TABLE No. 31—OPERATING EXPENSES

Railroads	Maintenance of Equipment		
	Superintendence	Repairs and renewals of locomotives	Repairs and renewals of passenger cars
Ames & College.....		\$ 1,019.21	\$ 85.32
Atchison, Topeka & Santa Fe.....	\$ 250,748.30	2,413,027.11	477,303.14
Chicago, Anamosa & Northern.....		709.83	71.50
Chicago, Burlington & Quincy.....	281,580.47	5,113,800.83	839,504.96
Chicago Great Western.....	11,964.48	450,019.95	81,535.27
Mason City & Fort Dodge.....	2,828.90	77,753.50	17,913.48
Wisconsin, Minnesota & Pacific.....	1,880.51	19,064.96	4,459.66
Chicago, Milwaukee & St. Paul.....	100,884.19	1,015,387.47	688,595.17
Chicago & North-Western.....	163,944.31	3,140,532.15	564,559.43
Chicago, St. Paul, Minneapolis & Omaha.....	86,961.53	422,364.30	104,830.57
Colfax Northern.....	217,440.97	3,060,719.67	601,742.22
Crooked Creek.....		3,322.53	140.51
Davenport, Rock Island & Northwestern.....		1,610.51	310.00
Des Moines, Iowa Falls & Northern.....	1,170.00	1,038.41	.....
Des Moines Union.....		5,219.72	2,041.22
Des Moines Western.....	960.00	5,632.64	.....
Dubuque & Sioux City (Illinois Central).....		256,677.45	77,746.84
Iowa Central.....	11,700.83	290,971.80	77,746.84
Albia & Centerville.....	6,598.86	177,493.12	16,575.61
Manchester & Oneida.....		1,327.40	122.16
Manhattan & St. Louis.....		416.17	164.29
Muscatine North & South.....	6,700.00	132,145.69	33,555.16
Newton & Northwestern.....		2,483.53	170.66
Tabor & Northern.....		5,236.33	7.10
Union Pacific.....		81.19	1,029.75
Wabash.....	163,005.49	1,636,968.98	430,201.33
Wilmar & Sioux Falls (Great Northern).....	96,004.73	1,290,170.02	378,622.49
	4,386.48	66,424.03	2,656.62
Totals.....	\$ 1,411,185.29	\$ 20,237,994.61	\$ 4,326,586.00

—ENTIRE LINE—CONTINUED

Maintenance of Equipment						
Repairs and renewals of freight cars	Repairs and renewals of work cars	Repairs and renewals of shops and tools	Repairs and renewals of equipment	Stationery, printing and other expenses	Total	
			\$ 25.45	\$ 574.47	\$ 1,704.45	
\$ 2,559,534.21	\$ 74,659.14		\$ 16,439.12	\$ 291,466.32	\$ 6,298,221.30	
30.14					811.57	
7,058,969.74	181,075.51		415,311.11	22,931.93	96,328.19	13,961,904.74
943,339.55			23,804.88	6,442.93	84,099.81	1,004,116.87
67,388.00			6,220.44	895.34	5,442.82	178,440.68
11,475.28			1,308.47	321.49	1,682.55	40,841.43
2,445,702.05	88,087.91		147,426.71	9,217.84	292,644.84	5,598,046.18
4,592,976.80	57,425.98	2,060.73	184,398.73	15,263.15	276,961.22	8,997,712.70
479,383.03	28,672.55		36,030.96	1,137.72	37,305.33	1,216,547.89
1,850,915.73	125,774.89	10,436.71	209,190.27	13,929.71	88,295.28	6,308,445.45
310.00			37.81		3,881.45	
1,514.87				4.03	1.12	2,310.46
1,392.35	30.76		354.43	1,789.53	14,540.59	
4,074.48			5,272.27	23.80	630.00	13,889.93
909.72						
337,214.90	6,639.28		33,830.30	1,034.41	32,233.45	137,545.28
125,135.32	5,986.47		8,868.83	689.66	4,982.23	345,347.50
398.55	40.72					2,426.89
214,976.30	6,651.64		10,459.08	854.98	4,374.51	411,418.45
4,210.78	17.04		73.56	48.00		2,661.29
1,706,666.70	125,870.31		70.36			10,981.96
1,530,802.22	24,218.08	16,830.33	237,385.02	13,479.20	301,061.86	4,614,328.89
41,973.97	3,006.52		116,429.49	6,346.18	152,424.57	3,678,943.04
			934.51	514.49	284.98	119,530.86
829,537,873.78	679,567.00	28,817.77	\$ 1,632,241.90	\$ 112,949.65	\$ 1,602,188.44	\$3,589,404.44

TABLE No. 32—OPERATING EXPENSES—

Railroads	Conducting Transportation		
	Superintendence	Engines and house men	Fuel for locomotives
Ames & College	\$ 1,440.00	\$ 2,106.87	
Atchison, Topoka & Santa Fe	451,512.21	2,719,391.69	3,124,586.72
Chicago, Anamosa & Northern	2,158.42	2,391.17	
Chicago, Burlington & Quincy	1,070,267.70	4,059,901.94	5,149,477.00
Chicago Great Western	27,917.12	995,523.66	1,011,708.22
Mason City & Fort Dodge	6,600.77	126,436.98	251,332.02
Wisconsin, Minnesota & Pacific	4,387.85	41,784.49	66,709.92
Chicago, Milwaukee & St. Paul	305,894.86	3,302,756.57	4,691,777.28
Chicago & North-Western	464,106.24	4,367,287.62	5,362,122.44
Chicago, St. Paul, Minneapolis & Omaha	182,652.75	829,850.52	1,310,642.72
Chicago, Rock Island & Pacific	788,748.98	3,098,736.12	4,644,751.46
Colfax Northern	1,374.68	4,917.95	5,646.94
Crooked Creek	1,979.15	2,126.33	3,288.73
Davenport, Rock Island & Northwestern	88.50	3,012.43	1,886.55
Des Moines, Iowa Falls & Northern	4,474.51	10,440.85	13,361.75
Des Moines Union	2,169.00	34,261.17	9,902.80
Des Moines Western	1,860.00	1,860.00	
Dubuque & Sioux City (Illinois Central)	80,874.48	365,547.34	555,095.36
Iowa Central	39,894.19	254,799.38	313,274.79
Albia & Centerville		1,905.67	2,345.44
Manchester & Oneida	1,200.00	1,436.54	3,064.37
Minneapolis & St. Louis	37,805.90	192,682.92	323,516.31
Muscatine North & South	1,979.13	6,510.79	5,328.71
Newton & Northwestern	2,470.34	8,251.01	16,704.68
Tabor & Northern	1,307.92	3,777.17	
Union Pacific	325,288.90	1,806,749.96	2,341,740.85
Wabash	317,339.86	1,706,683.06	1,918,296.53
Willmar & Sioux Falls (Great Northern)	29,001.78	86,758.91	203,662.86
Totals	\$ 4,207,839.93	\$ 23,858,632.44	\$ 30,947,972.96

ENTIRE LINE—CONTINUED.

Conducting Transportation							
Water supply for locomotives	Oil, tallow and lubricants for locomotives	Other supplies for locomotives	Train service	Train supplies and expenses	Switchmen, watchmen and flagmen	Telephone expenses	
\$ 110.17	\$ 231.82		\$ 1,290.00		\$ 780.90		
219,631.56	109,572.32	\$ 107,391.50	1,734,308.28	\$ 531,582.14	764,787.12	\$ 629,880.04	
115.47	196.03	37.16	1,155.34	7.09			
272,776.46	183,855.81	112,239.24	2,519,409.52	708,306.55	1,701,256.65	903,958.07	
53,834.37	29,293.27	8,812.52	403,691.84	99,559.05	202,446.04	128,661.78	
10,845.33	6,531.49	1,244.10	32,173.05	14,393.91	30,189.40	26,402.33	
2,091.11	1,601.43	305.04	23,803.36	4,395.37	5,027.84	10,861.76	
186,151.32	124,386.57	59,090.55	2,437,012.21	555,171.62	1,565,646.62	882,306.46	
269,352.75	167,333.38	81,178.70	3,220,218.88	692,937.85	1,698,072.04	724,279.05	
51,947.35	28,400.41	12,291.36	691,216.95	191,511.92	263,787.12	188,225.06	
263,128.55	125,813.94	102,748.53	2,089,763.71	626,745.34	1,139,164.03	575,788.94	
359.75	146.87	293.73	3,489.86	51.24	882.29	490.26	
288.42	263.43		680.35				
556.95	53.79	88.74		149.02	3,431.24	2,308.72	
414.73	683.13	89.85		289.62	610.43	1,069.00	
948.00	855.22	6,212.16	8,455.07	4,327.62	30,212.85	2,157.09	
23,025.01	14,670.60	5,369.63					
17,604.02	9,232.78	81,330.08	157,660.72	21,550.41	37,685.58	37,293.91	
902.81	66.15	57.01	1,180.87	162.88		669.17	
32.86	235.63	44.00		1,263.91			
11,630.63	7,637.39	3,043.49	129,805.03	32,628.22	61,062.26	38,126.53	
311.73	334.63	1,677.85	1,677.85	19.85		2,355.29	
882.72	716.96	86.07	5,779.02	288.77		62.84	
183.54	63.10	402.77		32.71		445.66	
172,373.39	65,708.63	29,706.17	1,154,607.32	332,937.86	510,093.07	496,243.83	
99,353.79	66,891.89	22,083.16	1,126,425.05	371,822.77	638,302.09	344,736.14	
4,742.57	3,032.79	1,864.74	68,583.67	10,030.18	18,501.38	25,122.78	
\$ 1,660,337.16	\$ 945,783.27	\$ 562,401.71	\$ 16,143,375.53	\$ 4,187,593.18	\$ 8,834,421.94	\$ 4,570,553.46	



TABLE No. 33—OPERATING EXPENSES

Railroads	Conducting Transportation		
	Station service	Station supplies	Switching balance
Ames & College	\$ 201.41		
Aitchison, Topeka & Santa Fe	1,517,852.05	\$ 97,808.48	
Chicago, Anamosa & Northern	1,459.17	84.56	
Chicago, Burlington & Quincy	2,769,861.47	298,548.01	\$ 637,804.72
Chicago Great Western	426,806.72	33,055.35	179,263.96
Mason City & Fort Dodge	69,580.21	7,473.31	29,192.42
Wisconsin, Minnesota & Pacific	30,484.39	2,548.05	10,246.74
Chicago, Milwaukee & St. Paul	2,797,329.31	199,179.87	273,301.77
Chicago & North-Western	2,779,897.53	247,114.32	596,722.07
Chicago, St. Paul, Minneapolis & Omaha	546,572.82	61,329.61	
Chicago, Rock Island & Pacific	1,707,080.14	169,214.26	32,341.49
Colfax Northern	1,493.48	31.82	
Crooked Creek		1,135.92	
Davenport, Rock Island & Northwestern	9,098.24	886.06	
Des Moines, Iowa Falls & Northern	4,478.29	954.16	4,080.13
Des Moines Union	34,985.24	2,172.12	
Des Moines Western	3,304.32	138.05	
Dubuque & Sioux City (Illinois Central)	194,886.29	21,116.62	
Iowa Central	84,309.65	5,728.81	30,820.66
Albia & Centerville	2,217.39	216.18	
Manchester & Oneida	794.47	59.01	
Minneapolis & St. Louis	125,776.05	12,440.97	15,121.31
Muscatine North & South	1,347.36	4,049.75	169.19
Newton & Northwestern	8,041.21	621.77	225.80
Tabor & Northern	465.00	22.79	
Union Pacific	894,315.27	74,889.10	24,700.24
Wabash	1,965,157.36	69,918.19	12,740.24
Willmar & Sioux Falls (Great Northern)	66,247.57	5,722.59	21,241.59
Totals	\$15,425,786.41	\$ 1,369,839.33	\$ 1,765,644.99

\* Credit.

—ENTIRE LINE—CONTINUED.

Conducting Transportation.						
Car mileage—balance	Hires of equipment—balance	Loss and damage	Injuries to persons	Clearing wrecks	Operating marine equipment	Advertising
\$ 253,619.25	\$ 560,033.11	\$ 370,184.22	\$ 84,766.86			\$ 11.60
	1,023.65	145.28	11.00			148,237.00
600,025.14	*47,768.79	656,646.81	339,334.42	117,938.81		218,177.00
181,689.58		102,519.70	89,288.05	8,398.56		41,883.39
	20,865.67	12,003.67	11,704.35	942.34		
	2,005.15		5,491.04	1,636.89	\$ 81.39	
	467,002.83	302,499.12	49,146.46			294,929.37
	39,861.19	462,612.09	605,808.76	72,054.06	4,651.50	252,122.98
		88,915.05	67,678.37	10,805.24		16,590.22
		820,215.27	562,187.36	69,569.77	15,641.71	299,488.88
		217,517.90	159.11	290.99		
	672.40					
	62.13	91.40	12.00			
		1,869.26	150.90			11.87
		618.12	122.88			82.45
		350.00	4,726.05			
			3.00			
		33,077.79	28,496.88	3,630.38		8,094.79
		42,649.91	60,060.93	10,557.21		1,924.68
	2,284.94	212.39	5.25			21.25
	17.57	90.60	32.43	38.21		
		33,763.48	37,490.22	1,403.24		5,960.44
	43.84	6,446.16	506.40			12.50
	8,484.01	1,289.65	64.25	1,133.60		42.25
	86.26	283.33	241.51			6.25
		283,097.78	145,338.86	57,588.36		196,090.79
	608,501.43	360,025.23	394,839.80	32,629.05	66,250.22	73,555.13
	530,367.35	61,945.97	12,440.98	2,068.93		465.18
	29,468.94	21,909.18				
	\$ 2,869,638.98	\$ 71,772.90	\$ 3,988,583.14	\$ 3,020,187.33	\$ 544,876.76	\$ 1,434,272.83

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

Railroads	Conducting Transportation							
	Outside agencies	Commission	Stock yards and elevators	Rents for tracks, yards and terminals	Rents of buildings and other property	Stationary and printing	Other expenses	Total conducting transportation
Ames & College							\$ 37.25	\$ 6,210.62
Atchison, Topeka & Santa Fe	\$ 468,226.29	\$ 10,969.80		\$ 243,324.66	\$ 43,763.19	\$ 149,219.97	\$ 99,534.50	\$ 14,487,163.82
Chicago, Anamosa & Northern	693,490.91			285.13		307,911.23	2.00	12,101.46
Chicago, Burlington & Quincy	262,801.71		\$ 13,220.60	1,114,628.18		14,473.22	24,322,513.07	
Chicago Great Western	19,649.96		429.10	423,600.00		35,623.02	52,483.67	4,421,873.83
Mason City & Fort Dodge	3,638.45			50,279.64		644.64	2,224.43	772,536.72
Wisconsin, Minnesota & Pacific	542,980.33					1,392.73		221,348.03
Chicago, Milwaukee & St. Paul	591,899.28	13,128.42	43,884.35	421,829.46	55,969.31	167,574.23	155,360.67	19,699,380.60
Chicago, St. Paul, Minneapolis & Omaha	132,024.01	278.62	71,887.71	144,547.31	19,618.05	242,348.84	4,407.45	22,970,120.00
Chicago, Rock Island & Pacific	713,944.46			127,499.07	39,245.34	69,302.35		4,844,094.43
Colfax Northern			13.38	1,314.80	1,290,140.33	80,518.24	234,082.03	27,417.05
Crooked Creek								79.62
Davenport, Rock Island & Northwestern				4,647.59		251.46		10,738.43
Des Moines, Iowa Falls & Northern			240.29	29,692.65		1,238.06		28,362.99
Des Moines Union					1,170.39	1,892.29	2,168.37	146,433.91
Des Moines Western	43,212.09	272.35		87,026.24	21,714.72	32,083.66	2,938.55	2,008,846.45
Dubuque & Sioux City (Illinois Central)	25,310.87			33,982.89	1,144.89	13,769.52	87,592.52	1,290,882.38
Iowa Central	88.99			60.00				11,747.39
Albia & Centerville	43,988.82			400.00		150.68		2,930.30
Manchester & Oneida	43,988.82			66,522.36	631.15	16,730.39	78,624.08	1,265,845.93
Minneapolis & St. Louis	50.18				429.00	880.59		10,222,627.44
Muscatine North & South				655.75		41.00	229.85	11,565,881.07
Newton & Northwestern					5.00			60,686.07
Tabor & Northern								7,947.57
Union Pacific	443,368.28	10,058.42		160,309.49	100,301.85	117,634.25		10,222,627.44
Wabash	532,995.08	17,981.49		1,282,432.71	100,301.85	115,247.04	5,309.52	11,565,881.07
Willmar & Sioux Falls (Great Northern)	20,240.01			79,984.71	1,307.31	4,892.86	3,054.82	722,347.45
Totals	\$ 4,450,410.35	\$ 52,089.10	\$ 131,646.07	\$ 5,559,955.70	\$ 373,226.33	\$ 1,413,983.06	\$ 537,230.45	\$ 138,847,476.16

TWENTY-NINTH ANNUAL REPORT OF THE

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

Railroads	General Expenses							
	Salaries of general officers	Salaries of clerks and attendants	General office expenses and supplies	Insurance	Law expenses	Stationary and printing and general office	Other expenses	Total general expenses
Ames & College	\$ 480.00			\$ 80.50				\$ 560.50
Atchison, Topeka & Santa Fe	224,912.61	\$ 434,611.02	\$ 32,851.61	\$ 95,981.67	\$ 110,257.59	\$ 54,690.34	\$ 125,694.20	\$ 1,078,899.14
Chicago, Anamosa & Northern	1,272.84		176.79			90.40	420.50	1,869.62
Chicago, Burlington & Quincy	404,687.27	607,690.83	33,702.11	246,715.80	208,739.79	70,304.26	121,919.39	1,849,947.56
Chicago Great Western	112,335.76	136,862.33	34,030.85	31,800.00	45,606.35	3,675.59	60,659.44	424,970.72
Mason City & Fort Dodge				3,000.00	3,189.88	1,719.65	5,147.35	18,516.48
Wisconsin, Minnesota & Pacific	315,155.06	424,115.96	36,400.07	149,716.45	67,965.58	65,739.24	174,561.92	5,030.65
Chicago, Milwaukee & St. Paul	221,366.56	376,411.93	135,676.70	15,667.62	107,410.45	37,254.80	211,111.15	1,105,877.97
Chicago & North-Western	100,135.73	79,368.82	13,997.38	21,759.78	12,314.02	5,104.62	8,732.87	239,881.91
Chicago, St. Paul, Minneapolis & Omaha	337,326.44	435,611.59	126,057.00	188,453.75	156,053.21	61,463.30	77,960.34	1,986,790.63
Chicago, Rock Island & Pacific	984.39	1,189.80		641.81				703.33
Colfax Northern				300.00				200.00
Crooked Creek	1,341.10	821.28	124.95	133.50	398.86	48.15	4.19	2,842.56
Davenport, Rock Island & Northwestern	2,100.00	3,231.59	818.79	293.91	1,034.50			6,450.99
Des Moines, Iowa Falls & Northern		3,135.61	1,578.60	1,031.50	721.69	348.70		11,396.01
Des Moines Union		60.00	40.00	78.75		8.10		810.81
Des Moines Western	25,981.58	35,798.35	8,285.54	19,680.00	12,494.41	3,364.36	15,572.83	119,592.27
Dubuque & Sioux City (Illinois Central)	45,053.20	23,889.10	2,193.09	9,928.77	10,390.66	4,188.77	8,071.63	112,494.23
Iowa Central		600.00		46.24	11.20			783.23
Albia & Centerville	350.00			15.00				365.00
Manchester & Oneida	56,040.45	33,594.24	3,145.68	12,175.11	7,838.62	4,659.25	11,824.85	129,153.29
Minneapolis & St. Louis	7,580.00	530.00		115.52	225.00		25.00	8,475.52
Muscatine North & South	5,400.00	650.75	686.00	2,534.22	416.04			9,077.00
Newton & Northwestern				39.00	61.00		38.58	2,477.90
Tabor & Northern	164,296.69	374,518.64	43,571.87	118,023.28	105,261.28	54,870.83	124,460.49	984,192.49
Union Pacific	117,941.79	283,226.00	24,741.08	67,514.82	122,411.69	39,288.80	19,972.75	628,866.83
Wabash	4,297.44	14,318.08	1,534.82	4,752.26	4,222.97	2,464.89	38.26	31,954.72
Willmar & Sioux Falls (Great Northern)								984,192.49
Totals	\$2,160,717.77	\$3,364,069.70	\$538,995.25	\$998,961.43	\$878,104.42	\$408,144.53	\$862,569.70	\$ 9,431,462.80

BOARD OF RAILROAD COMMISSIONERS

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

Railroads	Recapitulation of Expenses					Grand total	Percentage of expenses to earnings
	Maintenance of structures	Maintenance of equipment	Conducting transportation	General expenses			
Ames & College	\$ 580.90	\$ 1,704.45	\$ 6,210.59	\$ 569.50	\$ 9,065.73	48.9	
Atchison, Topeka & Santa Fe	7,704,397.46	6,208,224.30	14,487,193.82	1,078,890.14	29,568,704.72	61.91	
Chicago, Anamosa & Northern	2,882.01	811.57	12,101.46	1,890.62	17,725.66	151.00	
Chicago, Burlington & Quincy	10,611,706.06	19,961,904.74	24,232,513.07	1,848,947.56	56,655,161.43	69.00	
Chicago Great Western	739,199.25	1,004,119.87	4,421,879.88	424,870.72	6,589,100.67	76.00	
Mason City & Fort Dodge	143,728.68	178,440.08	772,536.72	18,516.48	1,113,221.96	62.46	
Wisconsin, Minnesota & Pacific	112,826.22	40,841.43	251,348.03	5,089.65	390,046.33	52.79	
Chicago, Milwaukee & St. Paul	8,179,521.47	5,698,946.78	19,699,389.60	1,226,654.28	34,713,502.13	*62.63	
Chicago, & North-Western	6,817,787.02	8,997,712.70	22,970,120.00	1,105,379.37	39,800,999.09	62.84	
Chicago, St. Paul, Minneapolis & Omaha	1,600,813.90	1,216,547.89	4,844,094.43	229,981.91	7,901,338.13	60.75	
Chicago, Rock Island & Pacific	6,880,083.61	6,308,445.45	19,676,810.91	1,385,780.63	34,202,652.60	69.92	
Colfax Northern	6,048.47	3,881.45	20,144.19	3,516.33	33,590.44	67.92	
Crooked Creek	5,885.56	3,123.38	10,739.43	200.00	19,958.37	72.13	
Davenport, Rock Island & Northwestern	17,169.98	2,310.46	28,562.99	2,842.06	50,825.49	74.18	
Des Moines, Iowa Falls & Northern	33,720.60	14,640.50	83,645.55	6,459.99	138,466.74	80.26	
Des Moines Union	29,909.97	13,389.93	146,433.91	11,396.81	201,129.82	74.04	
Des Moines Western	2,524.19		5,768.20	816.81	9,106.20	66.80	
Dubuque and Sioux City (Illinois Central)	556,329.94	737,548.28	2,008,846.45	119,529.37	3,442,216.94	66.80	
Iowa Central	405,271.45	345,347.50	1,290,882.28	112,494.22	2,153,995.55	71.60	
Albia & Centerville	12,583.82	2,429.89	11,747.30	733.25	27,491.26	130.18	
Manchester and Omeida	2,422.66	698.78	9,530.39	295.00	12,886.64	66.80	
Minneapolis & St. Louis	444,817.19	411,418.45	1,265,845.93	129,153.20	2,251,234.77	67.21	
Muscatine North & South	14,625.53	2,661.29	31,717.54	8,478.52	57,477.88	81.41	
Newton & Northwestern	32,390.85	10,661.96	60,986.07	115,186.64	219,225.52	70.17	
Tabor & Northern	3,897.55	290.12	7,947.57	2,477.90	14,613.14	55.72	
Union Pacific	6,353,215.12	4,614,338.89	10,222,627.44	984,912.99	22,175,094.44	74.52	
Wabash	3,119,715.42	3,679,848.64	11,565,981.07	628,286.83	19,024,541.46	67.26	
Willmar & Sioux Falls (Great Northern)	285,049.79	119,880.86	722,347.45	81,854.72	1,157,882.82	57.26	
Totals	\$ 54,068,765.93	\$ 53,589,404.44	\$ 138,847,476.16	\$ 9,431,462.80	\$ 255,937,109.33	65.08	

\* Excluding taxes.

TWENTY-NINTH ANNUAL REPORT OF THE

TABLE No. 37—TAXES.

Railroads	Illinois		Wisconsin		Minnesota		Missouri		
	Amount	Per mile	Amount	Per mile	Amount	Per mile	Amount	Per mile	
Ames & College							\$ 69,746.00	272.03	\$ 219.63
Atchison, Topeka & Santa Fe	\$ 109,288.82	253.42	\$ 388.61	0.92					
Chicago, Anamosa & Northern	550,169.26	1,638.42	325.79	0.81	\$ 129,610.72	222.57	\$ 582.24	1,487.55	174.79
Chicago, Burlington & Quincy	66,298.62	177.27	373.89	0.96			\$ 31,970.08	128.24	161.32
Chicago Great Western					4,409.74	27.33	25,521.05	249.50	102.70
Mason City & Fort Dodge					4,809.74	27.33	25,521.05	249.50	102.70
Wisconsin, Minnesota & Pacific					307,946.24	1,205.63	255.42	31,180.92	140.27
Chicago, Milwaukee & St. Paul	159,004.60	400.13	638,399.98	1,281.75	395.74	118,459.51	650.30	182.22	
Chicago, & North-Western	343,194.50	698.02	981,391.49	1,891.61	544.73	188,155.79	474.75	354.19	
Chicago, St. Paul, M. & Omaha			373,335.37	853.70	498.34	17,147.72	235.81	199.94	
Chicago, Rock Island & Pacific	216,182.63	564.10	583.75	1.51					
Colfax Northern									
Crooked Creek									
Davenport, R. I. & Northwestern	8,255.40	12.35	672.91	1.75					
Des Moines, Iowa Falls & North									
Des Moines Union									
Des Moines Western									
Dubuque & Sioux City	19,200.00	92.00	208.69	0.52	1,715.79	12.35	138.82	1.06	
Iowa Central									
Albia & Centerville									
Manchester & Omeida									
Minneapolis & St. Louis					108,234.14	379.47	286.22	358.92	
Muscatine North & South									
Newton & Northwestern									
Tabor & Northern									
Union Pacific							4,603.32	51.92	
Wabash	247,875.63	745.20	331.96	0.85	49,249.69	133.91	367.79	159,850.28	
Willmar & Sioux Falls (G. N.)								884.30	
Totals	\$ 1,727,950.95	4,410.76	\$ 391.76	0.99	\$ 2,117,707.56	4,509.63	\$ 469.59	\$ 87,284.24	3,619.91

BOARD OF RAILROAD COMMISSIONERS

TABLE No. 38—

Railroads	Nebraska			Iowa		
	Amount	Miles of road	Per mile	Amount	Miles of road	Per mile
Ames & College				\$ 511.03	1.98	257.03
Atchison, Topeka & Santa Fe				11,646.51	19.86	586.43
Chicago, Anamosa & Northern				450.50	19.60	21.45
Chicago, Burlington & Quincy	494,178.07	2,611.23	189.25	321,496.11	1,365.65	235.42
Chicago Great Western				87,016.36	381.31	228.20
Mason City & Fort Dodge	5,223.25	5.56	1,479.00	54,359.32	353.36	153.83
Wisconsin, Minnesota & Pacific				2,008.75	22.50	89.14
Chicago, Milwaukee & St. Paul	2,797.25			375,785.07	1,871.13	200.84
Chicago & North-Western	246,512.81	1,101.79	223.74	410,021.74	1,577.60	259.90
Chicago, St. Paul, Minneapolis & Omaha	79,492.26	274.57	278.59	31,280.51	102.05	306.52
Chicago, Rock Island & Pacific	66,228.96	245.35	269.94	419,742.08	2,029.46	206.82
Colfax Northern				1,208.35	6.00	201.39
Crooked Creek				1,938.15	17.51	111.19
Davenport, Rock Island & Northwestern				9,439.09	34.51	273.52
Des Moines, Iowa Falls & Northern				6,652.71	70.44	94.44
Des Moines Union				22,159.57	4.00	5,537.39
Des Moines Western				1,825.06	4.62	395.04
Dubuque & Sioux City (Illinois Central)				160,531.91	714.94	210.55
Iowa Central				68,400.00	454.07	150.64
Albia & Centerville				2,760.00	34.44	112.83
Manchester & Oneida				831.80	8.75	95.06
Minneapolis & St. Louis				52,592.00	350.91	150.73
Muscatine North & South				2,394.85	38.67	61.56
Newton & Northwestern				11,175.73	102.50	109.03
Tabor & Northern				924.39	8.79	105.16
Union Pacific	346,706.26	961.50	362.67	22,766.79	2.46	9,218.21
Wabash				41,644.70	208.90	196.35
Willmar & Sioux Falls (Great Northern)	25,536.51	129.92	196.57	14,025.12	79.26	179.47
Totals	\$ 1,268,975.67	5,829.92	238.09	\$ 2,126,085.43	9,865.37	215.51

TAXES—CONTINUED

All Other States	Other Taxes			Total Taxes		
	Amount	Miles of road	Per mile	Amount	Miles of road	Per mile
				\$ 511.03	1.98	257.03
				1,532,038.93	5,004.06	306.29
\$ 1,262,014.00	4,428.75	305.28		420.59	19.60	21.45
310,654.30	1,479.82	299.91		2,018,494.16	8,473.33	238.20
10,908.22	32.69	339.02		213,544.35	815.36	260.09
				66,901.31	386.25	173.44
				27,616.90	271.00	101.80
				1,750,728.33	7,043.54	245.72
310,644.59	1,681.68	125.26		2,427,178.68	7,428.77	326.72
328,566.63	1,612.45	203.77		690,736.09	1,693.27	380.21
11,475.22	88.20	139.10		1,888,430.42	6,367.17	249.48
784,869.90	3,260.04	243.83		1,208.35	6.00	201.39
				1,938.15	17.61	111.19
				17,694.49	48.76	378.42
				6,652.71	70.44	94.44
				22,159.57	4.00	5,537.39
				1,825.06	4.62	395.04
				150,650.07	759.88	206.20
6,154.16	44.94	136.94		89,349.54	558.43	160.00
91.05				2,760.00	24.44	112.83
				831.80	8.75	95.06
				165,498.59	770.06	214.98
4,342.45	39.68	109.44		2,804.85	28.67	98.56
				11,175.73	102.50	109.03
				924.39	8.79	105.16
650,338.78	1,990.98	836.74		1,029,320.15	3,921.38	347.53
473,752.07	633.29	748.18		2,935.45	102.37	234.40
13,255.81	93.64	141.56				
\$ 4,167,218.78	15,385.47	270.85		\$ 12,708,938.61	45,482.06	281.42

TABLE No. 39—CURRENT

Railroads	CURRENT	
	Cash	Bills receivable
Ames and College.....	\$ 638.28	
Atchison, Topeka & Santa Fe.....	14,682,328.01	\$ 5,038,032.13
Chicago, Anamosa & Northern.....	912.20	
Chicago, Burlington and Quincy.....	14,423,240.45	795,585.25
Chicago Great Western.....	1,340,920.52	
Mason City & Fort Dodge.....	237,750.93	
Wisconsin, Minnesota & Pacific.....	67,890.77	
Chicago, Milwaukee & St. Paul.....	5,276,898.11	
Chicago & North-Western.....	16,835,918.59	296,184.06
Chicago, St. Paul, Minneapolis & Omaha.....	1,045,745.08	
Chicago, Rock Island & Pacific.....	9,004,561.73	1,067,179.64
Colfax Northern.....	360.89	
Crooked Creek.....		
Davenport, Rock Island & Northwestern.....	1,998.64	
Des Moines, Iowa Falls & Northern.....	7,938.49	
Des Moines Union.....	23,368.51	\$ 8,888.98
Des Moines Western.....	9,423.83	
Dubuque & Sioux City (Illinois Central).....		185,000.00
Iowa Central.....	397,204.50	
Albia & Centerville.....	2,308.75	
Manchester & Oneida.....	6,680.41	
Minneapolis & St. Louis.....	235,622.10	1,647.25
Muscatine North & South.....	5,880.88	
Newton & Northwestern.....	2,225.19	
Tabor & Northern.....	264.50	
Union Pacific.....	10,913,876.86	31,290,006.00
Wabash.....	1,500,352.78	600.00
Willmar & Sioux Falls (Great Northern).....	23,912.75	
Totals.....	\$ 75,512,014.13	\$ 38,607,187.23

## ASSETS AND LIABILITIES.

Cash Current Assets Available for Payment of Current Liabilities							Total
Due from agents	Net traffic balance due from other companies	Due from solvent companies and individuals	Other cash assets ex-cluding materials and supplies	Balance current liabilities			
\$ 264,495.19	\$ 193,982.65	\$ 7,606,004.27				\$ 27,784,842.90	
40.21	365.01					1,517.42	
3,887.50	242,546.88	3,407,445.33	33,372.13			19,906,947.55	
800,492.96		1,385,645.00				3,026,438.48	
		56,191.13				283,942.06	
					\$ 238,138.36	385,855.03	
1,883,488.91	194,560.59	9,785,104.36	625,612.63			17,298,504.60	
2,510,308.05		167,351.47	432,451.66			20,231,913.83	
296,615.24		74,785.89			1,863,408.24	3,310,663.49	
1,955,852.59		2,140,608.41			5,891,025.71	20,779,229.08	
4,284.00		2,438.77	489.95			25,386.13	
1,615.43	37.12	3.62	152.07			1,808.24	
1,710.60	130.60	44,259.88				231,680.15	
2,902.41		9,190.44				185,021.55	
		50,554.97				246,018.76	
		5,531.22				8,955.05	
		9,863.86				5,894.90	
79,599.91	180,695.72		46,407.88			2,282,457.24	
420.36	519.94		18.54			9,751.11	
	137.57	688.91				10,476.78	
						6,165,485.69	
80,069.47	1,057,647.44		4,781,497.34			18,454.24	
365.77	53.79	419.77				272,098.58	
9,484.25	19,680.75		8,524.07			45,370.49	
2,225.12	1,105.23	188.62				40,342.59	
328,003.13	716,718.28	5,963,836.81	49,177,488.11			32,329,617.19	
677,597.58		1,288,458.89	72,145.13			6,544,145.67	
		60,059.07				806,519.79	
						806,491.64	
\$ 7,845,998.65	\$ 2,608,604.36	\$ 32,021,768.17	\$ 49,180,781.33	\$ 14,434,576.74		\$ 221,210,920.65	

TABLE No. 40—CURRENT ASSETS

Railroads	Current Liabilities to and Including June 30, 1906			
	Loans and bonds pay- able	Audited vouchers & coupons	Wages and salaries	Net traffic balance due other companies
Ames & College				
Atchison, Topeka & Santa Fe		\$ 3,673,252.19	\$ 1,543,695.40	
Chicago, Anamosa & Northern		3,786,192.62	727.50	\$ 599.52
Chicago, Burlington & Quincy		1,134,759.83	406,386.09	901,649.14
Chicago Great Western		72,293.00		
Mason City & Fort Dodge		305,885.03		
Wisconsin, Minnesota & Pacific		6,850,000.00	2,587,963.00	2,437,507.81
Chicago, Milwaukee & St. Paul		1,419,716.81	2,350,944.38	619,441.94
Chicago & North-Western		674,353.05	469,854.39	130,535.10
Chicago, St. Paul, Minn. & Omaha		1,350,732.06	1,969,028.81	321,669.42
Chicago, Rock Island & Pacific	\$ 14,344,866.17			
Collfax Northern	23,500.00			1,628.74
Crooked Creek				837.00
Davenport, Rock Island & N. W.		18,745.21	12,716.53	
Des Moines, Iowa Falls & Northern	187,000.00	14,770.26		432.58
Des Moines Union		18,987.34	14,059.06	
Des Moines Western		109.09	670.10	
Dubuque & Sioux City (Ill. Cent.)		711.60		
Iowa Central	1,975,000.00	84,394.56	86,337.85	
Albia & Centerville		7,444.17		1,846.86
Manchester & Oneida				7,034.67
Minneapolis & St. Louis		327,412.73	120,652.49	
Muscatine, North & South	1,000.00	5,789.93	1,374.19	12,060.21
Newton & Northwestern	208,049.32	7,924.85	8,818.85	4,408.46
Tabor & Northern	40,328.42	2,415.89		1,222.18
Union Pacific	6,000,000.00	2,245,745.43	1,492,462.87	
Wabash		1,203,450.94	816,006.22	266,210.93
Willmar & Sioux Falls (Gt. North)		832,784.62	55,206.99	
Totals	\$ 23,029,862.32	\$ 23,943,421.11	\$ 14,384,526.67	\$ 4,106,189.69

AND LIABILITIES—CONTINUED.

Current Liabilities to and Including June 30, 1906						
Dividends not called for	Matured coupons unpaid	Rents due July 1, 1906	Miscellaneous	Balance cash assets	Total	Materials and sup- plies on hand
				638.29	\$ 27,784,842.30	\$ 3,727,106.32
\$2,871,567.25	\$ 306,253.47			155.40	18,908,647.55	4,884,451.36
	1,411,469.00	\$ 35.00	\$ 124,791.07	10,196,347.57	3,026,458.48	990,913.72
				221,649.06	305,885.03	
				2,729,885.00	17,368,594.00	4,943,872.35
	42,451.50	3,000.00	\$ 1,106,403.56	20,231,913.83		
	2,465.75	225,160.52		3,210,683.40	945,251.70	
1,046,340.60	78,008.75	18,346.31	897,819.30	29,773,253.68	3,557,113.69	
	3,135.25	2,024,244.37	749,454.90		25,386.13	
				257.39	1,808.24	
				971.24	281,589.15	15,637.72
					205,052.89	884.22
					246,018.76	28,263.32
			212,972.46		5,855.05	110.00
					5,176.86	
2,438.40	2,863.00				2,984.90	
729.00	23,788.00		101,610.83		2,347,457.24	225,967.11
			80.00		112.11	
					10,476.78	601.60
					6,165,483.60	370,485.42
	89,901.50		480,190.55		5,147,296.33	18,454.24
					272,088.08	2,376.43
	40,604.12		3,282.98		43,876.49	
					79,556,260.24	5,627,447.06
27,295.00	2,088,630.00				92,329,617.19	1,380,701.78
	275,374.50				6,544,145.67	60,138.91
		2,500.00			890,491.61	
\$3,958,216.05	\$7,629,978.73	\$2,768,915.31	\$ 10,423,702.78	\$130,956,078.00	\$221,210,920.66	\$27,166,199.91

TABLE No. 41—

Railroads	Total mileage operated, including tracks and sidings	New line constructed during year	Miles Operated, Single Track										
			Lines Represent'd by Capital Stock										
			Main line	Branches and spurs	Lines of proprietary companies	Lines operated under lease							
Ames & College	1.98		1.98										
Atchison, Topeka & Santa Fe	6,750.80	191.47	2,502.85	2,170.33	859.86								
Chicago, Anamosa & Northern	20.20		19.60										
Chicago, Burlington & Quincy	11,513.43	154.51	822.41	7,651.52									
Chicago, Great Western	1,309.52	5.98	715.02	39.24									
Mason City & Fort Dodge	495.39	5.75	359.54	19.59									
Wisconsin, Minnesota & Pacific	308.82	.98	213.90	57.10									
Chicago, Milwaukee & St. Paul	9,375.20	208.13	7,029.49										
Chicago & North-Western	11,040.61	130.26	3,049.92	4,286.08	19.31								
Chicago, St. Paul, Minn. & Omaha	2,285.86	24.64	1,627.98										
Chicago, Rock Island & Pacific	8,717.92	53.13	3,148.22	1,780.81									
Northern	14.00		6.00										
Crooked Creek	20.89		17.61										
Davenport, R. I. & Northwestern	72.98	.53	45.76										
Des Moines, I. Falls & Northern	79.89		70.44										
Des Moines Union	18.00		4.00										
Des Moines Western	5.12		4.62										
Dubuque & Sioux City (Ill. Cent.)	955.59		325.26	433.52									
Iowa Central	680.91	.23	375.06	127.21									
Albia & Centerville	27.92		24.44										
Manchester & Oneida	8.75		8.00										
Minneapolis & St. Louis	975.64	.47	329.90	371.51									
Muscotline North & South	31.62		28.67										
Newton & Northwestern	115.82		102.50		4.10								
Union Pacific	4,182.13	112.56	1,901.67	1,053.78									
Wabash	3,329.40	16.30	1,680.20	75.00	280.40	9.10							
Willmar & Sioux Falls (G. Nor.)	488.98	3.37	304.25		129.16								
<b>Totals</b>	<b>63,241.33</b>	<b>927.72</b>	<b>24,662.08</b>	<b>18,055.79</b>	<b>755.75</b>	<b>1,287.03</b>							

MILEAGE—ENTIRE LINE.

Miles Operated, Single Track					Miles Owned					
Lines operated under contract	New lines constructed during year	Total mileage excluding trackage rights	Lines operated under contract—trackage rights	Lines Represent'd by Capital Stock			New lines constructed during year	Total mileage	Miles of iron	Miles of steel
				Main line	Branches and spurs					
		1.98		1.98				1.98		1.98
		5,004.06	29.24	2,506.85	2,178.65			4,985.50	14.53	4,670.67
		19.60		19.60				19.60		19.60
	61.15	8,473.93	203.69	822.41	7,651.52		61.15	8,473.93	69.72	8,404.21
		733.26	85.10	713.02	42.18			735.20		735.20
		378.13	5.12	339.54	18.39			378.13		378.13
		271.00		213.90	57.10			271.00		271.00
		182.86	7,029.49	238.18	7,029.49		182.86	7,029.49	81.15	6,948.34
	60.02	45.45	7,415.33	38.25	3,049.92	4,286.08	45.45	7,339.00	89.88	7,249.12
		10.00	1,627.98	69.59	1,627.98		10.00	1,627.98	7.69	1,620.29
	162.31	6.54	6,367.17	539.08	3,148.22	1,780.81	6.54	4,588.03		4,588.03
		2.00	13.00				2.00	6.00		6.00
			17.61					17.61		17.61
			46.76	2.26	46.76			46.76		46.76
			70.44		4.00			70.44		70.44
			4.00					4.00		4.00
			4.62		4.62			4.62		4.62
			759.88		433.52			759.88		759.88
	37.00		639.27	19.16	375.06	127.21		602.27	8.44	593.83
			24.44		24.44			24.44		24.44
			8.00		8.00			8.00		8.00
	138.63		770.06		253.90	371.51		631.41	.14	631.27
			28.67		28.67			28.67		28.67
			102.50		102.50			102.50		102.50
			8.79	1.96	8.79	1.00		9.79	1.00	8.79
			2,935.45		1,906.67	1,053.82		2,962.49	9.56	2,952.93
			2,044.70		1,680.20	81.50		1,762.00		1,762.00
			433.41		304.25			304.25		304.25
			397.98	258.00	45,158.63	1,739.95	24,667.08	18,094.88	258.00	42,761.97
									284.78	42,477.19

TABLE No. 42—

Railroads	Mileage Owned in Iowa				
	Single track	Second track	Third and fourth tracks	Yard tracks and sidings	Mileage owned—all tracks
Ames & College.....	1.98				1.98
Atchison, Topeka & Santa Fe.....	19.86	11.10		24.76	55.72
Chicago, Anamosa & Northern.....	19.60			.60	20.20
Chicago, Burlington & Quincy.....	1,363.65	243.08		307.52	1,916.85
Chicago Great Western.....	400.02	10.34		123.69	534.05
Mason City & Fort Dodge.....	350.80			86.40	437.20
Wisconsin, Minnesota & Pacific.....	22.50			2.91	25.41
Chicago, Milwaukee & St. Paul.....	1,870.12	28.29	11.29	309.49	2,309.19
Chicago & North-Western.....	1,574.53	345.92		469.88	2,390.33
Chicago, St. P., Minneapolis & O.....	74.54			32.98	107.52
Chicago, Rock Island & Pacific.....	1,867.15	81.59		421.17	2,309.91
Colfax Northern.....	6.00			1.00	7.00
Crooked Creek.....	17.61			3.28	20.89
Davenport, Rock Island & N. W.....	24.51	1.06		11.97	47.54
Des Moines, Iowa Falls & Northern.....	70.44			5.45	75.89
Des Moines Union.....	4.00	2.00		12.60	18.60
Des Moines Western.....	4.62			.60	5.12
Dubaque & Sioux City (Ill. Cent.).....	714.94	3.75		185.85	904.54
Iowa Central.....	413.07			32.19	505.26
Albia & Centerville.....	24.44			3.19	27.62
Manchester & Oneida.....	8.00			.75	8.75
Minneapolis & St. Louis.....	215.26			31.15	246.41
Muscatine North & South.....	28.67			2.95	31.62
Newton & Northwestern.....	102.50			9.38	113.08
Tabor & Northern.....	8.79			1.00	9.79
Union Pacific.....	2.46	1.63		36.00	40.18
Wabash.....	109.30			15.70	125.00
Willmar & Sioux Falls (G. N.).....	76.70			12.73	89.43
Totals.....	9,405.06	729.36	11.29	2,294.77	12,440.48

MILEAGE—IOWA.

Miles of Iron	Miles of steel	Mileage Operated by Companies Making Reports						New lines built during the year	Total mileage excluding trackage rights	Lines operated under trackage rights
		Lines Represented by Capital Stock		Lines of proprietary companies	Lines operated under lease	Lines operated under contract				
		Main lines	Branches and spurs							
.....	1.98	1.98						1.98		
.....	32	55.40	19.86					19.86		
.....		30.20	19.60					19.60		
.....	64.26	1,852.50	274.55	1,091.10				1,365.65	71.05	
.....		534.05	370.60	7.48				378.08	3.23	
.....		457.20	332.21	18.59				350.80	2.56	
.....		25.41	22.50					22.50		
.....	61.06	2,215.13	1,870.12					1,870.12	69.91	
.....	26.40	3,393.54	959.78	1,210.75				1,574.53	3.07	
.....	6.42	101.10	74.54					74.54		
.....		2,309.91	762.53					2,029.45	80.16	
.....		7.00	6.00			7.00		13.00		
.....	19	29.70	17.61					17.61	.81	
.....		47.54	34.51					34.51		
.....		75.89	70.44					70.44		
.....		18.00	4.00					4.00		
.....		5.12	4.62					4.62		
.....		904.54	336.26	388.68				714.94	4.00	
.....	14.10	491.16	285.86	127.21				450.07		
.....	3.18	24.44	24.44					24.44		
.....		8.75	8.00					8.00		
.....	1.02	242.39	137.83	74.43				359.91		
.....		21.62	28.67					28.67		
.....		112.08	102.50					106.60	1.96	
.....	4.00	8.79	8.79	1.00				8.79		
.....		35.08	2.46				4.10	363.40	5.56	
.....		125.00	109.30			91.10		2.46		
.....	12.73	76.70	76.70					76.70	2.56	
Totals.....	197.87	12,242.61	5,702.35	3,681.77	94.10	11.10	337.66	2.00	9,827.29	272.31



TABLE No. 43—EMPLOYES AND

Railroads	General Officers			Other Officers		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College	4	\$ 480.00	\$3.21			
Atchison, Topeka & Santa Fe				1	\$ 2,400.00	\$6.58
Chicago, Anamosa & Northern	1	1,600.00	4.10			
Chicago, Burlington & Quincy	12	36,150.30	8.25			
Chicago Great Western						
Mason City & Fort Dodge						
Wisconsin, Minnesota & Pacific						
Chicago, Milwaukee & St. Paul	11	89,210.68	21.26	13	46,167.63	9.66
Chicago & North-Western				4	18,888.73	11.09
Chicago, St. Paul, Minneapolis & Omaha						
Chicago, Rock Island & Pacific	1	12,000.00	32.67	28	74,746.27	7.82
Colfax Northern	1	600.00	1.64	1	1,900.00	4.11
Crooked Creek	4	1,973.15	1.57			
Davenport, Rock Island & Northwestern						
Des Moines, Iowa Falls & Northern	2	3,600.00	5.75	1	1,170.00	3.74
Des Moines Union	4	4,680.00	6.41			
Des Moines Western	1	620.96	3.44			
Dubuque & Sioux City (Illinois Central)	13	35,713.44	7.55			
Iowa Central	8	29,462.89	35.93	17	24,416.31	7.30
Albia & Centerville						
Manchester & Oneida		200.00	.26	1	1,200.00	3.25
Minneapolis & St. Louis	7	12,898.61	27.83	19	10,987.88	7.72
Muscatine North & South	2	7,380.00	6.92			
Newton & Northwestern	8	7,086.00	5.63	2	2,200.00	3.51
Tabor & Northern	2	2,350.00	3.75			
Union Pacific						
Wabash	1	6,133.93	17.19	3	6,370.67	6.25
Willmar & Sioux Falls (Great Northern)				4	8,132.33	6.48
Totals	90	\$ 254,388.06	\$9.03	95	\$ 195,579.82	\$6.59

SALARIES—IOWA

General Office Clerks			Station Agents			Other Station-men			Engine-men		
Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
			4	2,308.00	\$5.29	30	11,742.48	\$1.55	83	117,907.20	\$4.92
			1	1,479.96	1.01				1	941.75	2.78
			72	198,616.04	1.70	437	227,514.58	1.59	269	305,798.79	4.01
	\$ 55,990.94	\$2.30	212	56,502.00	3.15	241	137,838.40	1.70	120	175,390.00	4.00
			52	35,073.50	1.72	40	18,654.30	1.35	43	76,445.10	3.83
			3	1,538.00	1.40	1	423.40	1.16	5	1,633.50	3.90
169	115,922.12	2.55	345	184,129.21	1.80	1,039	521,333.73	1.93	392	529,371.99	3.85
			281	108,300.87	2.17	441	197,131.28	1.69	351	500,867.63	4.72
			12	9,132.94	2.43	37	39,498.49	1.71	18	25,068.29	4.45
	9,684.50	2.77	115	85,983.15	1.78	623	248,962.89	1.29	339	470,111.03	4.01
	1,559.89	2.05	1	667.71	3.05	1	207.15	1.43	3	2,504.43	2.77
			2	845.00	1.39				1	893.00	2.63
			2	901.29	2.42		1,072.93	1.78	4	2,495.06	1.69
			10	4,442.29	2.64	10	4,475.29	1.11			
			1	1,500.00	4.11	73	35,062.45	1.65	5	4,636.80	3.86
			2	3,135.61	1.80	1	380.00	2.69	5	6,632.60	3.19
			6	60.00	3.33	9	2,324.22	1.60	8	214.54	3.19
			5	32,800.38	1.92	123	85,033.57	1.92	202	77,294.45	1.97
			81	48,799.09	3.37	78	43,221.80	1.61	51	20,120.04	1.14
			3	1,530.00	1.89	7	640.00	.69			
						2	840.00	1.15	1	780.00	2.13
			35	15,949.24	1.09	51	22,891.04	1.70	34	14,121.04	1.11
			4	530.00	1.45	4	2,540.75	1.74	3	3,597.04	3.82
			3	618.00	.79	14	7,963.07	1.58	3	1,590.00	3.16
						3	405.00	1.29			
			11	7,574.29	2.53	3	4,800.00	4.36	216	126,151.73	1.86
			10	11,402.91	2.46	12	9,075.76	2.36	41	24,847.49	1.91
			15	7,663.47	2.03	31	11,382.03	1.85	38	11,691.02	1.52
									7	10,767.66	3.91
			473	\$ 315,203.44	\$2.13	1,389	\$ 881,536.65	\$2.03	3,606	\$1,700,621.33	\$1.61
									1,773	\$2,574,722.03	\$4.04

TABLE No. 44—EMPLOYES AND

Railroads	Firemen			Conductors		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College	2	\$ 1,440.00	\$ 1.96			
Atchison, Topeka & Santa Fe	84	74,347.30	2.10	27	\$ 38,568.44	\$ 4.56
Chicago, Anamosa & Northern	1	651.95	1.73	1	751.50	2.35
Chicago, Burlington & Quincy	219	189,973.72	2.38	129	148,024.71	3.38
Chicago Great Western	120	105,558.00	2.41	89	122,340.00	3.40
Mason City & Fort Dodge	46	47,486.70	2.39	34	49,336.90	3.35
Wisconsin, Minnesota & Pacific	5	612.15	2.31	5	927.40	3.50
Chicago, Milwaukee & St. Paul	383	309,676.23	2.39	230	347,772.71	3.54
Chicago & North-Western	449	339,715.39	2.46	275	328,209.77	4.18
Chicago, St. Paul, Minneapolis & Omaha	18	15,673.39	1.78	12	16,197.57	4.31
Chicago, Rock Island & Pacific	337	297,083.89	2.55	263	307,271.42	3.46
Collax Northern	3	1,349.68	1.89	3	1,626.16	2.51
Crooked Creek	1	629.53	1.39	1	689.35	1.63
Davenport, Rock Island & Northwestern	1	132.27	1.97	1	385.81	2.78
Des Moines, Iowa Falls & Northern	5	2,531.02	1.84	5	3,700.00	2.69
Des Moines Union	8	2,907.40	1.90			
Des Moines Western						
Dubuque & Sioux City (Illinois Central)	79	117,829.56	2.46	73	99,573.72	4.02
Iowa Central	62	53,063.48	2.24	40	54,900.00	3.42
Albia & Centerville	1	540.00	1.48		900.00	1.64
Manchester & Omeida	1	540.00	1.48		900.00	1.64
Minneapolis & St. Louis	26	20,520.60	2.27	20	21,906.76	2.36
Muscatine North & South	2	1,404.00	2.25	1	900.00	2.87
Newton & Northwestern	5	2,729.92	2.34	5	3,744.54	3.38
Tabor & Northern	1	489.90	1.56	1	502.77	1.92
Union Pacific						
Wabash	21	15,419.55	2.50	12	15,392.13	4.04
Whitmar & Sioux Falls (Great Northern)	9	6,695.41	2.43	9	10,444.31	3.77
Totals	1,888	\$ 1,609,888.05	2.72	1,279	\$ 1,672,767.87	3.93

SALARIES—IOWA—CONTINUED.

Other Trainmen			Machinists			Carpenters			Other Shopmen		
Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
2	\$ 1,200.00	\$1.77									
69	51,720.84	2.69	90	\$ 99,245.64	\$3.24	54	\$ 36,364.80	\$2.20	945	\$ 191,951.64	\$ 4.32
223	176,975.86	2.12	183	164,071.58	2.80	160	117,144.87	2.84	636	435,315.77	1.16
310	245,926.80	2.54	117	116,812.80	3.20	89	73,585.20	2.05	701	439,611.12	2.01
79	64,811.20	2.26	7	7,776.00	3.70	13	7,758.00	2.15	72	43,848.40	2.02
40	638.63	2.41									
599	411,899.27	2.40	107	181,892.97	3.44	368	170,063.90	2.26	1,205	790,122.84	1.92
572	416,842.55	2.49	249	192,296.69	2.40	391	151,333.20	2.19	1,352	741,577.93	1.79
33	26,069.19	2.52	121	85,806.75	2.27	62	37,132.34	1.91	69	40,483.54	1.87
593	351,757.21	2.15	181	100,265.54	2.21	230	143,047.09	2.48	719	545,321.06	1.80
3	1,982.63	1.70	1	911.27	2.30	3	274.66	1.70	1	290.56	1.45
				755.73	1.73					540.00	1.48
				219.36	2.24	4	2,077.34	2.69	4	1,972.80	1.64
	4,010.20	1.93	3	2,347.50	2.50	2	1,721.15	2.76	6	2,986.02	1.59
96	20,639.02	3.02	16	15,831.70	3.10	8	5,540.00	2.35	3	1,900.00	1.63
213	199,390.52	2.58	178	121,161.84	2.46	115	89,631.87	2.43	135	88,577.80	2.38
109	93,994.37	2.16	94	86,967.58	3.62	53	38,426.08	2.33	115	74,729.46	1.70
45	480.00	1.30									
3	34,858.96	2.44	38	27,433.13	2.70	27	19,065.02	2.34	55	36,655.38	1.86
3	2,112.73	2.25	1	1,020.00	2.79				2	1,080.00	1.48
9	3,193.66	1.94	1	924.71	2.05	3	1,295.23	1.64	7	3,347.14	1.79
	36,480.85	3.05	1	159.00	2.20						
	11,643.20	3.39	5	4,731.81	2.79	5			10	494,485.04	2.21
41	34,253.11	2.69	34	23,169.34	2.15	19	7,898.28	2.49	43	23,962.39	1.80
16	10,289.84	2.47	8	4,866.47	3.45	14	7,792.33	2.42	63	25,124.55	1.96
2,939	\$2,198,545.27	\$2.30	1,441	\$1,175,856.50	\$2.61	1,421	\$ 911,168.06	\$2.05	5,829	\$3,619,898.07	\$ 1.99



TABLE No. 46—EMPLOYES AND SALARIES—

Railroads	Total, Including General Officers			Total, Excluding General Officers		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College	10	\$ 3,990.00	\$ 1.06	6	\$ 3,510.00	\$ 1.51
Atchison, Topeka & Santa Fe	971	667,181.26	2.35	971	667,181.26	2.35
Chicago, Anamosa & Northern	14	7,963.27	1.74	13	6,163.27	1.52
Chicago, Burlington & Quincy	4,987	3,390,988.71	2.07	4,975	3,354,518.51	2.05
Chicago Great Western	2,811	2,130,670.55	2.30	2,811	2,130,670.55	2.30
Mason City & Fort Dodge	612	484,918.49	2.17	612	484,918.49	2.17
Wisconsin, Minnesota & Pacific	40	11,369.86	1.80	40	11,269.86	1.89
Chicago, Milwaukee & St. Paul	9,312	6,369,924.79	2.17	9,301	6,280,714.11	2.14
Chicago & North-Western	8,423	4,564,469.56	2.12	8,423	4,564,469.56	2.12
Chicago, St. Paul, Minneapolis & Omaha	652	433,587.04	2.12	652	433,587.04	2.12
Chicago, Rock Island & Pacific	7,496	4,536,466.78	2.03	7,495	4,524,466.78	2.08
Colfax Northern	46	30,446.34	1.88	45	29,446.34	1.98
Crooked Creek	22	10,433.83	1.56	18	8,620.68	1.55
Davenport, Rock Island & Northwestern	36	29,407.09	1.99	36	18,372.89	1.96
Des Moines, Iowa Falls & Northern	102	58,094.98	1.88	100	54,494.98	1.89
Des Moines Union	283	161,710.59	3.00	279	157,030.59	1.86
Des Moines Western	16	7,742.08	1.69	15	7,112.12	1.62
Dubuque & Sioux City (Illinois Central)	2,706	1,780,493.97	2.14	2,693	1,764,860.53	2.11
Iowa Central	1,494	881,929.02	3.12	1,486	832,466.72	2.65
Albia & Centerville	27	9,929.98	1.27	27	9,929.98	1.27
Manchester & Oneida	17	7,070.00	1.43	12	6,870.00	1.62
Minneapolis & St. Louis	712	392,940.02	2.66	705	379,341.41	2.60
Muscatine North & South	43	31,250.00	2.26	40	23,670.00	1.79
Newton & Northwestern	168	78,251.29	1.79	160	71,135.28	1.72
Tabor & Northern	12	6,216.19	2.21	10	2,866.19	1.77
Wabash	386	274,312.44	2.27	383	265,178.31	2.23
Willmar & Sioux Falls (Great Northern)	406	161,676.62	2.03	406	161,676.62	2.03
Totals	42,554	826,949,587.52	2.02	42,464	826,695,304.46	2.01

IOWA—CONTINUED—AND ENTIRE LINE

Distribution					Entire Line						
General administration	Maintenance of structures	Maintenance of equipment	Conducting transportation	Total, Including General Officers	Total, Excluding General Officers	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
\$ 489.00	\$ 780.00		\$ 2,730.00	10	\$ 3,990.00	\$ 1.06	6	\$ 3,510.00	\$ 1.51		
12,892.06	79,220.21	254,203.04	340,849.00	32,184	17,630,534.37	2.20	32,115	17,197,384.19	2.15		
1,590.00	1,355.31	4,997.96	14	7,963.27	1.74	13	6,163.27	1.52			
91,541.14	902,316.32	788,930.85	1,567,880.19	39,339	27,362,962.36	2.05	39,245	26,832,595.81	2.14		
	959,214.95	690,029.12	914,936.57	4,197	3,585,176.84	2.96	4,181	3,497,876.54	2.24		
	197,771.49	58,877.46	915,293.99	633	369,043.04	2.16	633	369,043.04	2.16		
	6,201.66		4,189,239.314	314	216,375.60	1.90	314	216,375.60	1.90		
251,300.43	1,953,422.91	1,408,991.40	3,538,390.92	32,211	22,717,278.14	2.17	32,170	22,389,123.08	2.14		
	1,208,945.23	632,454.42	2,829,136.89	41,283	24,538,676.92	2.21	41,233	24,253,928.62	2.18		
			6,901	4,852,634.48	2.28	6,870	4,796,528.25	2.22			
92,380.77	1,082,806.88	902,288.23	2,088,083.90	32,693	19,889,774.10	2.11	32,658	19,552,644.66	2.08		
600.00	6,397.90	1,171.83	12,476.61	46	29,646.34	1.88	45	29,646.34	1.88		
1,973.15	4,112.27	706.73	3,651.08	22	10,493.83	1.56	18	8,620.68	1.55		
3,025.49	8,071.96	1,205.76	2,901.87	67	34,537.83	1.97	65	32,535.65	1.99		
8,912.60	23,465.13	3,659.62	20,444.81	102	38,094.98	1.98	100	34,494.98	1.89		
7,815.61	22,334.18	12,340.00	119,320.80	283	161,710.59	2.00	279	157,030.59	1.96		
699.96	1,947.80		5,104.32	16	7,742.08	1.69	15	7,112.12	1.62		
10,600.05	896,843.53	293,370.00	1,137,690.36	2,867	1,870,557.61	2.15	2,853	1,842,019.84	2.12		
99,824.44	298,310.35	290,538.31	373,256.02	1,969	1,173,232.69	2.17	1,901	1,130,552.85	2.10		
	7,124.98		8,995.60	27	9,929.98	1.27	27	9,929.98	1.27		
45,817.50	72,047.54	88,320.87	196,734.02	1,989	1,191,944.08	2.11	1,982	1,150,013.08	2.03		
8,110.00	7,958.40	2,100.00	12,082.20	43	31,250.00	2.26	40	23,670.00	1.79		
3,664.00	36,611.67	5,477.92	28,248.54	198	78,251.29	1.83	190	71,135.28	1.72		
2,360.00	1,600.50	150.00	2,215.69	12	6,216.19	2.21	10	2,866.19	1.77		
2,223.32	76,833.93	139,539.90	216,717.80	20,526	14,205,967.14	2.29	20,495	13,971,861.34	2.18		
17,716.04	29,154.83	63,118.90	157,143.15	12,856	9,143,747.96	2.27	12,818	8,939,283.73	2.23		
18,795.80	37,185.62	29,061.02	78,704.18	1,316	533,627.30	1.95	1,303	523,182.30	1.93		
\$674,651.81	\$6,389,418.98	\$5,365,604.67	\$14,109,255.02	232,427	\$150,239,828.22	2.06	231,914	\$147,242,396.77	2.03		

TABLE No. 47—BRIDGES, TRESTLES, HIGHWAYS,

Railroads	Bridges							Total number	Total aggregate length	
	Stone		Steel or Iron		Wooden	Comb'n	Total number			
	Number	Aggregate length	Number	Aggregate length						
Ames & College.....					2	370	2	370		
Atchison, Topeka & Santa Fe.....	5	668	8	1,311			17	1,979		
Chicago, Anamosa & Northern.....			6	900			6	900		
Chicago, Burlington & Quincy.....	214	30,731	17	2,131	1	378	232	33,240		
Chicago Great Western.....	123	11,782	1	360			130	12,122		
Mason City & Fort Dodge.....	14	4,624	1	360			15	4,984		
Wisconsin, Minnesota & Pacific.....							8			
Chicago, Milwaukee & St. Paul.....	297	29,354	33	5,091			330	32,945		
Chicago & North-Western.....	445	23,284	84	5,004			529	34,288		
Chicago, St. Paul, Minn. & O.....	7	1,279	1	60			8	1,380		
Chicago, Rock Island & Pacific.....	466	47,140	23	332	24	6,317	510	52,822		
Colfax Northern.....			18	624			18	624		
Crooked Creek.....			1	305			1	305		
Davenport, R. I. & Northwestern.....	9	2,887					9	2,887		
Des Moines, Iowa Falls & Northern.....			1	460			1	460		
Des Moines Union.....			2	110			2	110		
Des Moines Western.....			13	307			13	307		
Dubuque & Sioux City (Ill. Cent.).....	46	1,503	8	6,812			129	14,810		
Iowa Central.....	30	6,812					30	6,812		
Albia & Centerville.....	1	222					1	222		
Manchester & Oelga.....			1	5			1	5		
Minneapolis & St. Louis.....	10	2,027					10	2,027		
Muscatine North & South.....	1	900					1	900		
Newton & Northwestern.....			105	11,815			105	11,815		
Tabor & Northern.....	1	128	12	1,056			13	1,184		
Union Pacific.....	3	1,090					3	1,090		
Wabash.....	3	246	17	1,781			20	1,997		
Willmar & Sioux Falls (Gt. Nor.).....	1	36	1	100			2	136		
Totals.....	56	2,221	1,730	185,085	814	27,104	25	6,695	2,125	220,105

RAILWAY, FARM CROSSINGS AND CATTLE-GUARDS—IOWA

Number	Aggregate length	Highway Crossings			Farm Crossings			Number of cattle-guards	Overhead Railroad Crossings				
		Bridges	Conduits	Trestles	At grade	Below grade	At grade		Overland	Below grade	Bridges	Conduits	Trestles
1,380	113,496	51	24	1,032	107	1,873	38	157	2,433	4	4	4	
614	45,896	10	601	4	552	5	3	1,000	2	1	1	1	
276	22,398	12	378	15	289	13	4	25	2	1	1	1	
	15		35		13			4				9	
3,118	190,392	1	54	2,130	111	2,354	30	104	3,312	5		4	
2,353	155,550	15	20	1,910	80	2,161	3	246	2,514	19		4	
313	19,810	1	194	1	61	4	87	3,800	6			14	
900	61,531	9	85	2,815	62	2,884		20	3,200				
	300		11	300		15		29	300				
16	1,175	*	18	52	1	121		35					
46	4,772		3	5,910		25		1					
31	5,910		3	150	1	11		9					
2	150	1	21	878	20	850	23	151	1,359	1		1	
843	71,882	1	7	730	46	653	9	112	1,055			2	
429	33,138		7	28	2	53		65					
14	2,038	14	4	6	11	1	5	15					
5			1	281	5	348	1	16	480	3			
142	18,852	2		1	10	10		3	20				
26	1,167		2	1,336	1	12		7					
2	1,336	1		8		12		3					
				204		13		1					
380	31,622		115	7	290			7					
108	15,168	1											
10,046	774,241	108	107	11,874	467	12,645	102	992	16,704	59		87	

TABLE No. 48—STATIONS—

Railroads	Stations			
	On Road Owned		On Road Operated	
	Entire line	Iowa	Entire line	Iowa
Ames & College	2		2	2
Atchison, Topeka & Santa Fe	952	6	938	6
Chicago, Anamosa & Northern	4		4	
Chicago, Burlington & Quincy	1,203	243	1,203	243
Chicago Great Western	173	85	210	86
Mason City & Fort Dodge	65	61	66	61
Wisconsin, Minnesota & Pacific	53	4	53	4
Chicago, Milwaukee & St. Paul	1,032	304	1,032	304
Chicago & North-Western	1,068	256	1,077	256
Chicago, St. Paul, Minneapolis & Omaha	350	17	369	23
Chicago, Rock Island & Pacific	685	267	944	321
Collax Northern	3	3	3	3
Crooked Creek	5		5	5
Davenport, Rock Island & Northwestern	13	9	13	9
Des Moines, Iowa Falls & Northern	12	12	12	12
Des Moines Union	2		2	2
Des Moines Western	1		1	1
Dubuque & Sioux City (Illinois Central)	129	129	129	129
Iowa Central	96	76	104	80
Albia & Centerville	3	3	3	3
Manchester & Okeola	1	1	1	1
Minneapolis & St. Louis	94	30	122	54
Muscatine North & South	5	5	5	5
Newton & Northwestern	20	20	21	21
Tabor & Northern	1	1	1	1
Union Pacific	675	3	675	3
Wabash	511	37	690	55
Willmar & Sioux Falls (Great Northern)	53	16	75	16
Totals	7,321	1,613	7,871	1,702

RENEWALS OF RAILS AND TIES

Number of telegraph stations in Iowa	New Rails Laid During Year in Iowa						New Ties Laid During Year in Iowa	
	Iron			Steel			Number	Average price per ton at delivery points
	Tons	Weight per yard—pounds	Average ton at delivery points	Tons	Weight per yard—pounds	Average price per ton at delivery points		
4				18	85	\$ 29.00	15,918	\$ .54
183				475	85		380,429	.54
75				45	75	28.06	69,228	.88
48				51	76	37.14	17,907	.69
2							3,230	.66
257				46,697	75	29.50	*1,113,833	.47
252				4,520	90	28.01	318,519	.53
19				98	80	29.20	11,768	.41
260							442,232	.63
2							893	.53
3							1,715	.66
5				6	70	29.09	8,113	.61
12				52	75	30.15	6,189	.60
2								
119							153,545	.86
76				312	80	27.23	84,513	.68
3							5,089	.54
1				4,827	75	29.00	860	.60
53							84,822	.53
4								
18							1,850	.63
1							9,785	.53
1				100	90	29.85	70,785	.50
3							70,785	.50
37				4,104	80	29.83	9,813	.47
14								
1,492				60,862			2,809,704	

\*Entire line.

TABLE No. 49—DESCRIPTION OF

Railroads	Locomotives				Cars in Passenger Service							
	Passenger	Freight	Switching	Leased	Total	First class passenger cars	Second class	Combination	Emigrant	Dining	Parlor	Sleeping
Ames & College	2				2							
Atchison, Topeka & Santa Fe	307	881	270	1	1,459	371	102	96	26			
Chicago, Anamosa & Northern					1,435		643	235	24	7		
Chicago, Burlington & Quincy	884	780	271	1	1,936	65	18	11	4	7		
Chicago Great Western	98	141	25		264	65	4	3				
Mason City & Fort Dodge	1	31			32							
Wisconsin, Minnesota & Pacific	14	2	1		17	6	5					
Chicago, Milwaukee & St. Paul	206	640	170		1,016	285	205	6	15	21	80	
Chicago & North-Western	300	806	255		1,342	665	48	149	14	37		
Chicago, St. P., Minneapolis & Omaha	62	224	47		333	84	38	53	2	33		
Chicago, Rock Island & Pacific	345	707	181		1,233	282	176	165	15	22	2	4
Colfax Northern												
Crooked Creek	3				3							
Davenport, Rock Island & Northwest	3	2	5		10							
Des Moines, Iowa Falls & Northern	4	3			7							
Des Moines Union					5							
Des Moines Western												
Dubuque & Sioux City (Illinois Cent.)	17	30	8		55	28						
Iowa Central	12	68	8		88	14	15					
Albia & Centerville												
Manchester & Onida												
Minneapolis & St. Louis	34	46	14		94	25	23	10				
Muscatine North & South												
Newton & Northwestern	2	3	1		6							
Tabor & Northern												
Union Pacific	123	320	102		544	142	34	24				
Wabash	143	325	106		574	125	44	64	17	66		
Willmar & Sioux Falls (Great Northern)	4	10	2		16	8		4				
Totals	2,068	5,015	1,452	1	8,536	2,111	1,321	836	15	148	180	93

\*162 leased, included in total.

†Leased.

‡Leased, included in total.

§50 leased, included in total.

EQUIPMENT—ENTIRE LINE.

Baggage, express, postal	Other cars	Cars in Passenger Service					Cars in Freight Service									
		Total	Equipped with		Box	Flat	Stock	Coal	Tank	Refrigerator	Other	Total	Equipped with			
			Train brake	Auto-matic coupler									Train brake	Auto-matic coupler	Other	
		3	2	3	18,038	2,278	3,678	8,324	1,009	5,515	538	39,540	1	1	1	
279		870	875	875	1,128	1	1,163	24,508	2,307	6,663	10,929	1,521	96	39,540	2	43,446
231	28	1,108	1,128	1,145	145	145	4,871	357	321	359	147	645	6,600	5,277	6,660	
31	9	145	15	15	15	15	790	480	190	245			1,812	1,812	1,812	
3		13	14	14	390	90	97	10					787	617	787	
413		1,034	1,032	1,034	25,967	4,769	2,830	2,553				1,581	1,630	39,429	38,601	39,429
270		1,182	1,183	1,183	30,010	4,528	5,073	8,834				1,808	4,556	54,911	51,492	54,911
58		208	208	208	8,245	1,590	333	1,386				207	8	11,796	10,449	11,796
129		795	795	795	22,752	2,342	3,607	4,873				1,775		35,349	28,098	35,349
		3	3	3	1	1	1	1				4	35	25	35	
		1	1	1	20	35		70				3	125	125	125	
		7	7	7	10	27		30				3	110	110	110	
		45	45	45	337	24	24	14				90	199	199	199	
		47	47	47	1,823	275	110	79				4	24	3,024	3,024	
		1	1	1	80	80	2	2				4	24	3,106	1,918	3,199
		80	80	80	2	2	2	2				2	2	2	2	
		19	19	19	2	2	2	2				106	106	106	106	
		2	2	2	2	2	2	2				236	236	14,453	14,453	
		13	16	344	344	344	8,808	461	2,382	3,448		50	344	10,431	17,238	19,431
		122	122	438	438	438	9,592	1,072	1,962	6,360		100	344	1,071	967	967
		3	15	15	15	15	766	153	100							
		1,723	6,487	6,445	6,482	139,396	21,286	27,100	48,186	1,071	13,387	8,409	278,834	253,103	275,688	

TABLE No. 50—DESCRIPTION OF

Railroads	Cars in Company's Service					
	Gravel	Derrick	Caboose	Other road cars	Total	Equipped with
						Train brake
Ames & College						
Atchison, Topeka & Santa Fe	1,354	16	507	130	2,007	2,007
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy	590	31	397	1,580	2,688	1,221
Chicago Great Western	104	6	108	46	294	188
Mason City & Fort Dodge	100	1	20	2	123	120
Wisconsin, Minn. & Pacific						
Chicago & North-Western	15	14	486	176	691	145
Chicago, St. Paul, Minn. & O.	254	26	702	79	1,061	463
Chicago, Rock Island & Pacific	154	9	143	110	416	169
Colfax Northern	1,711	21	552	343	2,627	1,740
Crooked Creek			1		1	1
Davenport, R. I. & Northw.			1		1	1
Des Moines, Iowa Falls & N.			2		2	2
Des Moines Union			5		5	5
Dubuque & Sioux Western						
Dubuque & Sioux City (Ill. C.)						
Iowa Central						
Albia & Centerville	52	3	35	127	217	217
Manchester & Oneida						
Minneapolis & St. Louis						
Muscatine north & South		2	45	98	145	10
Newton & Northwestern						
Tabor & Northern			2		2	1
Union Pacific						
Walsh	519					
Walsh	18		257	972	1,766	1,766
Willmar & Sioux Falls (G. N.)	13		397	365	545	545
Willmar & Sioux Falls (G. N.)	1		7	5	13	12
Totals	4,763	162	3,724	3,945	12,594	8,364

EQUIPMENT—ENTIRE LINE—CONTINUED.

Number	Cars Contributed on Fast Freight Service			Total cars owned	Cars Leased			Grand Total	
	Equipped with		Total cars owned		Number	Equipped with		Number of cars owned and leased	Number of cars leased
	Train brake	Automatic couplers				Train brake	Automatic couplers		
				4				4	6
				42,722				42,722	44,130
				50,383				50,383	51,818
				6,729		4		7,008	6,862
				1,959		290	250	1,959	1,978
				813				813	830
				41,154				41,154	42,170
				57,155				57,155	58,497
				12,483				12,483	12,816
				29,261		9,510		38,771	39,332
				5				5	8
				36				36	38
				127				127	134
				122				122	129
									5
								251	306
				3,288				3,288	3,376
								1	2
				2,926		498		3,424	3,020
				5				5	5
				60				60	110
				2				2	3
				16,553				16,553	17,137
				17,224		3,100	3,100	20,414	17,748
				1,099				1,099	1,115
				284,383		13,542	8,470	297,325	292,704



TABLE No. 5—

Railroads	Passenger Traffic			
	Number of pas- sengers carried en route	Number of pas- sengers carried one mile	Average dis- tance carried	Total passenger revenue
Ames and College	276,690	547,694	1.98	\$ 13,354.95
Chicago, Topeka & Santa Fe	18,100	36,200	2.00	724.00
Chicago, Anamosa & Northern	10,041	113,100	11.26	3,241.97
Chicago, Burlington & Quincy	1,394,441	43,534,461	31.22	2,487,638.02
Chicago Great Western	432,396	16,387,886	37.90	869,318.54
Mason City & Fort Dodge	21,516	285,086	13.25	357,911.44
Wisconsin, Minnesota & Pacific	2,678,288	146,219,300	54.70	2,439,008.97
Chicago, Milwaukee & St. Paul	356,151	12,254,703	34.41	3,314,844.27
Chicago & North-Western	3,711,054	149,186,885	40.20	270,465.76
Chicago, Rock Island & Omaha	103,800	496,236	4.78	3,238,372.85
Colfax Northern				6,456.07
Crooked Creek				621.85
Davenport, Rock Island & Northwestern				93.54
Des Moines, Iowa Falls & Northern	85,753	2,203,222	25.69	49,719.07
Des Moines Union				
Des Moines Western				
Dubuque & Sioux City (Illinois Central)	1,139,737	51,438,875	45.13	1,151,791.18
Iowa Central	545,792	17,309,685	31.71	376,940.39
Albia & Centerville	11,943	192,585	16.26	6,171.96
Manchester & Oneida				7,302.49
Minneapolis & St. Louis	372,674	12,549,512	33.68	299,216.90
Muscatine North & South	12,268	208,015	16.99	7,657.20
Newton & Northwestern	19,382	712,858	37.00	13,953.86
Tabor & Northern	14,045	159,983	10.75	4,790.69
Union Pacific	197,628	436,062	2.20	7,440.33
Wabash	166,671	10,394,417	62.40	66,534.82
Warrensburg & Sioux Falls (Great Northern)	62,940	2,596,545	41.20	77,400.50
<b>Totals</b>	<b>11,697,570</b>	<b>467,434,128</b>	<b>40.27</b>	<b>\$ 15,350,376.75</b>

MILEAGE TRAFFIC—IOWA

Average amount received from each passenger	Average receipts per passenger per mile—cents	Total passenger earnings	Passenger Traffic					Expense of Running Pas- senger Trains				
			Passenger en- tire of road	Passenger earn- ings per train mile	Highest rate of fare per mile	Lowest rate of fare per mile	Average rate of fare per mile for all passen- gers—cents	Amount	Per train mile	Cost of carrying each passenger one mile—cents		
\$ .05	.05325	\$ 13,834.95	\$ 6,987.34		.05	.05	.05					
	.02866	81,158.18	4,086.52	\$ 82129	.03	.005						
		3,241.97	165.40	10879	.03	.01						
		3,382,083.98										
	.02877	1,621,252.00	2,678.27	96961							.01688	
	.02184	402,915.43	1,140.24	50080							.02184	
	.02418	9,067.52	403.01	37469							.02418	
		3,272,743.44	1,721.73	87696	.03	.01					.02322	
	.02267	4,138,874.74	2,624.16	99498	.03	.015					.02267	
	.02267	329,035.32	3,255.08	1,23443							.02267	
	.02112	3,987,785.84	1,890.29	94726								
		6,659.00	512.23	50834	.03	.01					.01112	
		1,633.33	62.78								.04	
		4,048.66										
	.02258	56,113.01	747.58	50949								
		1,481,761.50	2,072.57	97317	.03						.02258	
	.02178	458,161.99	1,019.41	68138							.02178	
	.03005	7,907.54	319.46	23951							.03005	
		8,721.29										
	.02585	373,849.16	1,022.67	34060							.02585	
	.03885	5,603.04	289.95	21886							.03	
	.02722	19,891.00	186.50	30744	.035	.01					.02720	
	.03173	6,221.35	378.73	44661								
	.01706	14,240.64	5,788.88	1,52978							.0171	
	.02504	349,477.25	1,672.94	1,51558	.03	.02					.01968	
	.02562	79,782.11	1,906.59	75463							.02562	
		\$ 1,982.18	\$ 1,008.86								\$ 270,269.24	.02



TABLE No. 53—MILEAGE

Railroads	Passenger and Freight Traffic		
	Passenger and Freight revenue	Passenger and Freight Earnings Per Mile of Road	
		Miles	Per mile of road
Ames & College.....	\$ 18,384.21	1.08	\$ 9,284.95
Atchison, Topeka & Santa Fe.....	312,240.36	19.86	15,722.07
Chicago, Anamosa & Northern.....	9,328.16	19.60	475.53
Chicago, Burlington & Quincy.....	8,869,248.21	1,365.65	6,487.53
Chicago Great Western.....	3,418,158.43	381.31	8,964.24
Mason City & Fort Dodge.....	1,574,121.84	353.96	4,683.21
Wisconsin, Minnesota & Pacific.....	43,696.76	22.50	1,915.41
Chicago, Milwaukee & St. Paul.....	12,298,700.24	1,871.89	6,570.52
Chicago & North Western.....	12,836,439.05	1,577.60	8,130.63
Chicago, St. Paul, Minneapolis & Omaha.....	841,149.56	102.05	8,242.47
Chicago, Rock Island & Pacific.....	11,630,770.81	2,109.62	5,322.69
Colfax Northern.....	49,341.84	14	5,785.53
Crooked Creek.....	25,442.78	17.61	1,444.79
Davenport, Rock Island & Northwestern.....	4,048.69	34.51	114.63
Des Moines, Iowa Falls & Northern.....	169,054.44	75.06	2,232.36
Des Moines Union.....	.....	.....	.....
Des Moines Western.....	.....	.....	.....
Dubuque & Sioux City (Illinois Central).....	3,601,472.28	74.94	5,163.33
Iowa Central.....	1,856,764.33	454.44	4,395.97
Albia & Centerville.....	19,270.13	24.44	747.55
Manchester & Oneida.....	18,898.07	8.75	2,130.81
Minneapolis & St. Louis.....	1,058,811.60	370.01	2,861.35
Muscatine North & South.....	60,697.55	28.67	2,117.19
Newton & Northwestern.....	135,084.81	106.6	1,267.21
Tabor & Northern.....	19,197.29	8.79	1,785.79
Union Pacific.....	67,658.57	2.46	27,505.52
Wabash.....	954,649.19	203.40	4,569.80
William & Sioux Falls (Great Northern).....	418,832.91	79.26	5,213.51
<b>Totals.....</b>	<b>\$60,509,178.86</b>	<b>9,967.26</b>	<b>6,070.79</b>

TRAFFIC—IOWA—CONTINUED

Railroads	Passenger and Freight Traffic								
	Passenger and Freight Earnings		Gross Earnings from Operation		Expense		Net earnings per mile	Expense of Running and Management of all Trains	
	Amount	Per mile of road	Amount	Per mile of road	Amount	Per mile of road		Total	Per train mile
Ames & College.....	\$ 18,384.21	\$ 9,284.95	\$ 18,384.21	\$ 9,284.95	\$ 9,005.75	\$ 4,548.34	\$ 4,746.01	.....	.....
Atchison, Topeka & Santa Fe.....	335,006.77	16,898.63	330,000.24	17,069.50	233,725.46	11,768.65	5,300.85	.....	.....
Chicago, Anamosa & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington & Quincy.....	8,869,248.21	1,365.65	8,869,248.21	1,365.65	8,869,248.21	1,365.65	8,869,248.21	.....	.....
Chicago Great Western.....	3,418,158.43	381.31	3,418,158.43	381.31	3,418,158.43	381.31	3,418,158.43	.....	.....
Mason City & Fort Dodge.....	1,574,121.84	353.96	1,574,121.84	353.96	1,574,121.84	353.96	1,574,121.84	.....	.....
Wisconsin, Minnesota & Pacific.....	43,696.76	22.50	43,696.76	22.50	43,696.76	22.50	43,696.76	.....	.....
Chicago, Milwaukee & St. Paul.....	12,298,700.24	1,871.89	12,298,700.24	1,871.89	12,298,700.24	1,871.89	12,298,700.24	.....	.....
Chicago & North Western.....	12,836,439.05	1,577.60	12,836,439.05	1,577.60	12,836,439.05	1,577.60	12,836,439.05	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	841,149.56	102.05	841,149.56	102.05	841,149.56	102.05	841,149.56	.....	.....
Chicago, Rock Island & Pacific.....	11,630,770.81	2,109.62	11,630,770.81	2,109.62	11,630,770.81	2,109.62	11,630,770.81	.....	.....
Colfax Northern.....	49,341.84	14	49,341.84	14	49,341.84	14	49,341.84	.....	.....
Crooked Creek.....	25,442.78	17.61	25,442.78	17.61	25,442.78	17.61	25,442.78	.....	.....
Davenport, Rock Island & Northwestern.....	4,048.69	34.51	4,048.69	34.51	4,048.69	34.51	4,048.69	.....	.....
Des Moines, Iowa Falls & Northern.....	169,054.44	75.06	169,054.44	75.06	169,054.44	75.06	169,054.44	.....	.....
Des Moines Union.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City (Illinois Central).....	3,601,472.28	74.94	3,601,472.28	74.94	3,601,472.28	74.94	3,601,472.28	.....	.....
Iowa Central.....	1,856,764.33	454.44	1,856,764.33	454.44	1,856,764.33	454.44	1,856,764.33	.....	.....
Albia & Centerville.....	19,270.13	24.44	19,270.13	24.44	19,270.13	24.44	19,270.13	.....	.....
Manchester & Oneida.....	18,898.07	8.75	18,898.07	8.75	18,898.07	8.75	18,898.07	.....	.....
Minneapolis & St. Louis.....	1,058,811.60	370.01	1,058,811.60	370.01	1,058,811.60	370.01	1,058,811.60	.....	.....
Muscatine North & South.....	60,697.55	28.67	60,697.55	28.67	60,697.55	28.67	60,697.55	.....	.....
Newton & Northwestern.....	135,084.81	106.6	135,084.81	106.6	135,084.81	106.6	135,084.81	.....	.....
Tabor & Northern.....	19,197.29	8.79	19,197.29	8.79	19,197.29	8.79	19,197.29	.....	.....
Union Pacific.....	67,658.57	2.46	67,658.57	2.46	67,658.57	2.46	67,658.57	.....	.....
Wabash.....	954,649.19	203.40	954,649.19	203.40	954,649.19	203.40	954,649.19	.....	.....
William & Sioux Falls (Great Northern).....	418,832.91	79.26	418,832.91	79.26	418,832.91	79.26	418,832.91	.....	.....
<b>Totals.....</b>	<b>\$64,649,404.88</b>	<b>\$ 6,489.85</b>	<b>\$65,844,884.57</b>	<b>\$ 6,606.11</b>	<b>\$46,513,588.75</b>	<b>\$ 4,668.65</b>	<b>\$ 1,930.94</b>	.....	.....

\*Deficit. †Proportional on mileage basis of entire line

TABLE No. 54—MILEAGE

Railroads	Miles Run			
	By Trains Earning Revenue			
	Passenger trains	Freight trains	Mixed trains	Total
Ames and College.....				
Atchison, Topeka & Santa Fe.....	80,805	97,583	7,297	185,675
Chicago, Anamosa & Northern.....			29,794	29,794
Chicago, Burlington & Quincy.....				
Chicago Great Western.....	1,056,519	1,300,316		2,356,835
Mason City & Fort Dodge.....	804,391	547,881		1,352,272
Wisconsin, Minnesota & Pacific.....	21,181	17,493	70	41,742
Chicago, Milwaukee & St. Paul.....	2,986,226	4,742,616	332,905	8,061,747
Chicago & North-Western.....	3,369,772	4,386,031	229,968	8,547,671
Chicago, St. Paul, Minneapolis & Omaha.....	235,772	219,819	11,105	466,696
Chicago, Rock Island & Pacific.....	3,908,051	4,155,196	301,778	8,365,025
Colfax Northern.....	5,634	17,712	7,516	30,862
Crooked Creek.....				
Davenport, Rock Island & North-western Des Moines, Iowa Falls & Northern.....	93,600	54,750		148,350
Des Moines Union.....				
Des Moines Western.....				
Iowa Central.....	1,509,496	1,750,521	15,148	3,275,133
Albia & Centerville.....	508,441	900,680	191,311	1,600,432
Manchester & Oneida.....			26,700	26,700
Minneapolis & St. Louis.....	402,770	301,125		703,895
Muscatine North & South.....			39,295	39,295
Newton & North-western.....	64,666	53,272		117,938
Tabor & Northern.....			14,110	14,110
Union Pacific.....	2,364	14,069		16,433
Wabash.....	225,904	251,522	4,686	482,112
Willmar & Sioux Falls (Great Northern).....	105,039	119,164	85	224,288
Totals.....	15,981,601	18,929,648	1,231,206	36,142,455

TRAFFIC—IOWA—CONTINUED

Miles Run		Grand total train mileage	Average Number of Freight Cars in Train		Mileage of Freight Cars			
By Other Trains	Switching and others		All	Loaded Empty	Loaded, north or east	Loaded, south or west	Empty, north or east	Empty, south or west
96,288	5,336	296,290	32	1	1,058,312	1,473,081	511,560	334,908
		29,794	2	1	18,748	15,780	3,111	5,617
353,123	47,543	2,765,521	26	19	14,295,162	11,402,329	4,196,670	7,257,987
84,670	559	1,437,501	24	16	5,184,854	3,795,218	1,369,493	3,081,889
2,986	1,237	45,985	12	8	69,880	91,340	35,312	88,166
1,610,640	972,458	11,430,775	25	18	42,120,366	41,215,357	17,740,506	18,212,615
105,035	39,498	622,298						
1,001,517	322,137	9,088,879	22	16	32,974,530	27,683,102	10,197,759	13,487,648
		30,862	7	3	93,614	708	750	92,375
25,980	9,810	39,790						
		148,350	9	3	158,878	163,208	86,019	92,119
360,023	33,976	3,796,794	22	15	14,878,732	14,955,527	5,542,506	4,680,224
	16,722	1,617,154	19	14	5,329,664	7,338,157	2,961,788	2,747,597
		39,437	4	3	54,632	38,174	6,054	15,398
		26,700						
		4,380	708	225	15	12	3	1,685,525
		39,305	5	4	1	1,960,460	658,336	495,662
		121,053	6	4	1	76,540	29,184	22,011
		14,110				89,694	137,388	19,538
		216,699	6,738	246,110	81	24	7	191,640
		182,364	615,496	36	20	8	2	2,131,526
		230,052	24	17	7	8	8	893,318
								632,115
								48,625
								1,427,521
								327,087
4,207,636	1,500,888	41,940,979			124,904,758	123,928,119	50,127,064	52,287,891



TABLE No. 56—MILEAGE

Railroads	Freight Traffic			
	Number of tons of freight carried during year	Number of tons carried one mile	Average distance haul of one ton	Total freight revenue
Ames & College				\$ 4,549.26
Atchison, Topeka & Santa Fe	10,620,131	3,649,609,435	344.00	\$ 32,811,356.18
Chicago, Anamosa & Northern	5,784	147,003	16.73	6,086.19
Chicago, Burlington & Quincy	23,217,160	6,303,380,369	271.52	50,714,275.74
Chicago Great Western	3,287,435	871,714,113	265.17	5,963,374.31
Mason City & Fort Dodge	940,841	140,422,706	149.25	1,328,385.90
Wisconsin, Minnesota & Pacific	520,053	27,496,138	52.87	513,569.69
Chicago, Milwaukee & St. Paul	26,201,941	4,663,808,007	177.99	40,157,710.03
Chicago & North-Western	35,788,243	5,156,074,115	144.00	45,802,852.85
Chicago, St. Paul, M. & Omaha	6,435,925	940,081,337	146.07	8,733,165.94
Chicago, Rock Island & Pacific	14,728,760	3,501,815,858	237.75	32,575,504.41
Collax Northern	293,670	2,465,350	8.39	42,785.76
Crooked Creek	49,144			24,820.93
Davenport, Rock Island & Northw				110,870.12
Des Moines, Iowa Falls & Northern	205,737	5,053,681	24.56	
Des Moines Union				3,178,336.07
Des Moines Western				2,383,159.74
Dubuque and Sioux City (Ill. Cent.)	2,253,961	441,046,297	194.81	
Iowa Central	2,387,065	408,094,127	172.48	
Albia Centerville	56,459	1,437,353	24.04	
Manchester & Oneida				2,550,560.55
Minneapolis & St. Louis	2,365,876	221,248,559	93.52	
Muscatine North & South	198,510	3,191,566	28.60	
Newton & Northwestern	150,319	4,482,494	24.86	
Tabor & Northern	12,410	144,157	10.75	
Union Pacific	9,397,744	3,196,116,705	380.69	29,517,907.11
Wabash	12,016,925	2,969,200,493	247.08	16,415,965.09
Willmar & Sioux Falls (G. N.)	945,946	128,839,052	150.70	1,581,971.92
Totals	150,860,289	32,631,199,607	216.32	\$ 274,464,175.16

TRAFFIC—ENTIRE LINE—CONTINUED

Freight Traffic			
Average amt. received for each ton of freight	Average receipts per ton per mile	Total freight earnings	Freight earnings per mile of road
\$ 3.98854	00.559	\$ 4,549.26	\$ 2.297.60
68148	04.140	32,882,454.21	6,520.03
2,18474	00.894	6,086.19	310.51
1,32212	00.692	50,714,275.74	5,900.47
1,41191	00.946	5,963,374.31	7,323.64
1,35777	00.862	1,328,385.90	3,489.18
1,41191	01.868	513,569.69	1,335.99
1,35777	00.862	40,157,710.03	5,988.95
1,27982	00.888	45,851,106.19	6,185.56
1,39000	00.911	8,703,064.12	5,175.75
2,21159	00.839	32,575,504.41	4,848.95
14569	01.725	42,785.76	3,291.21
		24,820.93	1,468.47
53889	02.193	110,870.12	1,477.05
1,40388	00.721	3,178,336.07	4,192.17
1,01974	00.561	2,383,159.74	4,267.51
32198	03.863	13,698.17	635.93
1,07806	01.153	2,550,560.55	3,191.32
40942	01.847	51,080.41	1,791.98
61123	02.702	120,124.83	1,196.25
1,07431	09.990	14,406.51	2,277.71
3,51488	00.524	29,517,907.11	1,340.14
1,39207	00.653	16,327,807.57	9,987.62
1,85038	01.228	1,583,971.19	6,683.14
\$ 1.15812	00.842	\$ 274,464,175.16	\$ 6,000.48

Freight Traffic			
Freight earnings per mile of road	Freight earnings per ton mile	Average cost per ton to move freight—cts.	Average number of tons of freight in train
2,297.60	\$ 2.61825		291.00
6,520.03	2,684.41		7.00
310.51	2,625.18		370.38
5,900.47	2,645.44		294.55
7,323.64	2,649.69		15.17
3,489.18	2,651.91		245.44
1,335.99	2,652.11		285.91
5,988.95	2,652.11		14.29
6,185.56	2,652.11		16.07
5,175.75	2,652.11		245.89
4,848.95	2,652.11		97.72
3,291.21	2,652.11		92.12
1,468.47	2,652.11		15.08
1,477.05	2,652.11		226.68
4,192.17	2,652.11		277.69
4,267.51	2,652.11		44.60
635.93	2,652.11		18.45
3,191.32	2,652.11		14.17
1,791.98	2,652.11		78.90
1,196.25	2,652.11		20.00
2,277.71	2,652.11		84.17
1,340.14	2,652.11		21.75
9,987.62	2,652.11		387.69
6,683.14	2,652.11		347.67
3,623.84	2,652.11		287.96
\$ 6,000.48	2,652.11		17.56

TABLE No. 57—MILEAGE TRAFFIC

Railroads	Passenger and Freight Traffic		
	Passenger and Freight Revenue		
	Amount	Miles	Per mile
Ames & College	\$ 18,384.21	1.98	\$ 9,284.95
Atchison, Topeka & Santa Fe	43,703,742.58	5,043.30	8,665.70
Chicago, Anamosa & Northern	9,329.16	19.60	475.92
Chicago, Burlington & Quincy	66,925,941.18	8,608.26	7,774.82
Chicago Great Western	7,820,943.43	818.36	9,556.83
Mason City & Fort Dodge	1,711,939.70	386.25	4,432.28
Wisconsin, Minnesota & Pacific	689,624.40	271.90	2,470.94
Chicago, Milwaukee & St. Paul	51,311,255.25	7,029.49	7,141.04
Chicago & North-Western	60,244,367.65	7,428.77	8,109.08
Chicago, St. Paul, Minneapolis & Omaha	12,175,870.62	1,936.27	7,190.74
Chicago, Rock Island & Pacific	45,686,750.45	6,718.05	6,860.39
Colfax Northern	49,341.83	13.00	3,795.53
Crooked Creek	25,442.78	17.61	1,444.79
Davenport, Rock Island & Northwestern	5,622.16	46.78	114.71
Des Moines, Iowa Falls & Northern	189,054.44	75.06	2,352.55
Des Moines Union			
Des Moines Western			
Dubuque & Sioux City (Illinois Central)	4,363,386.09	759.88	5,742.20
Iowa Central	2,839,988.20	538.43	5,110.74
Albia & Centerville	19,270.13	24.44	747.55
Manchester & Oneida			
Minneapolis & St. Louis	3,527,284.18	709.27	4,413.13
Muscataine North & South	50,697.55	28.67	2,117.69
Newton & Northwestern	135,084.81	106.60	1,267.21
Tabor & Northern	19,197.30	8.79	1,785.79
Union Pacific	36,833,471.86	2,355.45	12,280.72
Wabash	33,184,180.39	2,044.70	9,202.36
Willmar & Sioux Falls (Great Northern)	1,844,481.15	496.73	4,432.37
Totals	\$ 362,948,590.40	45,953.73	\$ 7,897.91

## —ENTIRE LINE—CONTINUED

Passenger and Freight Traffic							
Passenger and Freight Earnings		Gross Earnings from Operation		Expenses		Net Earnings from Operation	
Amount	Per mile	Amount	Per mile	Amount	Per mile	Amount	Per mile
\$ 18,384.21	\$ 9,284.95	\$ 18,384.21	\$ 9,284.95	\$ 9,005.73	\$ 4,548.34	\$ 9,378.48	\$ 4,726.61
47,125,055.11	9,344.05	47,738,905.64	9,469.77	29,968,704.72	5,822.97	18,190,200.92	8,605.80
9,329.16	475.92	11,404.75	851.97	17,725.65	904.37	6,318.91	632.40
71,251,115.47	8,278.96	73,413,885.83	8,528.25	50,635,101.43	5,884.48	22,758,224.45	2,640.77
8,250,448.37	10,081.63	8,413,988.79	10,104.01	6,204,841.51	7,533.97	2,478,257.28	2,339.54
1,711,939.70	4,553.86	1,782,418.45	4,614.67	1,113,221.96	2,882.12	663,196.49	1,732.55
689,624.40	2,997.47	738,810.29	2,726.24	590,046.33	1,439.29	348,765.97	1,286.85
51,311,255.25	7,691.65	55,423,032.99	7,713.29	34,713,632.53	4,811.19	20,709,400.46	2,822.16
60,244,367.65	7,584.55	63,381,577.98	8,545.98	33,890,909.09	5,369.79	23,500,578.89	3,175.56
12,175,870.62	7,540.88	13,007,017.47	7,681.69	7,901,338.13	4,606.32	5,103,679.34	3,015.29
45,686,750.45	7,159.69	48,919,069.30	7,281.73	31,292,032.60	5,691.06	14,717,065.70	2,190.67
49,341.83	3,833.44	49,451.33	3,833.05	33,500.44	2,882.88	15,869.80	1,220.06
25,442.78	1,933.44	27,670.84	1,571.31	19,859.37	437.90	7,711.47	1,133.41
5,622.16	114.71	69,519.98	1,397.80	59,825.49	1,038.88	17,684.49	399.87
189,054.44	2,252.55	169,054.44	2,252.55	135,672.35	1,807.52	33,381.49	444.73
4,715,471.16	6,205.55	5,153,066.69	7,241.46	4,442,210.91	4,529.95	1,710,870.13	2,251.51
2,852,013.88	5,286.82	3,008,443.95	5,987.33	2,153,995.55	3,877.23	884,448.40	1,598.10
20,035.71	855.39	21,118.69	864.10	27,491.26	1,124.84	8,872.57	630.74
8,717,429.08	4,651.02	8,934,895.46	4,923.11	2,251,234.77	2,916.61	1,683,660.69	2,106.50
60,697.55	2,117.69	60,697.55	2,117.69	37,477.88	2,004.36	2,219.67	112.30
141,002.89	1,322.76	141,498.14	1,327.37	115,165.32	1,030.63	26,302.62	246.74
135,084.81	1,066.60	20,825.77	1,097.28	14,613.14	1,359.36	6,212.63	577.91
20,432.96	1,918.83	20,432.96	1,918.83	14,813.14	1,359.36	5,619.82	514.95
39,717,404.90	19,100.34	39,798,870.50	15,463.25	22,175,004.44	7,800.12	17,620,770.06	5,865.13
25,417,434.48	10,657.78	25,538,765.22	10,441.73	19,024,541.46	4,757.82	6,504,223.76	2,583.91
2,913,171.67	4,039.66	2,920,978.72	4,627.82	1,151,282.82	2,649.88	863,695.90	1,977.64
\$ 387,500,431.78	\$ 4,832.60	\$ 392,895,043.34	\$ 8,549.56	\$ 255,385,871.72	\$ 5,609.95	\$ 137,512,171.62	\$ 2,922.40

\*Deficit.

TABLE No. 58—MILEAGE TRAFFIC

Railroads	Miles Run			
	By Trains Earning Revenue			
	Passenger	Freight	Mixed	Total
Ames & College.....				
Atchison, Topeka & Santa Fe.....	8,863,591	10,822,497	1,731,631	21,417,719
Chicago, Anamosa & Northern.....			29,794	29,794
Chicago, Burlington & Quincy.....	14,385,382	15,742,307	1,277,655	31,415,324
Chicago Great Western.....	2,343,612	2,954,192	5,236	5,303,040
Mason City & Fort Dodge.....	867,467	572,115		1,439,582
Wisconsin, Minnesota & Pacific.....	224,023	158,667	84,361	447,051
Chicago, Milwaukee & St. Paul.....	11,375,780	15,008,492	1,309,655	28,753,927
Chicago & North-Western.....	15,519,801	16,919,058	1,114,642	33,547,501
Chicago, St. P., Minneapolis & Omaha.....	3,161,744	3,589,554	899,760	7,549,058
Chicago, Rock Island & Pacific.....	13,386,811	13,526,459	715,469	27,628,739
Colfax Northern.....	5,634	17,712	7,516	30,862
Crooked Creek.....				
Davenport, Rock Island & Northwestern.....	63,600	54,750		118,350
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Illinois Central).....	1,581,810	1,831,637	19,146	3,432,593
Iowa Central.....	650,503	1,293,444	191,311	2,105,258
Albia & Centerville.....			30,437	30,437
Manchester & Oneida.....			26,770	26,770
Minneapolis & St. Louis.....	1,122,158	875,023		1,997,181
Muscatine North & South.....			39,308	39,308
Newton & Northwestern.....	64,696	59,272	117,938	234,906
Tabor & Northern.....			14,110	14,110
Union Pacific.....	6,373,134	8,117,152	69,796	14,610,082
Wabash.....	7,530,122	8,284,058	156,186	16,070,366
Willmar & Sioux Falls (Great Northern).....	449,534	347,853	151,611	948,998
Totals.....	88,227,952	101,198,822	7,437,534	196,864,308

—ENTIRE LINE—CONTINUED

Miles Run		Grand total train mileage	Average number of freight cars in trains	Average number of empty cars in trains	Average number of empty cars in freight cars	Car Mileage				
Switching	Construction and other					Loaded freight cars east or north	Loaded freight cars south or west	Empty cars north or east	Empty cars south or west	
4,066,711	1,139,384	26,623,814	29,794	20	1	117,694,144	134,345,716	52,183,261	43,445,586	
		29,794	31,415,224	22	10	15,780	15,780	8,111	3,617	
		6,483,130	5,303,040	30	8	33,766,629	25,750,373	8,285,540	16,850,007	
		84,570	1,439,582	24	16	5,319,556	3,939,390	1,432,006	3,145,114	
		447,051		36	19	769,891	888,835	392,591	349,153	
		28,753,927		36	19	172,317,540	153,746,373	55,485,890	74,835,026	
		4,697,201		25	17	157,687,863	163,256,049	74,187,684	65,031,165	
		460,264		24	17	29,548,655	33,400,182	14,815,588	8,725,550	
		33,873,038		24	17	114,907,383	128,885,852	60,742,714	48,262,937	
		30,862		7	3	59,614		750	92,378	
		68,400								
		9,880								
		78,280								
		143,350		9	5					
		3,426,293		22	16	5	15,385,258	15,414,116	5,647,986	4,555,483
		18,579		19	15	4	11,736,663	10,065,769	3,267,349	3,895,327
		30,437		3	9			6,039	18,308	
		26,770		4	3					
		16,526		22	17	4	7,185,125	8,424,367	2,765,514	1,581,394
		39,308		4	3					
		121,028		5	3		69,394	137,388	19,538	70,350
		14,110		32	24					
		17,456,190		34	8		108,229,530	62,806,161	23,594,372	43,682,600
		20,516,497		28	19		99,069,349	71,050,881	23,077,276	47,584,003
		1,051,178		30	14		2,787,834	4,302,723	2,056,353	963,604
		233,860,150					875,727,008	846,227,361	327,805,705	363,452,709



TABLE No. 59—

Railroads	Products of Agriculture			
	Grain	Flour	Other mill products	Hay
Ames & College				
Atchison, Topeka & Santa Fe				
Chicago, Anamosa & Northern	1,245	136	27	12
Chicago, Burlington & Quincy				
Chicago Great Western				
Mason City & Fort Dodge	370,189	271,759	22,175	21,496
Wisconsin, Minnesota & Pacific	171,073	71,984	7,110	19,107
Chicago, Milwaukee & St. Paul	49,998	27,053	2,980	2,729
Chicago & North-Western	331,510	40,101	49,578	20,425
Chicago, Rock Island & Pacific	855,950	24,339	22,313	26,383
Chicago, St. Paul, Minneapolis & Omaha	54,708	6,937	5,906	11,317
Chicago, Rock Island & Pacific	985,820	139,723	131,961	46,320
Collfax Northern	577	209	3	
Crooked Creek	5,372	51		
Davenport, Rock Island & Northwestern				
Des Moines Union	26,285	261	267	361
Des Moines Western				
Dubuque & Sioux City (Illinois Central)				
Iowa Central	532,734	83,644	61,112	11,280
Albia & Centerville	322,783	131,729	11,805	6,678
Manchester & Oneida	198	363	12	68
Minneapolis & St. Louis	225,436	26,907	21,193	16,134
Muscataine North & South	2,610	1,374	24	355
Newton & Northwestern	28,118	2,355	222	225
Tabor & Northern				
Union Pacific	397,120	23,090	10,349	7,578
Wabash	44,517	4,936	6,054	3,326
Willmar & Sioux Falls (Great Northern)				
Totals	4,746,143	863,967	354,591	193,963

\*Butter, eggs and cheese.

TONNAGE—IOWA

Railroads	Products of Agriculture							Products of Animals												
	Tobacco	Fruit and vegetables	Grass seed	Other agricultural products	Butter	Eggs	Cheese	Live stock	Dressed meats	Other pack- ing house products	Poultry, game and fish	Wool	Hides and leather	Milk						
Ames & College																				
Atchison, Topeka & Santa Fe																				
Chicago, Anamosa & Northern								2,008			10									
Chicago, Burlington & Quincy																				
Chicago Great Western																				
Mason City & Fort Dodge								29,022	132,598	118,363	73,088	4,266	3,036	2,393						
Wisconsin, Minnesota & Pacific								413,330	39,373	33,222	31,371	978	355	3,488						
Chicago, Milwaukee & St. Paul									16,406	5,533	8,883	694	174	723						
Chicago & North-Western								836	18,791	18,351	16,666	15,275	342,240	71,711	105,200	5,363	3,256	7,535		
Chicago, Rock Island & Pacific								87,558	1,202	2,486	7,942	376,192	25,607	31,933	7,033	2,430	4,567	106		
Chicago, St. Paul, Minneapolis & Omaha									4,928				62,282	1,398	18,553	499	155	504		
Chicago, Rock Island & Pacific								126,358					367,357	39,579	38,678	7,319	3,141	18,611		
Collfax Northern													397							
Crooked Creek													1,450							
Davenport, Rock Island & Northwestern																				
Des Moines Union													6,611	130	319	24				
Des Moines Western																				
Dubuque & Sioux City (Illinois Central)																				
Iowa Central									460	69,785	159	9,656	176,376	62,790	9,035	9,583	8,622			
Albia & Centerville									20	19,023	1,784	1,419	2,967	55	73,905	5,754	24,176	2,392	1,942	2,913
Manchester & Oneida															343					
Minneapolis & St. Louis																				
Muscataine North & South																				
Newton & Northwestern																				
Tabor & Northern																				
Union Pacific																				
Wabash																				
Willmar & Sioux Falls (Great Northern)																				
Totals	1,306	554,364	1,202	40,249	81,697	69,294	55	1,689,074	307,599	402,969	67,652	41,804	52,821	6,011						

TABLE No. 60—TONNAGE

Railroads	Products of Mines					
	Anthractive coal	Bituminous coal	Coke	ORES	Stone, sand and other like articles	Salt
Ames & College						
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern	321	1,888			106	112
Chicago, Burlington & Quincy		867,474	5,657		55,664	
Chicago Great Western		90,292			18,829	
Mason City & Fort Dodge		32,230			12,586	
Wisconsin, Minn. & Pacific		464,048	2,908	5,481	82,045	485
Chicago, Milwaukee & St. Paul	1,078	786,192	1,626	83,527	58,766	20,718
Chicago & North-Western	3,131	16,449	74	33	25,215	
Chicago, St. Paul, M. & Omaha	2,040	1,080,640	67,780	62,113	339,287	45,491
Colfax Northern	19,369	287,636			143	75
Crooked Creek	261	34,219		7,570	69	88
Davenport, R. I. & Northwestern	157		350		7,674	474
Des Moines, Iowa Falls & North	801					
Des Moines Union		137,309				
Des Moines Western						
Dubuque & Sioux City (Ill. C.)	32,468	235,167	4,652	2,701	60,829	21,080
Iowa Central	12,481	718,374	17,173	15	38,219	6,969
Albia & Centerville	91	35,439				
Manchester & Oneida	4,882	111,714	75		3,422	2,509
Minneapolis & Oneida	1,850	23,009	67		1,314	
Muscataine North & South	2,585	118,622	469		1,038	660
Newton & Northwestern	618					
Tabor & Northern						
Union Pacific						
Wabash	22,468	29,179		24,704	16,418	76,441
Wilmar & Sioux Falls (G. N.)	10,436	95,714	1,053	2,889	12,751	
Totals	112,978	4,715,665	113,638	189,042	747,115	175,961

## IOWA—CONTINUED

Lumber	Products of Forests			Manufactures					
	Ties, logs and other forest products	Telephone, tele-graphic, electric light poles	Petroleum and other oils	Sugar	Iron, pig and bloom	Iron and steel rails	Other castings and machinery	Bar and sheet metal	Cement and lime
	385	1,657	124						118
	110,650	45,355	44,803	35,752	18,102	10,861	22,175	3,847	15,700
	15,103		15,996	5,154	2,170		5,531	267	6,076
	16,897	9,259	5,663	2,694			3,359	637	16,387
	97,562	52,711	7,229		11,250		8,471	1,074	35,796
	139,065	26,995	14,348	17,074	7,714	58,690	9,481	16,098	15,800
	382,235	14,170	95,343	23,400	97,887	64,095	34,701	37,210	319,654
	335	1,515		125	6	87	169	7	50
	554								154
	4,654			239	1,146	186	49	658	4,394
	165,346		23,665	33,751	2,135	33,445	36,183	56,077	121,995
	137,048	1,087	8,205	81,256	13,828	11,977	7,361	8,787	17,897
	1,110			19	155	15	64		220
	41,287	515	2,550	7,044	5,632	3,809	975	2,164	275
	37,244			425	20	185		77	3,840
	9,450			79		334	590	387	4,122
	168,240	1,099	25,897	32,185	2,970	144,314	108,582	56,123	14,473
	29,995	6,216	8,178	1,600	4,533	2,430	5,113		11,524
	1,360,020	161,697	115,970	218,763	235,343	166,572	299,512	245,815	270,466
									650,761

\*Includes brick.

TABLE No. 61—TONNAGE—IOWA—CONTINUED

Railroads	Manufactures—Continued							Other			Grand total—Iowa	Originating on own road	From other roads	
	Brick	Tile	Agricultural implements	Wagons, carriages, tools, etc.	Wines, liquors and beers	Household goods and furniture	Ice	Merchandise	Miscellaneous					
Ames & College														
Atchison, Topeka & Santa Fe														
Chicago, Anamosa & Northern			23		23	87		531	61	8,784	3,762	5,022		
Chicago, Burlington & Quincy														
Chicago, Great Western	46,161	10,635	8,825	11,767	15,387		177,401	188,036	2,262,771					
Mason City & Fort Dodge		7,287	8,087	207	9,500		127,527	134,903	888,889					
Wisconsin, Minnesota & Pacific		1,013	1,244	868	1,910		16,782	53,702	280,340					
Chicago, Milwaukee & St. Paul	70,337	9,930	3,251	15,117	28,353	14,136	319,562	33,947	2,642,925					
Chicago & North-Western	50,807	10,081	10,376	5,326	35,875	13,123	186,380	33,947	3,170,504	2,022,250	857,344			
Chicago, St. Paul, Minneapolis & Omaha		2,063	323	2,749	6,044		51,414	50,927	362,640	217,894	144,746			
Chicago, Rock Island & Pacific		80,614	27,339	36,411	38,997		502,836	1,026,538	6,449,237	3,388,052	3,063,185			
Colfax Northern	6	14	2	1	463		480	303	283,670	280,445	4,225			
Crooked Creek		20					392	8,898	49,144	48,060	1,135			
Davenport, Rock Island & Northwestern														
Des Moines, Iowa Falls & Northern		345	45	78	738		10,016	2,703	205,737	189,344	16,393			
Des Moines Union														
Des Moines Western														
Dubuque & Sioux City (Ill. Cent.)		14,131	13,614	9,048	9,677	8,476	4,406	215,072	94,011	2,259,294	1,071,552	1,187,742		
Iowa Central	11,643	17,653	14,285	3,752	10,553	7,516	5,479	138,623	129,237	1,990,185	1,265,579	724,606		
Albia & Centerville	360	63			190		3,301	3,678	96,459	42,251	14,208			
Manchester & Onida														
Minneapolis & St. Louis	11,170	32,900	1,322	616	1,877	7,604	929	65,947	24,363	736,897	559,918	176,979		
Muscatine North & South	86	16			92			8,201	13,288	108,810	45,480	63,311		
Newton & Northwestern		718	104	314	666	966	3,066	1,445	180,319	160,074	20,245			
Tablor & Northern										13,410				
Union Pacific		20,431	25,506	32,333	40,439	143,700	147,971	97,306	1,922,913	448,098	1,476,815			
Wabash		1,142	531	3,310	1,025		23,566	53,737	360,508	450,278				
Willmar & Sioux Falls (Gr. North'n)														
Totals	190,570	125,365	182,768	98,779	131,497	201,521	182,917	2,018,772	1,897,968	24,711,604	10,345,727	7,457,956		

\*Other manufactures.

TABLE No. 62—TONNAGE—ENTIRE LINE

Railroads	Products of Agriculture										
	Grain	Flour	Other mill stuffs	Hay	Tobacco	Fruit and Vegetables	Grass seed	Cotton	Butter	Eggs	Cheese
Ames & College											
Atchison, Topeka & Santa Fe	1,821,007		352,493	116,649	159,922				30,204		
Chicago, Anamosa & Northern	1,245	136		27	12						
Chicago, Burlington & Quincy	337,222	300,350	42,079	24,655		104,541		18,440	682,212		
Chicago Great Western	180,642	76,678	8,185	20,416		15,280			6,449		
Mason City & Fort Dodge	88,198	32,107	5,045	4,940							
Wisconsin, Minnesota & Pacific	4,209,060	628,827	469,308	141,685	45,787	335,294	140,788	115,029		18,073	
Chicago, Milwaukee & St. Paul	3,528,311	293,584	213,450	242,796	10,800	371,104	10,319				
Chicago & North-Western	1,400,464	255,754	124,035	87,586	118	125,928					
Chicago, St. Paul, Minneapolis & Omaha	2,631,137	381,342	246,620	104,284		310,673			213,725		
Chicago, Rock Island & Pacific	577	300	3			19					
Colfax Northern	5,372	51									
Crooked Creek						820					
Davenport, Rock Island & Northwestern	36,285	281	267	361							
Des Moines, Iowa Falls & Northern											
Des Moines Union											
Des Moines Western	533,888	85,780	61,112	11,280	460	50,844		150	9,656		
Dubuque & Sioux City (Illinois Central)	349,308	135,062	12,973	5,312	20	11,650		92,414	1,421	3,064	55
Iowa Central	118	368	12	68		151					
Albia & Centerville									29	5,201	5,315
Manchester & Onida	685,637	275,392	73,113	17,706	336	85,722					
Minneapolis & St. Louis	2,510	1,374	24	25		3,225					
Muscatine North & South	28,118	2,355	222	225		107					
Newton & Northwestern											
Tablor & Northern	1,145,718	203,279	60,473	83,688	434	616,000		140,983	502		
Union Pacific	1,483,890	164,518	201,810	110,877	4,144	33,002		164,000			
Wabash	269,429	7,170	4,012	6,702		2,492		4,320	427	2,454	
Willmar & Sioux Falls (Great Northern)											
Totals	18,628,775	3,253,611	1,577,532	1,025,903	61,869	2,763,654	363,419	398,589	90,633	26,452	70

\*Includes eggs and cheese. †Includes eggs. ‡Flax seed. §Other agricultural products. ¶Broom corn.

TABLE No. 63—TONNAGE—ENTIRE LINE—CONTINUED

Railroads	Products of Animals							Products of Mines						
	Live stock	Dressed meat	Other packing house products	Poultry, game and fish	Wool	Hides and leather	Milk	Anthracite coal	Bituminous coal	Coke	Ores	Stone, sand, etc.	Salt	
Ames & College														
Atchison Topeka & Santa Fe	823,671	26,512	69,490	31,557	9,964	16,459		23,223	1,010,701	251,235	283,994	719,585	112	
Chicago, Anamosa & Northern	2,008			10				121	1,988			106		
Chicago, Burlington & Quincy											6,903	101,253		
Chicago Great Western	203,164	289,624	182,453	4,391	3,944	5,917		69,680	399,752			20,510		
Mason City & Fort Dodge	24,273	51,275	32,835	1,233	564	2,916		37,821	57,955			34,426		
Wisconsin, Minnesota & Pacific	31,826	11,389	14,925	1,612	624	988			63,303		1,716	34,426		
Chicago, Milwaukee & St. Paul	1,002,569	273,900	115,469	22,848	11,140	76,047	* 80,557	806,906	2,842,978	548,260	1,908,352	1,255,721	112,140	
Chicago & North-Western	1,319,898	181,909	52,396	51,451	12,227	90,885	235,735	921,781	4,021,330	274,670	8,121,122	1,037,965	106,888	
Chicago, St. P., Minneap. & O.	334,574	16,562	67,964	29,617	1,099	10,776		145,379	493,657	34,442	37,317	105,114		
Chicago, Rock Island & Pacific	901,902	104,400	122,126	70,062	7,949	16,619		274,172	2,598,798	121,578	120,746	840,149	104,423	
Colfax Northern	597	1				2		291	297,636			143	75	
Crooked Creek	1,450							137	24,219			80	38	
Davenport, R. I. & Northwestern														
Des Moines, Iowa Falls & N.	4,611	130	319	24				801	137,309	350		7,674	474	
Des Moines Union														
Des Moines Western														
Dubuque & Sioux City (Ill. Cent.)	176,385		52,799	9,583	2,028	2,028		32,468	295,197	4,632	2,701	62,507	21,089	
Iowa Central	98,950	5,965	26,257	2,937	2,199	4,040		14,025	806,510	18,345	15	46,483	7,497	
Albia & Centerville														
Manchester & Oneida														
Minneapolis & St. Louis	60,600	23,798	5,345	3,038	611	645		25,085	382,234	3,493	18,895	7,457		
Muscatine North & South	4,103							2,385	29,000	67		1,314		
Newton & Northwestern	5,694			848		12		918	118,622	469		1,008	660	
Tabor & Northern														
Union Pacific	611,681	19,300	30,801	49,877	24,412	12,857	14,640	37,087	1,970,017	14,542	498,268	225,017	179,194	
Wabash	461,297	192,331	296,812		11,414	81,632		347,580	3,190,402	35,114	96,296	428,048		
Willmar & Sioux Falls (G. N.)	68,224	4,934	9,048	108	9	2,570	15	21,659	55,059	2,215	81,283	17,127	2,823	
Totals	6,228,050	1,201,909	1,069,069	263,912	96,530	324,452	300,953	2,751,683	19,670,702	1,309,456	11,147,638	5,573,058	529,413	

\* Includes eggs and dairy products.

TABLE No. 64—TONNAGE—ENTIRE LINE—CONTINUED

Railroads	Products of Forests					Manufactures						
	Lumber	Total logs, cordwood and other products	Telegraph tele- phone and electric light poles	Petroleum and other oils	Sugar	Iron, pig and bloom	Iron and steel rails	Other castings and machinery	Bar and sheet metal	Cement and lime	Brick	
Ames & College												
Atchison Topeka & Santa Fe	971,521	395	1,657	124	139,996	59,201	26,609	61,240	278,725	85,398	553,467	* 118
Chicago, Anamosa & Northern												
Chicago, Burlington & Quincy												
Chicago Great Western	158,454	49,983			35,175	18,410	11,596	12,150	32,217	3,287	71,995	
Mason City & Fort Dodge	37,163				17,029	9,302			8,367	470	* 7,405	
Wisconsin, Minnesota & Pacific	27,614	7,943			15,393	3,848			5,825	372	* 21,986	
Chicago, Milwaukee & St. Paul	2,070,094	74,444	1,673,042	235,315	30,555	9,952	3,952	498,065	394,735	268,669	150,417	* 906,079
Chicago & North-Western	2,654,636	2,532,974	296,361	351,389	91,344	630,295	301,538	495,623	680,737	394,752	314,397	1454,001
Chicago, St. Paul, Minneapolis & Omaha	959,044		30,687	28,282	52,628	28,022		38,430	1,083	* 169,079	414,397	
Chicago, Rock Island & Pacific	1,261,349	80,811	263,440	134,844	137,818	81,077	96,301	92,578	198,369	306,007	304,219	6
Colfax Northern	525	1,815			126	6	87	169	3	30	50	
Crooked Creek	584										154	
Davenport, Rock Island & Northwestern	4,364				259	1,146		126	49	608	4,684	
Des Moines, Iowa Falls & Northern												
Des Moines Union												
Des Moines Western	166,129	282			23,065	26,781	2,175	33,445	33,195	56,107	* 122,008	
Dubuque & Sioux City (Illinois Central)	145,002	1,964	3,360	34,816	5,875	15,422	12,353	12,858	11,574	17,907	220	16,992
Iowa Central	1,110				18			15	64			360
Albia & Centerville												
Manchester & Oneida		23,307	11,115	34,719	9,409	17,559	6,700	23,866	9,622	20	85,614	61,179
Minneapolis & St. Louis	37,244			435	20						3,840	* 4,122
Muscatine North & South	8,450				79			334	590	387		
Newton & Northwestern												
Tabor & Northern	694,116	2,975		53,445	107,131	30,269			153,097	83,185	96,127	
Union Pacific	693,539	207,185		103,084	30,014	103,048	151,067	80,995	170,440	184,129	1,213	2,650
Wabash	119,452	37,897		5,488		4,079	2,769	2,544	1,170			
Willmar & Sioux Falls (Great Northern)												
Totals	9,776,180	3,041,939	2,217,432	1,108,482	571,020	1,472,580	1,166,819	1,469,370	1,402,335	3,166,424	1,299,300	

\* Includes brick. † Naval stores, etc.

TABLE No. 65—TONNAGE—ENTIRE LINE—CONTINUED

Railroads	Manufactures—Continued					Other Items			Total tonnage	Originating on own road	Received from other lines
	Title	Agricultural implements	Wagons, carriages, tools, etc.	Wines, liquors and beers	Household goods and furniture	Ice	Merchandise	Miscellaneous			
Ames & College											
Atchison, Topeka & Santa Fe	50,066	28,038	70,705	82,588	708,794	1,034,524	10,620,131	7,291,469	3,328,662		
Chicago, Anamosa & Northern	23		23	87	478	114	8,784	3,762	5,022		
Chicago, Burlington & Quincy											
Chicago Great Western	10,520	10,520	6,903	13,478	381,702	186,397	3,287,435				
Mason City & Fort Dodge	8,279	8,749		10,819	152,417	125,885	940,841				
Wisconsin, Minnesota & Pacific	4,352	4,398	2,964	2,912	38,705	34,544	820,033				
Chicago, Milwaukee & Saint Paul	167,981	79,914	434,517	129,686	485,242	2,319,719	884,488	36,201,941	22,567,089	3,634,852	
Chicago & North-Western	90,939	197,923	284,537	344,802	244,341	705,276	1,352,332	3,324,490	35,788,243	30,919,514	
Chicago, St. P., Minn. & Omaha	41,741	11,374	31,466	59,753	53,381	443,539	1,310,151	6,435,925	4,302,204	1,963,721	
Chicago, Rock Island & Pacific	78,069	142,392	66,190	85,112	131,896	944,168	1,069,777	14,728,760	8,815,895	5,914,863	
Colfax Northern		14	2	1	463		489	393	292,670	289,445	4,221
Crooked Creek	8,908	20				592	7,669	49,144	48,009	1,135	
Davenport, Rock Island & N. W.											
Des Moines, Iowa Falls & North		845	45	78	738	10,016		2,703	205,737	199,344	16,393
Des Moines Union											
Des Moines Western											
Dubuque & Sioux City (Ill. Cent.)	14,154	15,635	9,048	9,677	5,476	4,405	215,598	94,122	2,263,961	1,115,793	1,148,168
Iowa Central	19,404	21,240	5,792	15,435	9,562	6,181	178,654	195,484	2,347,035	1,575,924	761,111
Albia & Centerville	63				190		3,801	3,678	66,459	42,251	14,208
Manchester & Onedia											
Minneapolis & Saint Louis	34,061	12,310	3,291	15,911	16,738	9,656	174,106	124,689	2,305,876	1,694,954	670,922
Muscataine North & South			16		92		8,261	13,288	108,810	45,499	63,311
Newton & Northwestern		718	104	914	666	966	3,663	1,445	330,319	160,074	20,245
Tabor & Northern											
Union Pacific	42,620	31,083	54,420	53,987	448,473	409,407	8,397,744	4,400,606	3,967,138		
Wabash		38,078	17,685	110,420	34,190		735,325	1,791,217	12,016,925		
Willmar & Sioux Falls (Great N.)		3,393	917	1,268	699		41,694	34,393	85,946		
Totals	348,508	755,450	661,653	1,183,922	801,238	1,263,118	8,761,749	5,638,808	127,662,719	89,650,832	26,391,707

TABLE No. 66—CONSUMPTION OF FUEL BY LOCOMOTIVES—IOWA

Railroads	Bituminous Coal		Wood				Total Fuel Consumed		Miles run	Average number of passenger cars per mile
	Tons	Average cost	Hard		Soft		Tons	Average price paid at distributing point		
			Cords	Average cost	Cords	Average cost				
Ames & College	16,959.37	\$ 1.55	225.67	\$1.68			16,820.48	\$ 1.66	290,290.00	115.85
Atchison, Topeka & Santa Fe	905.00	2.50			41.00	\$ 2.50	825.50	2.50	297.94	55.44
Chicago, Anamosa & Northern					1,202.00	2.18	217,412.00		2,080,711.00	149.40
Chicago, Burlington & Quincy	216,261.00	1.86			711.00	2.17	93,125.00		1,482,019.00	125.45
Chicago Great Western	92,780.00	2.45							47,010.00	109.38
Mason City & Fort Dodge	2,649.00	2.45								
Wisconsin, Minnesota & Pacific										
Chicago, Milwaukee & Saint Paul	706,746.00	1.78	1,815.00	2.54	3,631.00	2.54	709,771.00		11,475,662.00	124.79
Chicago & North-Western	32,966.00	2.67			569.00	1.48	33,216.00	2.67	656,548.00	101.14
Chicago, St. Paul, Minneapolis & Omaha	693,157.30	2.90	4,945.50	1.98			696,453.97		10,121,947.00	131.69
Chicago, Rock Island & Pacific	3,513.00	1.53			36.00	2.50	3,581.00		30,802.00	225.32
Colfax Northern	1,421.16	2.00					1,421.16	2.00	16,000.00	177.72
Crooked Creek	1,669.00	1.86					1,669.00	1.86	35,790.00	92.74
Davenport, Rock Island & Northwestern	6,565.00	2.03			32.00		6,581.00	2.03	148,850.00	88.06
Des Moines, Iowa Falls & North	5,212.00	1.90					5,212.00	1.90		
Des Moines Union										
Des Moines Western	271,249.00	1.86	918.00	2.32			271,861.00	1.88	3,773,985.00	144.07
Dubuque & Sioux City (Illinois Central)	138,713.00	1.54			968.00	2.29	139,213.00	1.55	2,163,453.00	125.70
Iowa Central										
Albia & Centerville	904.00	3.35			15.00	2.40	919.00	3.25	26,700.00	70.00
Manchester & Onedia	46,437.00	1.90			22.00	2.00	46,539.00	1.91	39,308.00	174.90
Minneapolis & Saint Louis	3,409.00	1.85					3,409.00	1.85	125,658.00	30.19
Muscataine North & South	9,030.00	1.85					9,030.00	1.85	14,110.00	129.00
Newton & Northwestern	910.00	3.10					910.00	3.10	261,045.00	154.00
Tabor & Northern	20,090.00	1.59			44.12	1.17	20,112.00	1.59		
Union Pacific										
Wabash										
Willmar & Sioux Falls (Great Northern)										
Totals	2,241,537.83		7,904.67		7,667.12		2,260,642.17		34,407,318.94	





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RETURNS OF

**Interurban Electric Railways**

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TABLE No. 1—INCOME—(ELECTRIC LINES)

Lines	Gross earnings	Operating expenses	Net earnings	Miscellaneous income	Gross income less operating expenses	Deductions From Income				Net income	Dividends paid	Surplus for year	Surplus at beginning of year	Credits	Debits	Surplus at close of year
						Taxes	Interest	Other deductions	Total							
						Boone Sub.	\$ 7,058.65	\$ 4,247.78	\$ 2,810.87							
C. R. & I. C.	91,669.54	51,969.50	40,540.04	.....	40,540.04	1,681.48	.....	.....	1,681.48	38,858.56	.....	.....	.....	.....	.....	.....
Ced. R. & M.	42,609.71	35,306.38	7,303.33	.....	7,303.33	1,008.76	.....	.....	1,008.76	6,294.57	.....	.....	.....	.....	.....	.....
Iowa & Ill.	98,238.11	76,237.57	22,000.54	\$11.64	22,012.18	1,442.34	.....	.....	1,442.34	20,569.84	.....	20,569.84	\$698.32	.....	\$698.32	21,268.16
Inter Urban	168,359.77	88,888.87	79,470.90	.....	79,470.90	4,286.29	\$49,443.89	\$103.60	53,833.87	26,137.03	\$26,137.03	.....	.....	.....	.....	.....
M. C. & C. L.	46,486.65	39,064.84	7,421.81	.....	7,421.81	1,803.91	5,618.90	.....	7,502.21	80.40	13,000.00	13,000.00	.....	.....	.....	.....
Tama & To.	11,450.61	9,180.65	2,269.98	.....	2,269.98	440.37	736.29	107.37	1,284.03	985.95	800.00	185.05	.....	.....	.....	185.05
W. C. F. & N.	163,763.27	89,990.97	72,772.30	.....	72,772.30	.....	30,000.00	.....	30,000.00	42,772.30	.....	.....	.....	.....	.....	.....
Totals.....	\$629,576.31	\$394,486.54	\$235,089.77	\$11.64	\$235,101.41	\$10,869.38	\$85,578.45	\$211.06	\$96,358.92	\$138,142.49	\$32,337.03	\$17,880.00	\$698.32	.....	\$698.32	21,658.75

\*Improvements. †Deficit. ‡Payment on bonds. § Including taxes.

TABLE No. 2—EARNINGS—(ELECTRIC LINES)

Lines	Car Earnings							Miscellaneous Earnings	Total Earnings
	Passenger	Chartered cars	Freight	Mail	Baggage and express	Other cars	Switching		
Boone Suburban.....	\$ 7,058.65	.....	.....	.....	.....	.....	.....	.....	\$ 7,058.65
Cedar Rapids & Iowa City.....	73,248.13	.....	\$ 16,119.36	\$ 1,250.00	\$ 992.05	.....	.....	.....	91,609.54
Cedar Rapids & Marion.....	38,734.29	.....	.....	.....	3,669.11	.....	.....	.....	42,609.71
Iowa & Illinois.....	82,229.02	\$484.25	.....	.....	9,641.82	.....	.....	5,942.02	98,238.11
Inter-Urban.....	128,325.68	195.00	37,185.25	.....	273.75	.....	\$ 2,070.41	309.68	168,359.77
Mason City & Clear Lake.....	30,729.06	.....	15,147.65	.....	249.36	.....	.....	308.98	46,486.65
Tama & Toledo.....	9,851.33	.....	511.63	293.07	372.38	.....	211.00	51.00	11,540.61
Waterloo, Cedar Falls & Northern.....	84,129.06	.....	72,069.23	.....	.....	.....	.....	7,534.98	163,763.27
Totals.....	\$454,237.18	\$629.25	\$141,363.12	\$ 1,703.03	\$ 14,949.26	.....	\$ 2,281.41	\$ 14,413.06	\$ 629,576.31

TABLE No. 3—OPERATING EXPENSES—(ELECTRIC LINES)

Lines	Maintenance										
	Way and Structures				Equipment						
	Track and Roadway	Electric wire	Buildings and fixtures	Total	Steam plant	Electric plant	Cars	Electric equipment of cars	Miscellaneous equipment	Shop expenses	Total
Boone Suburban.....		\$ 258.81		\$ 258.81							
Cedar Rapids & Iowa City.....	\$ 8,838.28	894.37	\$ 94.06	9,731.71	\$ 252.81	\$ 325.97	\$ 2,219.29	\$ 1,949.39	\$ 248.21	\$1,697.89	\$ 6,397.56
Iowa & Illinois.....	5,333.15	567.00	977.08	6,877.23	459.23	182.81	4,175.16	3,534.43		238.11	8,699.74
Inter-Urban.....	5,751.31	297.33	8.69	6,057.33	925.97		3,370.78	1,061.59		307.43	5,864.80
Mason City & Clear Lake.....	8,840.44	747.08	117.14	9,704.66		291.03	3,805.59	1,331.92		18.66	7,921.81
Tama & Toledo.....	5,890.45	255.16	25.00	6,068.61	469.77	315.18	5,282.94	5,322.87	1,094.34		11,390.76
Waterloo, Cedar Falls & Northern.....	14,938.25	1,603.96	485.01	17,027.22	17.45	544.40	4,591.53				5,153.28
Totals.....	\$ 49,499.88	\$4,453.71	\$1,707.58	\$ 55,661.17	\$2,123.23	\$ 1,536.69	\$ 23,443.29	\$ 13,800.20	\$2,242.55	\$2,192.09	\$45,338.05

TABLE No. 4—OPERATING EXPENSES—(ELECTRIC LINES) CONTINUED

Lines	Transportation							Total
	Operation of Power Plant							
	Wages	Fuel	Water	Lubricant and waste	Miscellaneous supplies, etc.	Hired power		
Boone Suburban.....	\$ 725.10	\$ 3,573.22		\$ 78.43	\$ 42.78		\$ 4,425.53	
Cedar Rapids & Iowa City.....	1,197.33	1,333.83		546.01	176.00	\$ 34.48	3,146.40	
Cedar Rapids & Marion.....	7,322.51	15,297.30					23,376.30	
Iowa & Illinois.....						9,681.33	9,681.33	
Inter-Urban.....	1,869.81	5,533.71					7,484.52	
Mason City & Clear Lake.....								
Tama & Toledo.....	3,785.44	12,391.48	\$ 496.08		742.85		17,415.85	
Waterloo, Cedar Falls & Northern.....								
Totals.....	\$ 14,981.39	\$ 38,635.54	\$ 496.08	\$ 624.44	\$1,076.67	\$9,715.81	\$ 65,529.93	

TABLE No. 5—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED

Lines	Transportation—Continued									Total
	Operation of Cars									
	Superintendence	Wages of conductors	Wages of motormen	Wages of other car employes	Wages of car house employes	Car service supplies	Car service expense	Hired equipment	Removal of snow and ice	
Boone Suburban .....		\$ 1,394.26	\$ 1,320.71							\$ 2,714.97
Cedar Rapids & Iowa City .....	\$ 4,185.09	5,301.09	5,290.91	\$ 222.62	\$ 1,636.63	\$ 728.56	\$ 9,040.31	\$ 632.14	1,589.77	\$ 28,627.12
Cedar Rapids & Marion .....		4,602.05	4,844.74	921.96	944.72	812.89			395.11	12,021.46
Iowa & Illinois .....		11,809.95		700.85	1,371.02	1,117.49			7.05	14,300.36
Inter-Urban .....	5,155.74	11,399.53	11,567.17	10,478.89	455.39	964.54	1,060.04	5,124.24	1,205.51	47,441.05
Mason City & Clear Lake .....		2,482.86	3,205.97			596.82	1479.18	108.70	417.30	7,280.83
Tama & Toledo .....										
Waterloo, Cedar Falls & Northern .....	3,644.11	8,497.26	8,211.66	8,392.31		2,945.78			2,519.92	34,211.04
Totals .....	\$ 12,984.94	\$ 45,481.00	\$ 34,441.16	\$ 20,716.63	\$ 4,307.76	\$ 6,656.07	\$ 10,600.53	\$ 8,865.08	\$ 6,134.66	\$ 147,196.83

\* Including labor and expenses sub-stations. † Including "superintendence" and "wages of motormen." ‡ Interlocking plant.  
 § Including "cleaning and sanding track."

TABLE No. 6—OPERATING EXPENSES (ELECTRIC LINES) CONTINUED

Lines	General								Miscellaneous
	Salaries of general officers	Salaries of clerks	Printing and stationery	Office expenses	Stores expenses	Stable expenses	Advertising and public relations	Telephone	
Boone Suburban .....	\$ 720.00						\$ 210.00		\$ 94.00
Cedar Rapids & Iowa City .....	868.64		61.43		61.95	61.61	352.79		99.49
Cedar Rapids & Marion .....	2,215.82		120.56						353.09
Iowa & Illinois .....	3,402.24		1,154.80		694.35		3,235.15		1,216.10
Inter-Urban .....	1,536.79	1,211.63	389.37		448.33		1,210.19		892.49
Mason City & Clear Lake .....	2,400.00	600.00	355.24		553.15		267.52		674.38
Tama & Toledo .....	1,020.00								
Waterloo, Cedar Falls & Northern .....	1,826.57		1,479.25				416.78		3,722.49
Totals .....	\$ 21,385.75	\$ 5,213.91	\$ 4,160.71	\$ 1,757.98	\$ 179.27	\$ 8.00	\$ 5,692.43		\$ 7,052.04

\* Including "salaries of clerks."

TABLE No. 7—OPERATING EXPENSES— (ELECTRIC LINES) CONTINUED

Lines	General—Continued							Grand total
	Damages	Legal ex- penses in damage cases	Other legal expenses	Rent of land and build- ings	Rent of track and in- stuments	Insurance	Total	
Boone Suburban.....			\$ 151.00	\$ 31.50		\$ 67.50	\$ 1,274.00	\$ 4,247.78
Cedar Rapids & Iowa City.....	\$ 410.25	\$ 61.90	11.45	50.00		360.11	1,887.58	51,069.50
Cedar Rapids & Marion.....	1,107.11	325.62	21.12			307.33	4,630.35	35,306.38
Iowa & Illinois.....	*2,628.16			1,581.50	\$ 6,055.30	881.21	26,098.78	76,297.57
Inter-Urban.....	1,089.59				2,500.00	1,525.67	13,640.02	88,388.87
Mason City & Clear Lake.....	246.69	570.78		580.00		597.36	6,845.12	39,064.84
Tama & Toledo.....	671.21	2,964.91					1,629.00	1,023.00
Waterloo, Cedar Falls & Northern.....							102.27	17,183.48
Totals.....	\$ 6,153.01	\$ 4,123.51	\$ 183.57	\$ 4,293.00	\$ 8,555.30	\$ 3,841.45	\$ 72,599.93	\$ 386,325.91

\*Including "Legal expenses in damage cases".

TABLE No. 8—CONSTRUCTION AND EQUIPMENT (ELECTRIC LINES)

Lines	Total Cost to June 30, 1906								
	Organization	Engineering and super- intendence	Right of way	Track and roadway construction	Real estate used in operation of road	Buildings and in- stuments used in operation of road	Investment Real estate	Power plant equipment	Electric line construc- tion
Boone & Suburban.....									
Cedar Rapids & Iowa City.....									
Cedar Rapids & Marion.....	\$ 20,199.21	\$ 38,903.88	\$ 207,232.51	\$ 832,207.00	\$ 975.80	\$ 45,258.51	\$ 1,500.00	\$ 114,860.34	\$ 102,328.15
Iowa & Illinois.....	8,735.63	39,287.37	115,945.12	888,909.32	283.62	26,276.06		33,526.25	139,121.81
Inter-Urban.....									
Mason City & Clear Lake.....									
Tama & Toledo.....									
Waterloo, Cedar Falls & Northern.....									
Totals.....	\$ 28,934.79	\$ 77,191.25	\$ 323,177.63	\$ 1,661,117.22	\$ 4,269.42	\$ 71,534.57	\$ 1,500.00	\$ 148,386.59	\$ 241,449.96

TABLE No. 9—CONSTRUCTION AND EQUIPMENT—CONTINUED

Lines	Total Cost to June 30, 1906								Additions for years
	Shop tools and machinery	Cars	Electric equipment of cars	Miscellaneous equipment	Interest and discount	Miscellaneous	Other	Total	
Boone Suburban									
Cedar Rapids & Iowa City									
Cedar Rapids & Marion									
Iowa & Illinois	\$ 1,026.31	\$ 48,804.65	\$ 28,600.03	\$ 3,736.70	\$ 63,458.69			\$1,482,093.49	\$ 119,428.90
Inter-Urban		85,406.61	31,827.30	12,159.11	89,300.00	\$ 3,102.97		1,442,808.12	724,962.87
Mason City & Clear Lake									
Tama & Toledo									172,828.39
Waterloo, Cedar Falls & Northern									
Totals	\$ 1,026.31	\$134,208.26	\$ 60,428.23	\$ 15,875.81	\$ 152,758.69	\$ 3,102.97		\$2,924,961.61	\$ 1,017,220.16

TABLE No. 10—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES)

Lines	Capital Stock									
	Total par value authorized	Number of shares issued	Par value	Total par value issued	Per Mile		Dividends paid during year	Total number of stockholders	Number of stockholders in Iowa	Amount of stock held in Iowa
					Miles	Amount				
Boone Suburban	\$ 15,000.00	150	\$100.00	\$ 15,000.00	4.70	\$ 3,191.49	\$2,400.00	3	3	\$ 15,000.00
Cedar Rapids & Iowa City										
Cedar Rapids & Marion										
Iowa & Illinois	2,300,000.00	15,000	100.00	1,500,000.00	36.14	41,595.25		24	21	1,499,905.00
Inter-Urban	1,300,000.00	3,410	100.00	341,000.00	53.488	13,089.00		e	e	200,000.00
Mason City & Clear Lake	200,000.00	2,000	100.00	200,000.00	17.34	11,534.03		e	e	40,000.00
Tama & Toledo	40,000.00	400	100.00	40,000.00	2.73	14,545.00				
Waterloo, Cedar Falls & Northern		12,000	100.00	1,200,000.00	34.36	34,924.33				
Totals	\$3,755,000.00	38,960		\$2,935,000.00	148.778	\$ 19,861.87	\$2,400.00			\$ 1,754,905.00

TABLE No. 11—CAPITAL STOCK AND FUNDED DEBT—(ELECTRIC LINES) CONTINUED

Lines	Funded Debt						Stock and Debt per Mile	
	Amount authorized	Amount out-standing	Interest		Miles	Debt per mi	Miles	Amount
			Rate	Amount accrued				
Boone Suburban.....								\$ 3,191.40
Cedar Rapids & Iowa City.....								
Cedar Rapids & Marion.....								
Iowa & Illinois.....	\$ 2,000,000.00	\$ 1,050,000.00	5	\$ 52,500.00	36.14	\$ 29,053.08	36.14	70,558.56
Inter-Urban.....	100,000.00	988,000.00	5	41,928.02	53.488	13,719.00	53.488	29,832.00
Mason City & Clear Lake.....	100,000.00	79,000.00	6	4,740.00	17.34	4,555.94	17.34	16,089.97
Tama & Toledo.....	12,500.00	12,500.00	6		2.75	4,545.00	2.75	19,060.00
Waterloo, Cedar Falls & Northern.....	800,000.00	600,000.00	5½		34.36	17,462.17	34.36	52,386.50
Totals.....	\$ 2,912,500.00	\$ 2,729,500.00			144.078	\$ 19,944.59	144.078	\$ 38,821.13

TABLE No. 12—DESCRIPTION OF ROAD AND EQUIPMENT

Lines	Miles												
	Road Owned					Road Leased					Line operated under trackage right	Total line operated	
	First main track	Second main track	Total main track	Sidings and turn outs	Total single track	First main track	Second main track	Total main track	Sidings and turn outs	Total single track			
Boone Suburban.....	4.70		4.70		4.70								4.70
Cedar Rapids & Iowa City.....	27.63		27.63	1.30	29.53								29.53
Cedar Rapids & Marion.....					14.21								14.21
Iowa & Illinois.....	32.968		32.968	3.172	36.14							3.827	39.967
Inter-Urban.....	*65.722		65.722	6.188	71.89								71.89
Mason City & Clear Lake.....	14.62		14.62	2.72	17.34								17.34
Tama & Toledo.....	2.75		2.75		2.75								2.75
Waterloo, Cedar Falls & Northern.....	34.36	.55	34.91	4.75	39.66	19.84		19.84	.55	20.39	7.96		68.01
Totals.....	182.75	.55	183.30	18.71	216.22	19.84		19.84	.55	20.39	11.787		248.397

\*Including 12.234 miles under construction.

TABLE No. 13—DESCRIPTION OF ROAD AND EQUIPMENT (ELECTRIC LINES) CONTINUED

Lines	Cars																				Grand total				
	Passenger Cars						Other Cars																		
	Closed		Open		Combination		Freight		Mail		Express		Baggage		Combination		Work	Snow plow	Sweepers			Miscellaneous		Locomotives	
	*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†	*	†		*	†	*	†
Boone Suburban	1				1																			3	
Cedar Rapids & Iowa City																								3	
Cedar Rapids & Marion																								3	
Iowa & Illinois	4	3														1	6		1			12	1	36	
Inter-Urban	12	5														1						2	1	57	
Mason City & Clear Lake	2																							17	
Tama & Toledo	2															1								12	
Waterloo, Cedar Falls & N.	11	6	8	6	1											2	1		1					73	
Totals	43	10	10	14	1											3	7		2			15	3	201	

\*With electric equipment. †Without electric equipment

TABLE No. 14—MILEAGE TRAFFIC AND MISCELLANEOUS—(ELECTRIC LINES)

Lines	Mileage			Hours			Passengers Carried			Fare and Earnings					Earnings per Car Hour		
	Passenger car	Freight, mail and express	Total car	Passenger car	Freight, mail and express	Total car	Fare	Transfer	Total number carried	Average fare revenue passenger	Average fare all passengers	Car earnings per car mile	Miscellaneous earnings per mile	Gross earnings per car mile	Car earnings	Miscellaneous	Gross earnings per car hour
Boone Suburban																	
Cedar R. & I. C.	415,436	19,785	435,221				348,727		348,727	\$ 263		\$ 213					
Cedar R. & M.	196,673	12,428	209,101	21,060	3,105	24,165	318,453		318,453	1,217		2,028					
Iowa & Illinois	392,703	24,025	416,728				278,798		278,798	2,865		2,215	.0142	2,057	\$1,755	\$ .008	\$ 1,763
Inter-Urban	714,988	58,695	773,683	63,268	12,686	75,954	1,584,916		1,584,916	186,705	1,771,621	.0809	.0724	2,173	2.21		2.21
Mason C. & C. L.																	
Tama & Toledo																	
Totals	1,719,503	114,903	1,834,406	84,328	15,791	100,119	2,530,894	186,705	2,717,599								

TABLE No. 15—MILEAGE, TRAFFIC AND MISCELLANEOUS—(CONTINUED)—AND ACCIDENTS (ELECTRIC LINES)

Lines	Operating Expenses						Officials and Employees During Year		Accidents to Persons					
	Per car mile—cents	And taxes per car mile—cents	Per car hour	And taxes per car hour	Percent of gross earnings	And taxes per cent of gross earnings	Average number	Aggregate salaries and wages	Killed			Injured		
									Passengers	Employees	Others	Passengers	Employees	Others
Boone Suburban .....	11.8	12.10			55.8	57.5			2	1		30	1	
Cedar Rapids & Iowa City .....	16.888	17.37	\$ 1.46	\$ 1.50	82.86	85.23								
Iowa & Illinois .....	18.29	18.64			76.60	79.06	83	\$ 46,819.11				15	27	
Inter-Urban .....	11.43	11.50	1.164	1.220	32.50	55.04						12		
Mason City & Clear Lake .....														
Tama & Toledo .....														
Waterloo, Cedar Falls & Northern .....														
Totals .....									2	1		57	33	

TABLE No. 16—COMPARATIVE GENERAL BALANCE SHEET—ASSETS (ELECTRIC LINES)—CLOSE OF YEAR ENDING JUNE 30, 1906

Lines	Construction and Equipment		Other Permanent Investments		Current Assets			
	Total	Increase for year	Stocks and bonds of other companies	Other	Cash	Bills receivable	Accounts receivable	Material and supplies
Boone Suburban .....								
Cedar Rapids & Iowa City .....								
Cedar Rapids & Marion .....					\$ 1,845.09	\$ 3,200.55	\$ 16,069.14	\$ 6,071.00
Iowa & Illinois .....					22,381.87		10,975.23	2,249.61
Inter-Urban .....	\$2,201,834.70	\$976,629.54			4,913.62		3,005.26	1,385.60
Mason City & Clear Lake .....								
Tama & Toledo .....								
Waterloo, Cedar Falls & Northern .....	2,221,569.96				1,227.10		2,009.22	30,553.94
Totals .....	\$4,790,727.62	\$976,629.54			\$ 32,867.68	\$ 3,200.55	\$ 32,148.84	\$ 40,411.23



TABLE No. 17—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—(Electric Lines)

Lines	Current Assets				Total assets	Increase	Decrease
	Prepaid accounts	Miscellaneous	Stocks and other special funds	Deficit			
Boone Suburban.....							
Cedar Rapids & Iowa City.....							
Cedar Rapids & Marion.....							
Iowa & Illinois.....	\$ 1,822.68	\$ 4,775.77			\$ 39,893.32	\$ 22,800.55	
Inter-Urban.....		7,000.00	\$ 1,858.33		2,246,299.82	987,104.97	
Mason City & Clear Lake.....		250.82			375,519.06		
Tama & Toledo.....							
Waterloo, Cedar Falls & Northern.....		3,297.67			2,258,657.79		
Totals.....	\$ 1,822.68	\$ 15,324.06	\$ 1,858.33		\$ 4,918,869.99	\$ 1,099,965.52	

TABLE No. 18—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—(ELECTRIC LINES)  
CLOSE OF YEAR ENDING JUNE 30, 1906

Lines	Capital Stock			Funded Debt	Real estate mortgages	Current Liabilities						
	Preferred	Common				Loans and notes payable	Accounts payable	Maturity interest on funded debt unpaid	Miscellaneous matured interest unpaid	Rentals due and unpaid	Dividends unpaid	
Boone Suburban.....												
Cedar Rapids & Iowa City.....												
Cedar Rapids & Marion.....												
Iowa & Illinois.....						\$ 2,567.31	\$ 11,314.19					
Inter-Urban.....	\$ 941,000.00	\$ 988,000.00				157,327.58	35,659.19					
Mason City & Clear Lake.....	230,000.00	79,000.00				23,250.00	7,059.71	\$ 1,925.00				
Tama & Toledo.....												
Waterloo, Cedar Falls & Northern.....	\$ 1,200,000.00	600,000.00				147,334.94	24,659.02					
Totals.....	\$ 1,200,000.00	\$ 1,741,000.00	\$ 81,067,000.00			\$ 332,220.23	\$ 77,322.11	\$ 1,925.00				

TABLE No. 19—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED

Lines	Current Liabilities	Accrued Liabilities, Not Yet Due					Surplus	Total liabilities	Increase	Decrease
	Miscellaneous	Taxes	Interest on funded debt	Miscellaneous interest	Rentals	Miscellaneous				
Boone Suburban.....										
Cedar Rapids & Iowa City.....										
Cedar Rapids & Marion.....										
Iowa & Illinois.....	\$ 157.00					\$ 1,386.66	\$ 21,298.16	\$ 36,893.32	\$ 22,890.55	
Inter-Urban.....	635.00	\$ 1,865.56	\$ 12,350.00	\$ 3,075.86			107,416.25	2,245,259.82	987,104.97	
Mason City & Clear Lake.....	2,578.64						62,065.71	376,519.06		
Tama & Toledo.....										
Waterloo, Cedar Falls & Northern.....	104,336.89						181,426.94	2,258,657.79		
Totals.....	\$ 107,707.53	\$ 1,935.56	\$ 12,350.00	\$ 3,075.86		\$ 1,386.66	\$ 372,147.04	\$4,918,369.99	\$1,009,995.52	

MILEAGE, OFFICERS AND DIRECTORS  
OF  
STEAM RAILWAY COMPANIES

## MILEAGE, OFFICERS AND DIRECTORS OF RAILWAY COMPANIES

## AMES AND COLLEGE RAILWAY COMPANY

## PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named
	From—	To—	
Ames & College.....	E. Ames.....	W. Ames.....	1.98

## OFFICERS

Title	Name	Location of Office
Chairman of the board.....	W. M. Greeley.....	Ames, Iowa
President.....	W. M. Greeley.....	Ames, Iowa
First vice-president.....	E. W. Stanton.....	Ames, Iowa
Secretary.....	M. K. Smith.....	Ames, Iowa
Treasurer.....	H. Westerman.....	Ames, Iowa
General manager.....	M. K. Smith.....	Ames, Iowa
Assistant general manager.....	H. Westerman.....	Ames, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
W. M. Greeley.....	Ames, Iowa.....	.....
E. W. Stanton.....	Ames, Iowa.....	.....
M. K. Smith.....	Ames, Iowa.....	.....
H. Knapp.....	Ames, Iowa.....	.....
H. Westerman.....	Ames, Iowa.....	.....
C. F. Curtis.....	Ames, Iowa.....	.....
G. H. France.....	Des Moines, Iowa.....	.....

1. Total number of stockholders at date of last election, thirty-four.
2. Date of last meeting of stockholders for election of directors, January 9, 1906
3. Postoffice address of general office, Ames, Iowa.
4. Postoffice address of operating office, Ames, Iowa.

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY  
PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line of roads classed as named
	From—	To—		
1. aThe Atchison, Topeka & Santa Fe Railway Company .....	Chicago (Stewart Av)	Ft. Madison, Iowa ...	231.18	
	Ft. Madison, Iowa ...	Big Blue Jct., Mo ...	215.75	
	Kansas City, Mo. ....	Emporia, Kas ...	114.71	
	Ottawa, Kas ...	Wellington, Kas ...	211.15	
	Chanute, Kas ...	Longton, Kas ...	44.18	
	Emporia, Kas ...	Newton, Kas ...	74.04	
	Newton, Kas ...	Arkansas City, Kas ...	77.08	
	Florence, Kas ...	Winfield, Kas ...	72.73	
	Arkansas City, Kas ...	Newkirk, O. T ...	12.22	
	Wellington, Kas ...	State Line, Texas ...	186.89	
	Newton, Kas ...	La Junta, Colo ...	367.59	
	Hutchinson, Kas ...	Kinsley, Kas ...	83.63	
	La Junta, Col ...	Denver, Col ...	182.28	
	La Junta, Col ...	Albuquerque, N. M ...	345.73	
	Albuquerque, N. M ...	State Line, Texas ...	235.18	
	Rincon, N. M ...	Deming, N. M ...	54.65	2,506.55
bThe Atchison, Topeka & Santa Fe Railway Company .....	Ancona, Ill ...	Streator Jct., Ill ...	31.20	
	Pekin Junction, Ill ...	Pekin, Ill ...	21.33	
	Lexington Jct., Mo ...	St. Joseph, Mo ...	75.40	
	St. Joseph, Mo ...	Emporia, Kas ...	110.88	
	Holiday, Kas ...	Topeka, Kas ...	52.86	
	Wilder, Kas ...	Hawthorne, Kas ...	45.41	
	Lawrence, Kas ...	Ottawa, Kas ...	27.19	
	Burlingame, Kas ...	Alma, Kas ...	34.30	
	Osage City, Kas ...	Quenemo, Kas ...	19.42	
	Burlington Jct., Kas ...	Gridley, Kas ...	52.36	
	Colony, Kas ...	Yates Center, Kas ...	24.71	
	Chanute, Kas ...	Chicopee, Kas ...	37.71	
	Benedict Jct., Kas ...	Madison Jct., Kas ...	40.57	
	Cherryvale, Kas ...	Coffeyville, Kas ...	17.98	
	Independence, Kas ...	Cedar Vale, Kas ...	54.73	
	Havana, Kas ...	Caney, Kas ...	5.39	
	State Line, Kas ...	Tulsa, I. T ...	67.13	
	Emporia, Kas ...	Moline, Kas ...	82.23	
	Mulvane, Kas ...	Wellington, Kas ...	16.57	
	Strong City, Kas ...	Bazar, Kas ...	11.68	
	Neva, Kas ...	State Line, Neb ...	131.83	
	Abilene, Kas ...	Salina, Kas ...	22.56	
	Manchester, Kas ...	Barnard, Kas ...	43.56	
	Florence, Kas ...	Ellinwood, Kas ...	65.21	
	Little River, Kas ...	Holyrood, Kas ...	26.30	
	Augusta, Kas ...	Mulvane, Kas ...	20.41	
	Hutchinson, Kas ...	Ponca City, O. T ...	141.88	
	Newkirk, O. T ...	Purcell, I. T ...	143.40	
	Attica, Kas ...	Medicine Lodge, Kas ...	21.98	
	Mulvane, Kas ...	Englewood, Kas ...	126.58	
	Wellington, Kas ...	Caldwell, Kas ...	20.44	
	Wellington, Kas ...	Tonkawa, O. T ...	43.36	
	Wichita, Kas ...	F Pratt, Kas ...	73.77	
	Larned, Kas ...	Jetmore, Kas ...	46.32	
	Great Bend, Kas ...	Scott City, Kas ...	120.97	
	Canon Jct., Col ...	Rockvale, Col ...	35.21	
	Clelland, Col ...	Canon City, Col ...	6.83	
	Lamy, N. M ...	Santa Fe, N. M ...	18.13	
	Socorro, N. M ...	Magdalena, N. M ...	27.39	
	Deming, N. M ...	Silver City, N. M ...	46.50	
	Nutt, N. M ...	Lake Valley, N. M ...	13.52	
	Whitewater, N. M ...	Santa Rita, N. M ...	18.80	
	Hanover Jct., N. M ...	Fierro, N. M ...	6.66	

2,170.33

## ATCHISON, TOPEKA &amp; SANTA FE RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line in each road named	Miles of line for each class of roads named
	From—	To—		
2. Rio Grande & El Paso Railroad Company. Eastern Oklahoma Railway Company.	State Line, Texas ....	El Paso, Texas .....	20.17	
	Newkirk, O. T .....	Pauls Valley, I. T ...	183.67	
	Guthrie, O. T .....	Cushing Jct., O. T ...	47.85	
	Ripley, O. T .....	Esau Jct., O. T .....	40.41	
	Seward, O. T .....	Cashion, O. T .....	10.60	
	Pauls Valley, I. T ...	Lindsay, I. T .....	24.18	
5. ....	Dearborn Station .....	Stewart Ave, Chicago Ill.		326.88
	Streator Jct., Ill .....	C & W. I. R. R. ....	1.43	
	Big Blue Jct., Mo ...	Pekin Jct., Ill ...	5.91	
	St. Joseph, Mo .....	T., P. & W. Ry ...	6.60	
	St. Joseph, Mo .....	K. C. Belt Ry .....	.03	
	St. Joseph, Mo .....	Terminal .....	.16	
	St. Joseph, Mo .....	Union Depot Co. (St. J.)	.21	
	St. Joseph, Mo .....	St. J. Terminal R. R.	.07	
	St. Joseph, Mo .....	C., R. I. & F. Ry ...	19.56	
	St. Joseph, Mo .....	Atchison Bridge ...	.30	
	St. Joseph, Mo .....	Atchison U. D. & R. R.	.12	
	St. Joseph, Mo .....	State Line, I. T ...	1.85	
	St. Joseph, Mo .....	Mo. Pac. Ry ...	2.53	
	St. Joseph, Mo .....	Superior, Neb ...	.75	
	St. Joseph, Mo .....	C. & N. W. Ry .....	.17	
	St. Joseph, Mo .....	Tulsa, I. T ...	.05	
	St. Joseph, Mo .....	Midland Valley R. R.	.17	
	St. Joseph, Mo .....	C. & S. Jct., Denver, Col.	.05	
	St. Joseph, Mo .....	Union Depot, Denver, Col.	.17	
	St. Joseph, Mo .....	C. & S. Ry .....	.05	
	St. Joseph, Mo .....	U. D. Co. ....	.17	
				39.24
				5,043.90

## OFFICERS

Title	Name	Location of Office
President	E. P. Ripley	Chicago
Assistant to president	A. H. Payson	San Francisco
Second vice-president	J. W. Kendrick	Chicago
Third vice-president	Geo. T. Nicholson	Chicago
Fourth vice-president	W. B. Jansen	Chicago
Secretary and treasurer	E. L. Copeland	Topeka
Assistant secretary	J. F. Scott	Topeka
Assistant treasurer	A. O. Wellman	Topeka
Assistant secretary	L. C. Deming	New York
Assistant treasurer	H. W. Gardiner	New York
General counsel	Walker D. Hines	New York
Comptroller	D. L. Gallup	New York
Deputy comptroller	A. E. Waterhouse	New York
General auditor	W. E. Bailey	Chicago
Assistant general auditor	J. E. Baxter	Chicago
Auditor of disbursements	A. L. Conrad	Topeka
Freight auditor	W. J. Healey	Topeka
Assistant freight auditor	E. L. Mooney	Topeka
Ticket auditor	J. F. Mitchell	Topeka
Consulting auditor	H. C. Whitehead	Chicago
General manager	J. E. Hurley	Topeka
Chief engineer, system	James Dan	Chicago
Chief engineer	W. B. Storey, Jr.	Topeka
General superintendent	F. C. Fox	Topeka
General superintendent	R. J. Parker	La Junta
Superintendent of telegraph	C. H. Gaunt	Topeka
Signal engineer	T. S. Stevens	Topeka
Superintendent of transportation	C. W. Kouns	Chicago
Car accountant	J. W. Novers	Topeka
Superintendent of motive power	Alfred Lovell	Chicago
General purchasing agent	W. E. Hodges	Chicago
Assistant general purchasing agent	M. J. Collins	Chicago
General solicitor	Gardiner Lathrop	Chicago
General attorney	Robert Dunlap	Chicago
General attorney	F. T. A. Junkin	Chicago
Claims attorney	J. D. M. Hamilton	Topeka
Tax commissioner	E. T. Cartledge	Topeka
Chief surgeon	J. P. Kaster	Topeka
Freight traffic manager	J. E. Gorman	Chicago
Assistant freight traffic manager	F. B. Houghton	Chicago
Assistant freight traffic manager	E. Chambers	San Francisco
Passenger traffic manager	W. J. Black	Chicago
Assistant passenger traffic manager	J. J. Byrne	Los Angeles
Assistant traffic manager	W. A. Bissell	San Francisco
General freight agent	J. R. Koontz	Topeka
Assistant general freight agent	F. C. Maegly	Chicago
Assistant general freight agent	E. H. Manter	Chicago
Assistant general freight agent	C. W. Cook	Chicago
Assistant general freight agent	J. J. Coleman	Chicago
General passenger agent	J. M. Connell	Topeka
Assistant general passenger agent	E. J. Shakeshaft	Topeka
General baggage agent	P. Walsh	Topeka

## ORGANIZATION

Names of Directors	Address	Date of expiration of term
Edward P. Ripley	Chicago	1906
Charles Stiebel	New York	1906
Byron L. Smith	Chicago	1906
Hovel Jones	Topeka	1906
H. Rieman Duval	New York	1907
Thomas P. Fowler	New York	1907
Charles S. Gileed	Topeka	1907
Victor Morawetz	New York	1907
Edward J. Berwind	New York	1908
Henry C. Frick	Pittsburg	1908
John G. McCollough	Vermont	1908
Andrew C. Jobs	Wichita, Kan.	1908
George G. Haven	New York	1909
Henry H. Rogers	New York	1909
Benjamin P. Cheney	Boston	1909

NOTE: Term of director expires at the annual election in the year opposite name.

- Total number of stockholders at date of last election, 17,111.
- Date of last meeting of stockholders for election of directors, October 26, 1905.
- Postoffice address of general office, Topeka, Kansas.
- Postoffice address of operating office, Topeka, Kansas.

CHICAGO, ANAMOSA & NORTHERN RAILROAD COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named
	From—	To—	
Chicago, Anamosa & Northern Railroad.....	Anamosa	Conson.....	19.69

OFFICERS

Title	Name	Location of Office
President.....	Henry Kiene	Dubuque, Iowa
First vice-president.....	Henry Kiene	Dubuque, Iowa
Assistant to president.....	John W. Hume	Dubuque, Iowa
Treasurer.....	S. B. Howard	New York, Iowa
Assistant treasurer.....	Paul Kinney	Dubuque, Iowa
Attorney, or general counsel.....	R. W. Hanson	Dubuque, Iowa
General manager.....	John Vanderciljn	Anamosa, Iowa

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Henry Kiene.....	Dubuque, Iowa.....	One year
John W. Hume.....	Dubuque, Iowa.....	One year
C. H. Eshmyer.....	Dubuque, Iowa.....	One year
B. A. Scott.....	Detroit, Mich.....	One year

- 1. Total number of stockholders at date of last election, (see (5))
- 2. Date of last meeting of stockholders for election of directors, January 17, 1906.
- 3. Postoffice address of general office, Anamosa, Iowa.
- 4. Postoffice address of operating office, Anamosa, Iowa.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

PROPERTY OPERATED

- 1. Railroad line represented by capital stock:
  - a. Main line.
  - b. Branches and spurs.
- 2. Proprietary companies whose entire capital stock is owned by this company.
- 5. Line operated under trackage rights.

Name	Terminals		Miles of line	Miles of class
	From—	To—		
1. a Chicago, Burlington & Quincy Railroad.....	Chicago, Ill.....	Pacific Junction, Iowa.....	474.44	82, 41
Burlington & Missouri River Railroad in Nebraska.....	Galesburg, Ill.....	Quincy, Ill.....	39.91	
1. b Chicago, Burlington & Quincy Railroad.....	Pacific Junction, Iowa.....	Peoria, Ill.....	32.77	
Aurora, Ill.....	West Chicago, Ill.....	12.35		
Yates City, Ill.....	Lewistown, Ill.....	39.13		
Lewistown, Ill.....	Rushville, Ill.....	22.66		
South Aurora, Ill.....	Forreston, Ill.....	78.45		
Flag Center, Ill.....	Rockford, Ill.....	23.50		
Geneva.....	Streator, Ill.....	67.25		
Streator, Ill.....	Walnut, Ill.....	39.32		
Shabbona, Ill.....	Sterling, Ill.....	47.38		
Sheridan Junction.....	Paw Paw, Ill.....	19.54		
Mendota, Ill.....	Fulton, Ill.....	65.40		
Buda, Ill.....	Clinton, Iowa.....	11.22		
Galesburg, Ill.....	Rio, Ill.....	50.63		
Galva, Ill.....	New Boston, Ill.....	6.25		
Keithsburg Junction.....	Keithsburg, Ill.....	71.11		
Carthage Junction.....	Carthage, Ill.....	40.44		
Carthage.....	Quincy, Ill.....	236.63		
Rock Island.....	Sterling, Ill.....	17.13		
Gladstone.....	East Alton.....	9.36		
Jackson & Concord Railroad.....	Keithsburg.....	112.42		
Jackson & St. Louis Railroad.....	Jacksonville.....	52.39		
Northern & Southern Illinois Railroad.....	Centralia.....	58.21		
F. C. N. G.....	Galesburg.....	West Havana.....		

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of road	Miles of class
	From—	To—		
Quincy, Alton & St. Louis Railroad.....	Quincy.....	East Louisiana } East Hannibal }	46.33	
Albia, Knoxville & Des Moines.....	Albia, Iowa.....	Knoxville, Iowa.....	32.97	
Des Moines & Knoxville Railroad.....	Knoxville, Iowa.....	Des Moines, Iowa.....	32.92	
Chicago, Fort Madison & Des Moines Railroad.....	Fort Madison, Iowa.....	Batavia.....	55.95	
Burlington & Missouri River Railroad.....	Chariton, Iowa.....	Leon, Iowa.....	36.54	
	Creston, Iowa.....	Hopkins, Mo.....	44.61	
Leon, Mt. Ayr & Southwest Railroad.....	Red Oak, Iowa.....	Hamburg, Iowa.....	39.17	
	Leon, Iowa.....	Grant City, Mo.....	57.72	
	Bethany Junction.....	Albany, Mo.....	45.56	
St. Joseph & Des Moines Railroad.....	Albany, Mo.....	St. Joseph, Mo.....	46.18	
Grant City & Southern Railroad.....	Grant City, Mo.....	Albany Junction.....	19.93	
Chariton, Des Moines & Southern Railroad.....	Chariton, Iowa.....	Indianola, Iowa.....	39.49	
Creston & Northern Railroad.....	Creston, Iowa.....	Fontanelle, Iowa.....	27.50	
Western Iowa Railroad.....	Fontanelle, Iowa.....	Cumberland, Iowa.....	20.33	
Brownville & Nodaway Valley Railroad.....	Villisca, Iowa.....	Burlington Junction, Mo.....	35.02	
Clarinda, Colorado Springs & Southwestern.....	Clarinda, Iowa.....	Northboro, Iowa.....	17.85	
Red Oak & Atlantic Railroad.....	Red Oak, Iowa.....	Griswold, Iowa.....	18.04	
Nebraska City & Northeastern Railroad.....	Hastings, Iowa.....	Sidney, Iowa.....	21.12	
Hastings & Avoca Railroad.....	Hastings, Iowa.....	Carson, Iowa.....	16.79	
Chicago, Burlington & Northern Railroad.....	Fulton, Ill.....	St. Paul, Minn.....	219.42	
	East Winona, Wis.....	Savanna, Ill.....	16.40	
	Galena Junction.....	Winona, Minn.....	1.34	
Republican Valley Railroad.....	At Dubuque, Iowa.....	Galena, Ill.....	3.82	
	York, Neb.....	Central City, Neb.....	41.35	
	Nemaha, Neb.....	Salem, Neb.....	17.74	
	Nemaha, Neb.....	Beatrice, Neb.....	63.15	
	Beatrice, Neb.....	Wymore, Neb.....	11.69	
	Hastings, Neb.....	Colorado State Line.....	239.41	
	Aurora, Neb.....	Grand Island, Neb.....	18.31	
	Aurora, Neb.....	Hastings, Neb.....	27.75	
	Table Rock.....	Lester, Neb.....	143.26	
Omaha & South-Western Railroad.....	Omaha, Neb.....	Oreapolis, Neb.....	16.88	
	Crete, Neb.....	Beatrice, Neb.....	31.04	
	Pappio, Neb.....	Gilmore Junction, Neb.....	3.87	
Nebraska Railway.....	Nemaha, Neb.....	York, Neb.....	5.02	
Lincoln & Northwestern Railroad.....	Nebraska City Bridge Line.....	Columbus, Neb.....	74.49	
Atchison & Nebraska Railroad.....	Lincoln, Neb.....	Lincoln, Neb.....	144.35	
	Atchison, Kan.....		5.42	
	Rulo Bridge Line.....	Roswell, Mo.....	5.86	
St. Joseph & Nebraska Railroad.....	Napier, Mo.....	Fairmont, Neb.....	45.19	
Nebraska & Colorado Railroad.....	Chester, Neb.....	Oxford, Neb.....	69.67	
	Kennesaw, Neb.....	Colorado State Line.....	298.32	
	Edgar, Neb.....	Superior, Neb.....	25.33	
Chicago, Northern & Kansas Railroad.....	Odell Junction.....	Concordia, Kan.....	71.04	
Republican Valley, Kansas & Southwestern.....	Republican, Neb.....	Oberlin, Kan.....	78.23	
Oxford & Kansas Railroad.....	Colorado State Line, Neb.....	Kansas State Line.....	59.01	
Burlington & Colorado Railroad.....	Colorado State Line, Neb.....	Wyoming State Line, Col.....	144.53	
Colorado & Wyoming Railroad.....	Colorado State Line, Wyo.....	Cheyenne, Wyo.....	74.18	
Cheyenne & Burlington.....	Nebraska State Line.....	St. Francis, Kan.....	40.38	
Beaver Valley Railroad.....	Central City, Neb.....	Ericson, Neb.....	62.94	
Lincoln & Black Hills Railroad.....	Palmer, Neb.....	Burwell, Neb.....	81.59	
	Grand Island, Neb.....	Sargent, Neb.....	73.29	
Grand Island & Wyoming Center Railroad.....	Edgmont Junction, S. D.....	Wyoming State Line, S. D.....	401.32	
	Minnehakha, S. D.....	Deadwood, S. D.....	105.49	
	Englewood, S. D.....	Hot Springs.....	13.34	
	Hill City Junction.....	Spearfish, S. D.....	31.91	
Kansas City & Omaha Railroad.....	Stromburg, Neb.....	Keystone, S. D.....	15.59	
	McCool Junction, Neb.....	Alma, Neb.....	149.55	
Grand Island & Northern Wyoming.....	Wyoming State Line, Neb.....	Kan City & Omaha Jct., Neb.....	43.53	
Big Horn Southern Railroad.....	Newcastle, Wyo.....	Montana State Line, Wyo.....	229.89	
Denver, Utah & Pacific.....	Montana State Line.....	Camden, Wyo.....	7.00	
	Denver, Col.....	Huntley, Mont.....	101.74	
Republican Valley & Wyoming Railroad.....	Burns Junction, Col.....	Utah Junction, Col.....	3.00	
Omaha & North Platte.....	Culbertson, Neb.....	Lyons, Col.....	32.67	
	Omaha, Neb.....	Imperial, Neb.....	49.17	
Nebraska, Wyoming & Western Railroad.....	At South Omaha, Neb.....	Schuyler, Neb.....	89.59	
	Alliance Junction.....	Guernsey, Wyo.....	137.68	
Denver & Montana Railroad.....	Northport, Neb.....	Colorado State Line.....	53.98	
	Colorado-Nebraska State L.....	Sterling, Col.....	27.85	
Chicago, Burlington & Quincy Railroad.....	Union, Colorado.....	Brush, Col.....	111.29	
Black Hills & Fort Pierre.....	Toluca, Mont.....	Cody, Wyo.....	139.45	
	Lead, S. D.....	Piedmont, S. D.....	39.57	
	Bucks.....	Este, S. D.....	13.28	
Keokuk & Western Railroad.....	Alexandria, Mo.....	Van Wert, Iowa.....	142.11	
Humeston & Shenandoah Railroad.....	Van Wert, Iowa.....	Shenandoah, Iowa.....	95.34	
Des Moines & Kansas City.....	Des Moines, Iowa.....	Camdenville, Mo.....	105.62	
Hannibal & St. Joseph Railroad.....	Hannibal, Mo.....	St. Joseph, Mo.....	206.62	
	At St. Joseph, Mo.....		2.57	

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of road	Miles of class
	From—	To—		
Quincy Bridge Railroad Co.....	At Quincy, Ill.....	At Quincy, Ill.....	1.04	
Quincy & Palmyra Railroad.....	Quincy, Ill.....	Palmyra Junction.....	12.85	
Kansas City & Cameron Railroad.....	At Quincy, Ill.....	Kansas City, Mo.....	1.02	
Keokuk & St. Paul Railroad.....	Cameron Junction, Mo.....	Burlington, Iowa.....	53.83	
St. Louis, Keokuk & Northwestern Railroad.....	Keokuk, Iowa.....	Keokuk, Iowa.....	42.33	
Old Monroe & Mexico.....	Old Monroe.....	St. Louis, Mo.....	177.75	
Keokuk & Northwestern Railroad.....	Mount Pleasant Junction.....	Felton.....	63.27	
Kansas City, St. Joseph & Council Bluffs Railroad.....	Kansas City, Mo.....	Keokuk, Iowa.....	48.01	
	East Leavenworth.....	Council Bluffs, Iowa.....	190.89	
	Armour, Mo.....	Stillings, Mo.....	1.05	
	Sedan, Iowa.....	Winthrop, Mo.....	3.34	
	Amazonia, Mo.....	Hopkins, Mo.....	50.44	
Nodaway Valley Railroad.....	Bigelow, Mo.....	Burlington Junction.....	31.54	
Tarkio Valley Railroad.....	Corning, Mo.....	Norriboro, Iowa.....	37.61	
Chicago, Burlington & Kansas City Railroad.....	Viola, Iowa.....	Bloomfield, Iowa.....	59.79	
Iowa & St. Louis Railway.....	Moulton, Iowa.....	Carrollton, Mo.....	121.24	
Burlington & Western Railroad.....	Mediapolis, Iowa.....	Mercyville, Mo.....	52.04	
Burlington & Northwestern Railroad.....	Oskaloosa, Iowa.....	Oskaloosa, Iowa.....	90.82	
Deadwood Central Railroad.....	Pluma, S. D.....	Tracey, Iowa.....	13.16	
	Kirk, S. D.....	Washington, Iowa.....	15.64	
	Nevada Gulch Line.....	Lead City, S. D.....	2.00	
	White Tail, above Nevada.....	Terry, S. D.....	3.60	
	Extension up North Fork of Galena Junction, S. D.....	White Tail.....	2.36	
		Galena, S. D.....	1.67	
			.8	
			6.95	
5. Pennsylvania Railroad.....	At Chicago, Ill.....	East Dubuque, Ill.....	1.22	
Illinois Central Railroad.....	East Dubuque, Ill.....	Dubuque, Iowa.....	12.41	
Danieth & Dubuque Bridge Co.....	Clinton, Iowa.....	Clinton, Iowa.....	1.12	
Chicago & North-Western Railway Co.....	East Alton, Ill.....	East St. Louis, Ill.....	.98	
C. C. C. & St. Louis Railway.....	Rock Island, Ill.....	Clinton, Iowa.....	19.06	
D. R. I. & Northwestern Railway.....			38.92	
				7,651.52
Wabash Railroad.....	Bloomfield, Iowa.....	Moulton, Iowa.....	14.11	
Union Pacific Railway.....	U. P. Transfer.....	Omaha, Neb.....	2.79	
	Gilmore, Neb.....	South Omaha, Neb.....	4.54	
	Steele, Col.....	Union, Col.....	23.67	
Great Northern Railway.....	St. Paul, Minn.....	Minneapolis, Minn.....	11.65	
St. Paul Union Depot Co.....	At St. Paul, Minn.....		.53	
Minneapolis Union Railway Co.....	At Minneapolis.....	Winona, Minn.....	2.21	
Winona Bridge Railway.....	At St. Louis, Mo., and to.....	East St. Louis, Ill.....	.98	
Terminal Railroad Association.....	At Hannibal, Mo.....		7.03	
Missouri, Kansas & Texas Railway.....	At Hannibal, Mo.....		.30	
Wabash Railroad.....	At Keokuk, Iowa.....		.44	
Keokuk & Hamilton Bridge Co.....	At Keokuk, Iowa.....		.03	
Chicago & Alton Railroad.....	At Kansas City.....		.94	
Kansas City Union Depot Co.....	At Kansas City.....	State Line.....	.20	
Atchison & Eastman Bridge Co.....	Winthrop, Mo.....		.10	
Atchison Union Depot & Railroad Co.....	At Atchison, Kan.....	Leavenworth, Kansas.....	.39	
Leavenworth Bridge & Terminal Co.....	At South Omaha, Neb.....	Burling Junction, Col.....	.41	
South Omaha S. V. Co.....	Utah Junction, Col.....	Billings, Mont.....	11.30	
Colorado & Southern Railway Co.....	Huntley, Mont.....		12.02	
Northern Pacific Railway.....	At Carson, Iowa.....		.25	
Chicago, Rock Island & Pacific Railway.....	East Louisiana, Ill.....	Louisiana, Mo.....	2.07	
Chicago & Alton Railway.....	Burlington, Iowa.....	Mediapolis, Iowa.....	13.77	
Chicago, Rock Island & Pacific Railway.....	At Stronsburg, Neb.....		.22	
Union Pacific Railway.....	City and Omaha Jct., Neb.....	Endicott, Neb.....	12.00	
St. Joseph & Grand Island Railroad.....	At Fairfield, Neb.....		2.65	
Des Moines Union Railroad Co.....	At Des Moines, Iowa.....		2.89	
Quincy, Omaha & Kansas City Railway.....	At Milan, Mo.....		.52	
Chicago & Alton Railroad.....	At Felton, Mo.....		.02	
Jacksonville Midland.....	At Jacksonville.....		.07	
Chicago, Pacific & St. Louis Railway.....	At Jacksonville.....		.48	
Total.....				303.09
				8,677.02



## OFFICERS

Title	Name	Location of office
President.....	Geo. B. Harris.....	Chicago, Illinois
Assistant to president.....	W. W. Baldwin.....	Burlington, Iowa
First vice-president.....	D. Miller.....	Chicago, Illinois
Second vice-president.....	D. Willard.....	Chicago, Illinois
Secretary.....	T. S. Howland.....	Chicago, Illinois
Treasurer.....	T. S. Howland.....	Chicago, Illinois
General counsel.....	W. Brythe.....	Burlington, Iowa
General solicitor.....	C. M. Dawes.....	Chicago, Illinois
General solicitor.....	C. F. Manderson.....	Omaha, Nebraska
General solicitor.....	O. M. Spencer.....	St. Joseph, Mo.
General auditor.....	C. I. Sturgis.....	Chicago, Illinois
Assistant general auditor.....	Geo. B. Dunbar.....	Chicago, Illinois
Auditor.....	W. P. Durkee.....	Omaha, Nebraska
General manager.....	J. M. Gruber.....	Chicago, Illinois
General manager.....	G. W. Holdredge.....	Omaha, Nebraska
Chief engineer.....	T. E. Calvert.....	Chicago, Illinois
General superintendent.....	H. D. Judson.....	Chicago, Illinois
General superintendent.....	W. B. Throop.....	Burlington, Iowa
General superintendent.....	G. T. Ross.....	St. Louis, Mo.
General superintendent.....	H. E. Byram.....	Lincoln, Nebraska
General superintendent.....	J. R. Phelan.....	Alliance, Nebraska
Superintendent of telegraph.....	W. W. Ryder.....	Chicago, Illinois
Freight traffic manager.....	G. H. Crosby.....	Chicago, Illinois
General freight agent.....	W. B. Hamlin.....	Chicago, Illinois
General freight agent.....	W. Gray.....	St. Louis, Mo.
General freight agent.....	C. E. Spens.....	Omaha, Nebraska
Assistant general freight agent.....	E. R. Puffer.....	Chicago, Illinois
Assistant general freight agent.....	Geo. Morton.....	Chicago, Illinois
Assistant general freight agent.....	G. P. Lyman.....	St. Paul, Minn.
Assistant general freight agent.....	A. L. West.....	St. Joseph, Mo.
Assistant general freight agent.....	A. B. Smith.....	Omaha, Nebraska
Assistant general freight agent.....	F. Montgomery.....	Omaha, Nebraska
Assistant general freight agent.....	W. W. Johnson.....	Omaha, Nebraska
Assistant general freight agent.....	W. A. Holley.....	Chicago, Illinois
Passenger traffic manager.....	P. S. Eustis.....	Chicago, Illinois
General passenger agent.....	Jno. Francis.....	Chicago, Illinois
General passenger agent.....	L. W. Wakeley.....	Omaha, Nebraska
Assistant general passenger agent.....	F. E. Bell.....	Chicago, Illinois
Assistant general passenger agent.....	W. A. Lalor.....	St. Louis, Mo.
Assistant general passenger agent.....	J. E. Buckingham.....	Omaha, Nebraska
General baggage agent.....	John DeWitt.....	Chicago, Illinois

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Robert Bacon.....	New York City, N. Y.....	November 7th, 1906
Geo. F. Baker.....	New York City, N. Y.....	November 7th, 1906
Geo. C. Clark.....	New York City, N. Y.....	November 7th, 1906
Wm. F. Clough.....	New York City, N. Y.....	November 7th, 1906
Geo. B. Harris.....	Chicago, Illinois.....	November 7th, 1906
James J. Hill.....	St. Paul, Minnesota.....	November 7th, 1906
James S. Hill.....	St. Paul, Minnesota.....	November 7th, 1906
Geo. J. Mitchell.....	Chicago, Illinois.....	November 7th, 1906
Charles E. Perkins.....	Burlington, Iowa.....	November 7th, 1906
Norman B. Ream.....	New York City, N. Y.....	November 7th, 1906
Samuel Thorne.....	New York City, N. Y.....	November 7th, 1906

- Total number of stockholders at date of last election, 434.
- Date of last meeting of stockholders for election of directors, Nov. 1st, 1905.
- Postoffice address of general office, 209 Adams Street, Chicago, Illinois.
- Postoffice address of operating office, 209 Adams St., Chicago, Illinois.

## CHICAGO GREAT WESTERN RAILWAY COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line class of road named
	From—	To—		
1. a Chicago Great Western.....	Minneapolis Depot.....	Minneapolis & St. Louis Railway.....	41	
	St. Paul, Minn.....	Dubuque, Ia.....	232.50	
	Galena Junction, Ill.....	Forest Home, Ill.....	147.31	
	Getwell, Iowa.....	Des Moines, Ia.....	130.32	
	Freight line through Chicago, Illinois.....	Des Moines, Ia.....	2.48	
	Passenger line through south Des Moines, Ia.....	St. Joseph, Mo.....	36	
	Bee Creek, Mo.....	Beverly, Mo.....	22.92	713.02
1. b Mantorville Branch.....	Eden, Minn.....	Mantorville, Minn.....	6.95	
Waverly Branch.....	Summer, Iowa.....	Waverly, Ia.....		
DeKalb Branch.....	Sycamore, Ill.....	DeKalb, Ill.....	5.81	20.24
Cedar Falls.....	Wilson Junction, Ia.....	Cedar Falls, Iowa.....	7.48	
				733.25
2. DeKalb Great Western.....	Included in b			
3. None.....				
4. None.....				
5. Minneapolis & St. Louis Ry.....	In Minneapolis.....	St. Paul.....	11	
St. Paul & Northern Pacific.....	Minneapolis.....	St. Paul.....	9.80	
St. Paul Union Depot Co.....	In St. Paul.....		.69	
Dubuque & Danishi Bridge Co.....	Dubuque, Iowa.....	East Dubuque, Ill.....	.59	
Illinois Central Railroad.....	Chicago, Burlington & North	East Dubuque, Ill.....	13.22	
Chicago, Burlington & North	Chicago, Burlington & North	Portage Curve, Ill.....	.51	
Chicago Terminal Transfer	Chicago, Burlington & North	Galena Junction, Ill.....	.51	
Railway.....	Forest Home, Ill.....	Chicago, Ill.....	10.34	
Des Moines Union Railway.....	In Des Moines, Ia.....	Chicago, Ill.....	2.23	
Des Moines & Kan. City R Y.....	In Des Moines, Ia.....	Chicago, Ill.....	.49	
Kansas City, St. Joe & Oaah	In St. Joseph, Mo.....	Chicago, Ill.....	.81	
Oil Bluffs Railway.....	In St. Joseph, Mo.....	Chicago, Ill.....	.40	
St. Joseph Terminal Rail Y.....	In St. Joseph, Mo.....	Chicago, Ill.....	4.0	
Atchison, Topeka & Santa	St. Joseph, Mo.....	Bee Creek, Mo.....	7.66	
Fe Railway.....	Beverly, Mo.....	Stillings, Mo.....	3.66	
Chicago, Rock Island & Pac	Beverly, Mo.....	Stillings, Mo.....	3.66	
fic.....	Beverly, Mo.....	Stillings, Mo.....	3.66	
Leavenworth Terminal Rail	Stillings, Mo.....	Leavenworth, Kan.....	1.38	
way & Bridge Co.....	Stillings, Mo.....	Leavenworth, Kan.....	1.38	
Leavenworth, Topeka &	Leavenworth, Kan.....	So. Leavenworth, Kan.....	1.40	
Southwest.....	Leavenworth, Kan.....	So. Leavenworth, Kan.....	1.40	
Atchison, Topeka & Santa	So. Leavenworth, Kan.....	Soldiers' Home, Kan.....	2.30	
Fe.....	So. Leavenworth, Kan.....	Soldiers' Home, Kan.....	2.30	
Kansas City & Northwestern	Kansas City, Kan.....	Kansas City, Kan.....	27.31	
Suburban Belt.....	Kansas City, Kan.....	Kansas City, Mo.....	2.20	85.10
Total.....				818.36

## OFFICERS

Title	Name	Location of Office
Chairman of the board.....	A. B. Stickney.....	St. Paul, Minn.
President.....	A. B. Stickney.....	St. Paul, Minn.
First vice-president.....	Ansel Oppenheim.....	St. Paul, Minn.
Second vice-president and gen. mgr.....	S. C. Stickney.....	St. Paul, Minn.
Third vice-president.....	L. S. Cass.....	St. Paul, Minn.
Secretary.....	A. C. Wight.....	St. Paul, Minn.
Treasurer.....	R. O. Barnard.....	St. Paul, Minn.
General counsel.....	F. B. Kellogg.....	St. Paul, Minn.
General attorney.....	A. G. Briggs.....	St. Paul, Minn.
Auditor.....	C. O. Kaiman.....	St. Paul, Minn.
General manager.....	S. C. Stickney.....	St. Paul, Minn.
Assistant general manager.....	Tracy Lyon.....	St. Paul, Minn.
Chief engineer.....	A. Munster.....	St. Paul, Minn.
General superintendent.....	G. A. Goodell.....	St. Paul, Minn.
Division superintendent.....	C. E. Dufoe.....	St. Paul, Minn.
Division superintendent.....	C. O. Stombel.....	Chicago, Illinois
Division superintendent.....	C. L. Nichols.....	Des Moines, Iowa
General freight agent.....	W. E. Pinckney.....	St. Paul, Minn.
Assistant general freight agent.....	G. F. Thomas.....	St. Paul, Minn.
Assistant general freight agent.....	E. E. Watson.....	St. Paul, Minn.
Assistant general freight agent.....	F. K. Tibbit.....	Chicago, Illinois
Assistant general freight agent.....	J. C. Iles.....	Chicago, Illinois
Assistant general freight agent.....	C. R. Berry.....	St. Paul, Minn.
General passenger agent.....	J. F. Elmer.....	St. Paul, Minn.
Assistant general passenger agent.....	A. F. Malone.....	St. Paul, Minn.
General ticket agent.....	R. F. Elmer.....	St. Paul, Minn.
Assistant general ticket agent.....	R. F. Malone.....	St. Paul, Minn.
General baggage agent.....	G. T. Spilman.....	St. Paul, Minn.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Frederick Weyerhauser.....	St. Paul, Minnesota.....	September, 1907
A. B. Stickney.....	St. Paul, Minnesota.....	September, 1907
Ansel Oppenheim.....	St. Paul, Minnesota.....	September, 1908
J. W. Lusk.....	St. Paul, Minnesota.....	September, 1906
S. C. Stickney.....	St. Paul, Minnesota.....	September, 1906
R. C. Wight.....	St. Paul, Minnesota.....	September, 1906
M. D. Flower.....	St. Paul, Minnesota.....	September, 1907
F. H. Wheeler.....	New York, N. Y.....	September, 1908
H. E. Fletcher.....	Minneapolis, Minn.....	September, 1908

- Total number of stockholders at date of last election, 5,263.
- Date of last meeting of stockholders for election of directors, Sept. 7, 1905.
- Postoffice address of general office, St. Paul, Minnesota.
- Postoffice address of operating office, St. Paul, Minnesota.

## MASON CITY &amp; FORT DODGE RAILROAD COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

	Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
		From—	To—		
1. Mason City & Ft. D. R. R.	a	Hayfield, Minn. ....	Clarion, Iowa.....	90.71	
		Clarion, Iowa.....	Ft. Dodge, Iowa.....	25.85	
		Spur to Ft. Dodge depot.....	Council Bluffs, Ia.....	132.90	79
		Ft. Dodge, Iowa.....	Clarion, Iowa.....	138.09	
		Oelwein, Iowa.....			359.54
b		Lehigh branch.....	Ft. Dodge, Iowa.....	15.69	
		Coalville branch.....	Coalville, Iowa.....	2.90	15.59
2.	None				
3.	None				
4.	None				378.13
5. Union Pacific.....		Council Bluffs, Ia.....	Omaha, Neb.....	3.11	8.12
		Omaha, Neb.....	So. Omaha, Neb.....	5.61	
Total.....					386.25

## OFFICERS

Title	Name	Location of Office
President.....	A. B. Stickney.....	St. Paul, Minn.
First vice-president.....	A. F. Fairchild.....	St. Paul, Minn.
Secretary.....	H. S. Pace.....	New York, N. Y.
Treasurer.....	C. E. Seekworth.....	New York, N. Y.
Assistant treasurer.....	C. O. Kaiman.....	St. Paul, Minn.
Auditor.....	A. G. Briggs.....	St. Paul, Minn.
Attorney or general counsel.....	C. O. Kaiman.....	St. Paul, Minn.
General manager.....	Tracy Lyons.....	St. Paul, Minn.
Assistant general manager.....	S. C. Stickney.....	St. Paul, Minn.
Chief engineer.....	C. Munster.....	St. Paul, Minn.
General superintendent.....	G. A. Goodell.....	St. Paul, Minn.
Division superintendent.....	O. Cornelison.....	Clarion, Iowa
General freight agent.....	W. E. Pinckney.....	St. Paul, Minn.
Assistant general freight agent.....	J. F. Elmer.....	St. Paul, Minn.
General passenger agent.....	R. F. Malone.....	St. Paul, Minn.
Assistant general passenger agent.....	S. C. Stickney.....	St. Paul, Minn.
General ticket agent.....	R. F. Malone.....	St. Paul, Minn.
Assistant general ticket agent.....	G. T. Spilman.....	Chicago, Illinois

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
A. B. Stickney.....	St. Paul, Minn.....	September 18, 1906
J. T. Kerndighan.....	New York, N. Y.....	September 18, 1906
T. H. Wheeler.....	New York, N. Y.....	September 18, 1906
S. A. Hutchings.....	New York, N. Y.....	September 18, 1906
Myron T. Herrick.....	Cleveland, Ohio.....	September 18, 1906

- Total number of stockholders at date of last election, six.
- Date of last meeting of stockholders for election of directors, Sept. 19, 1905.
- Postoffice address of general office, Ft. Dodge, Iowa.
- Postoffice address of operating office, St. Paul, Minnesota.

## WISCONSIN, MINNESOTA &amp; PACIFIC RAILWAY COMPANY

## PROPERTY OPERATED

## 1. Railroad line represented by capital stock:

- Main line.
- Branches and spurs.

Name	Terminals		Miles of line for which road named	Miles of line for each class of roads named	
	From—	To—			
1. Wisconsin, Minnesota & Pacific Railway Co. a	Mankato, Minn..	Red Wing, Minn.	95.70	213.90	
	Red Wing, Minn.	Osage, Iowa.....	118.20		
	b	Winona, Minn....	Simpson, Minn....		54.20
		Clay B. Jct., Min.	Clay Bank, Minn.		2.00
	Red Wing, Minn.	Sewer pipe works	.90	57.10	
Total.....				271.00	

## OFFICERS

Title	Name	Location of Office
President.....	F. B. Kellogg.....	St. Paul, Minn.
First vice-president.....	A. B. Stickney.....	St. Paul, Minn.
Secretary.....	G. F. Phallo.....	New York, N. Y.
Assistant secretary.....	Homes S. Pace.....	St. Paul, Minn.
Treasurer.....	R. O. Barnard.....	St. Paul, Minn.
General solicitor.....	F. B. Kellogg.....	St. Paul, Minn.
Auditor.....	C. O. Kalman.....	St. Paul, Minn.
General manager.....	S. C. Stickney.....	St. Paul, Minn.
Chief engineer.....	A. Munster.....	Red Wing, Minn.
General superintendent.....	G. A. Goodell.....	St. Paul, Minn.
Division superintendent.....	C. S. Weston.....	St. Paul, Minn.
General freight agent.....	W. E. Pinkney.....	St. Paul, Minn.
Assistant general freight agent.....	E. E. Watson.....	St. Paul, Minn.
Assistant general passenger agent.....	G. F. Thomas.....	St. Paul, Minn.
General passenger agent.....	J. P. Elmer.....	St. Paul, Minn.
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minn.
General ticket agent.....	J. P. Elmer.....	St. Paul, Minn.
Assistant general ticket agent.....	R. F. Malone.....	St. Paul, Minn.
General baggage agent.....	G. T. Spillman.....	Chicago, Illinois

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. B. Kellogg.....	St. Paul, Minnesota....	September 14, 1906
A. B. Stickney.....	St. Paul, Minnesota....	September 14, 1906
R. C. Wight.....	St. Paul, Minnesota....	September 14, 1906
Kenneth Clark.....	St. Paul, Minnesota....	September 14, 1906
C. A. Severance.....	St. Paul, Minnesota....	September 14, 1906

- Total number of stockholders at date of last election, six.
- Date of last meeting of stockholders for election of directors, Sept. 8, 1905.
- Postoffice address of general office, St. Paul, Minn.
- Postoffice address of operating office, St. Paul, Minn.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

PROPERTY OPERATED

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

Miles of Road by States, June 30, 1906

Name	Terminals		Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total	
	From—	To—										
Chicago & Milwaukee Division	Chicago	Milwaukee	45.06	37.92							82.98	
	Rondout	Janesville	31.67	34.57							66.24	
	Libertyville	Branch	.66								.66	
Chicago & Evanston Division	Chicago	Llewellyn Park	13.75								13.75	
Chicago & Council Bluffs Division (in Illinois)	North Chicago	Pacific Junction	3.30								3.30	
	Pacific Junction	Savanna	183.18								183.18	
	Galewood	Dunning	2.38								2.38	
	Savanna	Iowa Line	2.30								2.30	
	Savanna	East Moline	47.70								47.70	
	Ashdale	Ebner	15.10								15.10	
Chicago & Council Bluffs Division (in Iowa)	Illinois Line	Council Bluffs			348.46						348.46	
	Sabula Junction	Green Island			11.90						11.90	
	Green Island	Browns			11.68						11.68	
	Elk River Junction	Clinton			10.58						10.58	
	Davenport	Connection			.64						.64	
	Davenport	Jackson Junction			153.37						153.37	
	Eldridge	Hurstville			34.61						34.61	
	Parrita	Farley			43.63						43.63	
												97.00
												202.54
												76.30
Kansas City Division	Marion	Ortunwa			97.00				140.27		237.27	
	Ottumwa Junction	Coburn			62.27						119.94	
	Sudbury	Rutledge	50.63	69.31							119.94	
Racine & Southwestern Division	Racine	Kittredge			18.86						18.86	
	Janesville	Beloit			15.39						15.39	
	Elkhorn	Eagle									14.94	
	Rockton	Rockford	14.94								14.94	
Dubuque Division	Green Island	River Junction			124.50	24.93					149.43	
	Bellevue	Cascade (Barrow Range)			35.77						35.77	
	Turkey River Junction	West Union			58.34						58.34	
	Waukon Junction	Waukon			22.98						22.98	
	Reno	Preston				57.77					57.77	
	Preston	Isinours				4.46					4.46	
Superior Division	North Milwaukee	Champion			195.41						195.41	
	Green Bay	Spur			.61						.61	
	Hilbert Junction	Appleton			39.44						39.44	
	Menasha	Neenah			1.32						1.32	
	Oconto Junction	Oconto			11.94						11.94	
	Ellis Junction	Menominee			21.09						21.09	
	Wausaukee	Girard Junction			17.45						17.45	
	Channinis	Ontonagon									92.87	
	Kelso	Crystal Falls									6.94	
											6.94	
La Crosse Division	Milwaukee (Roed St.)	La Crosse			196.69						196.69	
	Watertown Junction	Madison			36.48						36.48	
	Portage City	East Madison			32.17						32.17	
	Viroqua Junction	Viroqua			3.76						3.76	
	North La Crosse	Onalaska									6.17	
Northern Division	Merrill Park	North Milwaukee			6.17						6.17	
	Chestnut St. Milwaukee	North Milwaukee			6.25						6.25	
	North Milwaukee	Portage City			89.16						89.16	
	Beaver Dam	Branch			2.09						2.09	
	Fox Lake	Branch			2.70						2.70	
	Cement Line Junction	Rock			1.06						1.06	
	Granville	North Lake			20.08						20.08	
	Iron Ridge	Fond du Lac			39.94						39.94	
	Boricob	Berlin			42.30						42.30	
	Brandon	Markesh			11.49						11.49	
	Ripon	Oshkosh			19.09						19.09	
	Rush Lake Junction	Winneconne			14.89						14.89	

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—CONTINUED

Name	Terminals		Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
	From—	To—									
Wisconsin Valley Division	New Lisbon	Babcock		31.68							31.68
	Tomah	Babcock		28.72							28.72
	Babcock	Star Lake		151.58							151.58
	Babcock	Pittsville		9.97							9.97
	Pittsville Junction	Vesper		8.42							8.42
	Dexterville	Rothschi		27.65							27.65
	Nekosa	Branch		2.92							2.92
	Otis	Heinemann		7.60							7.60
	Heinemann	Gleason		3.56							3.56
	Gleason	Southward		20.48							20.48
River Division	North La Crosse	St. Paul		1.39		128.43					129.82
	St. Paul	Minneapolis				8.30					8.30
	St. Croix Junction	Stillwater				22.62					22.62
Wabasha Division	Wabasha	Zumbrota				54.21					54.21
Chippewa Valley Division	Wabasha	Chippewa Falls		61.18		1.83					63.01
	Red Cedar Junction	Menomonie		16.32							16.32
Hastings & Dakota Division	South Minneapolis	Ortonville				177.27					177.27
	Ortonville Junction	Aberdeen				1.47		407.02			408.49
	Hastings	Benton Junction				53.71					53.71
	Hopkins	Lake Minnetonka				7.84					7.84
	Glencoe	Hutchinson				13.45					13.45
	Milbank	Sisseton						37.23			37.23
	Andover	Harlem						17.30	38.71		55.91
Fargo Division	Ortonville	Fargo				46.29	69.40	1.38			116.97
James River Division	Mitchell	Aberdeen						128.65			128.65
	Aberdeen	Edgely						31.61			31.61
	Aberdeen	Bowdle						57.02			57.02
	Bowdle	Evarts						40.65			40.65
	Roscoe	Eureka						28.39			28.39
	Eureka	Linton						35.10			35.10
	Roscoe	Orient						40.99			40.99
Southern Minnesota Division	La Crescent	Woonsocket				296.28	97.20	15.58			399.46
	Woonsocket	Washington Springs				35.30					35.30
	Wells	Mankato						103.02			103.02
	Madison	Bristol						19.12			19.12
	Madison	Cotton									195.36
Prairie du Chien Division	Milwaukee	Prairie du Chien		195.36							195.36
	Prairie du Chien	North McGregor		1.14	12						10.37
	Mazomanie	Prairie du Sac		10.37							10.37
	Lone Rock	Richard Center									16.22
Minneral Point Division	Milton	Shullsburg		76.84							76.84
	Broadhead	New Glarus		22.78							22.78
	Warren	Mineral Point	1.01	31.28							32.29
	Calmine	Piattville		17.14							17.14
Iowa & Minnesota Division	Calmar	Minneapolis				41.38	130.64				172.02
	Conover	Decorah									10.00
	Austin	Mason City				27.92	11.34				39.26
	Fairbault	Zumbrota					33.47				33.47
	Northfield	Running Water					31.08				31.08
	Farmington	Cannon Junction					55.48				55.48
	Mendota	Mankato					5.56				5.56
	Mendota	St. Paul									149.77
Iowa & Dakota Division	North McGregor	Chamberlain		291.48							291.48
	Beulah	Spirit Lake		19.20							19.20
	Spencer	Hudson		20.18							20.18
	Rock Valley	Rudson		8.50							8.50
	Marion Junction	Running Water						62.85			62.85
	Chamberlain	Murdo Mackenzie						75.78			75.78
Sioux City & Dakota Division	Manilla	Sioux City		90.27							90.27
	Sioux City	Scotland Junction		5.52							5.52
	Scotland	Mitchell						47.67			47.67
	Tripp	Armour						29.45			29.45
	Armour	Corsica						29.67			29.67
	Napa	Tyndall						21.21			21.21
	Tyndall	Platte						60.79			60.79
	Elk Point	Sioux Falls Junction		34.92				67.91			102.73
Des Moines Division	Des Moines	Fonda		111.98							111.98
	Fonda	Spencer		43.48							43.48
	Clive	Boone		34.97							34.97
	Rockwell City	Storm Lake		38.58							38.58

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY—CONTINUED

Name	Terminals		Total
	From—	To—	
Rochelle & Southern Division	Granville	Oglesby	10.66
	Mendota	Madison	12.88
	Ladd	Ladd	12.98
	Ladd	Seatonville Junction	2.26
	Ladd	Cherry	3.13
Totals	413.68	1,781.35	1,871.13
			1,206.63
			111,369.25
			40,47,139.12
			7,043.54
			1,871.13
			1.01
			1,870.12
			111,369.25
			48.90
			7,267.67
			1,840.03

## RECAPITULATION

	Entire Line	Iowa
Miles of road as per table attached	7,043.54	1,871.13
Deduct one half mile	11.06	1.01
Total mileage owned	7,032.48	1,870.12
Add one half of franchise miles	111,369.25	111,369.25
Miles used under franchise rights	224.13	48.90
Total miles operated	7,267.67	1,840.03

## OFFICERS

Title	Name	Location of Office
Chairman of the board	Roswell Miller	New York, N. Y.
President	A. J. Earling	Chicago, Illinois
Second vice-president	E. W. McKenna	Chicago, Illinois
Third vice-president	J. B. Hilland	Chicago, Illinois
Secretary	F. G. Ranney	Milwaukee, Wis.
Treasurer	J. C. McNab	Chicago, Illinois
Assistant treasurer	E. W. Adams	Chicago, Illinois
General counsel	Burton Hanson	Chicago, Illinois
General solicitor	Geo. R. Peck	Chicago, Illinois
Assistant general solicitor	Chas. E. Vroman	Chicago, Illinois
Assistant general solicitor	C. B. Keeler	Chicago, Illinois
Comptroller	H. G. Hangan	Chicago, Illinois
General auditor	W. N. De Vane	Chicago, Illinois
Assistant general auditor	W. F. Dudley	Chicago, Illinois
General manager	W. J. Underwood	Chicago, Illinois
Chief engineer	D. J. Whittemore	Chicago, Illinois
General superintendent	D. L. Bush	Chicago, Illinois
Assistant general superintendents	Two in number	
Division superintendents	Twenty-one in number	Milwaukee, Wis.
Superintendent of telegraph	N. J. Fry	Chicago, Illinois
General freight agent	E. S. Keeley	Chicago, Illinois
Assistant general freight agents	Five in number	Chicago, Illinois
General passenger agent	F. A. Miller	Chicago, Illinois
Assistant general passenger agents	Three in number	Milwaukee, Wis.
General baggage agent	W. D. Garrick	Milwaukee, Wis.
Land commissioner	H. G. Hangan	Milwaukee, Wis.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Peter Geddes	New York, N. Y.	September, 1906
Roswell Miller	New York, N. Y.	September, 1906
Wm. Rockefeller	New York, N. Y.	September, 1906
John A. Stewart	Chicago, Illinois	September, 1907
J. Ogden Armour	Milwaukee, Wisconsin	September, 1907
Frederick Layton	New York, N. Y.	September, 1907
Joseph Milbank	New York, N. Y.	September, 1908
Samuel Spencer	New York, N. Y.	September, 1908
Frank S. Bond	Chicago, Illinois	September, 1908
A. J. Earling	New York, N. Y.	September, 1908
Chas. W. Harkness	New York, N. Y.	September, 1908
Herman LeRoy	New York, N. Y.	September, 1908
Henry H. Rogers	New York, N. Y.	September, 1908

- Total number of stockholders at date of last election, 2,784.
- Date of last meeting of stockholders for election of directors, Sept. 23, 1905.
- Postoffice address of general office, Chicago, Illinois.
- Postoffice address of operating office, Chicago, Illinois.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY

PROPERTY OPERATED

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

MILES OF COMPLETED ROAD, JUNE 30, 1906.

Name of Terminals		Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming
From—	To—										
<b>Lines represented by capital stock of Chicago &amp; North-Western Ry. Co.</b>											
Chicago.....	Council Bluffs.....	491.00	137.88	353.12							
Chicago.....	Freeport.....	121.00	121.00								
South Branch Junction.....	River (Chicago).....	4.50	4.50								
Elgin.....	Williams Bay.....	51.94	35.82		15.22						
St. Charles.....	Aurora.....	11.80	11.80								
Corland.....	Sycamore.....	4.64	4.64								
Belvidere.....	Spring Valley.....	75.78	75.78								
Nelson.....	Con. P. & P. U., Peoria.....	82.98	82.98								
Clinton.....	Anamosa (quarry).....	73.57		73.57							
Stanwood.....	Tipton.....	8.40		8.50							
Cut-off near Cedar Rapids.....	Cedar Rapids.....	5.96		5.96							
Des Moines.....	Jewell Junction.....	59.09		59.09							
Boone.....	Coal Banks.....	3.23		3.23							
Carroll.....	Harlan (end of track).....	41.11		41.11							
Manning.....	Audubon.....	17.00		17.00							
Belle Plaine.....	Stark.....	69.36		69.36							
Stark.....	End of track (Buxton).....	21.55		21.55							
Belle Plaine.....	Sanborn.....	241.20		140.83			100.37				
Tama.....	104.56.....	104.56		104.22			.34				
Eldora Junction.....	Alden.....	26.40		26.40							
Eagle Grove.....	Hawarden (State Line).....	145.20		145.20							
<b>Other Lines</b>											
Burt.....	For Lake, Minn.....	45.56		23.40			12.36				
Jewell Junction.....	Onawa.....	141.53		141.53							
Wall Lake.....	Carnarvon.....	39.87		39.87							
Wall Lake.....	Sargent's Bluff.....	24.80		24.80							
Boyer.....	Denison.....	61.90		61.90							
Missouri Valley.....	Mondamin.....	75.05		75.05				181.75		27.76	
California Junction.....	Sioux City.....	587.08								127.26	
Omaha.....	Deadwood, S. Dakota.....	37.76									
Fremont.....	Arlington.....	127.23								124.14	
Linwood.....	Hastings.....	124.14								45.11	
Platte River Junction near Irvington.....	Kansas, State Line beyond Superior.....	45.11									10.36
	Lincoln.....	113.91								113.91	
	South Omaha, Inc. Con. to U. S. Yards and	10.36								113.81	
	Oakdale (via Albion).....	123.44						9.63		58.02	130.46
Junction near Scribner.....	Bonssteel, S. Dakota.....	188.48							14.12		
Norfolk Junction.....	Casper, Wyoming.....	14.12							21.19		
Dakota Junction.....	Hot Springs, S. Dakota.....	2.92							2.92		
Buffalo Gap, South Dakota.....	Belle Fourche, S. Dak.....	17.84									
Whitewood, South Dakota.....	Central City.....	17.84							17.84		
Gayville.....		17.84									
Narrow Gauge above Deadwood, Inc. branches to mines.....		242.20	69.73		172.47						
Chicago.....	North Evanston.....	1.63			3.63						
Chicago (North 40th Avenue).....	Rockford.....	72.10	44.00		49.40						
Appleton Water Power Ext'n.....	Milwaukee.....	62.63	44.00		62.63						
Kenosha.....	Fond du Lac.....	164.09			164.09						
Chicago.....	Marshfield.....	7.88			7.88						
Milwaukee.....	Red Granite.....	6.88			6.88						
Sheboygan.....	Nekosha.....	140.88	10.75		140.88						
Red Granite Junction.....	Woodman.....	76.54			76.54						
Nekosha Junction.....	Platteville.....	12.04			12.04						
Milwaukee.....	Lancaster.....	227.09	21.90		227.09						
Galena.....	Winona.....	8.40			8.40						
Ipswich.....	Afton.....	15.09			15.09						
Lancaster Junction.....	LaCrosse.....	6.71			6.71						
Belvidere.....	Galveston.....	202.04			202.04						
Janesville.....	LaCrosse.....	10.36			10.36						
Evanville.....	Michigan.....	1.33			1.33						
Winona Junction.....	Champion.....	104.93			104.93						
Trempealeau.....	Watermeet.....	24.10			24.10						
Green Bay.....	Amasa.....	34.86			34.86						
Clowrie.....	Metropolitan.....	34.86			34.86						
Wabec.....											
Powers.....											
Stager.....											
Narenta.....											

CHICAGO & NORTH-WESTERN RAILWAY COMPANY—CONTINUED

Name of Terminals		Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming
From—	To—										
Branches to mines:											
Off main line.....		42.27				42.27					
Off E. L. & S. line.....		6.44				6.44					
Off Menominee river line.....		36.13			4.71	31.42					
Off Ashland division.....		34.22			4.89	29.33					
To industries off Ashland division.....		21.44			20.92	.52					
Lake Shore Junction.....	Ashland, Wis.....	896.13			319.24	66.59					
Monico.....	Hurley.....	88.11			88.11						
Two Rivers Junction.....	Two Rivers.....	6.35			6.35						
Hortonville.....	Oshkosh.....	23.10			23.10						
Eland Junction.....	Marshfield.....	63.87			63.87						
Eland Junction.....	Rosholt.....	19.74			19.74						
North of Antigo.....	E. Bryant Switch.....	7.27			7.27						
Pratt Junction.....	Harrison.....	17.53			17.53						
Farrish Junction.....	Farrish.....	4.54			4.54						
Pelican.....	Crandon.....	17.84			17.84						
Mercer, Wisconsin.....	Posterville.....	19.49			19.49						
Watersmeet.....	Choate.....	22.21			22.21						
Craigsmere.....	Robbins.....	3.47			3.47						
Hurley.....	End of track.....	12.97			12.97						
Potato River Junction.....	End of track.....	2.69			2.69						
Extension through section 34.....	Robbins.....	1.34			1.34						
Northern Junction.....	Saunders, Mich.....	90.54			89.63	.91					
Winona.....	Pierre.....	486.91				276.90	209.11				
Eyota.....	Chatfield.....	11.46				11.46					
Plainview.....	Plainview.....	15.01				15.01					
Rochester.....	Zumbrota.....	24.48				24.48					
Mankato Junction.....	Mankato.....	3.75				3.75					
Mankato.....	New Ulm.....	25.88				25.88					
Sleepy Eye.....	Redwood Falls.....	24.40				24.40					
Evan.....	Marshall.....	45.82				45.82					
Sanborn.....	Vesta.....	28.40				28.40					
Tracy.....	Gettysburg.....	238.73				58.00	180.73				
Doland.....	Groton.....	38.84					38.84				
Tyler.....	Astoria.....	33.39				25.40	8.89				
Watertown Junction.....	Watertown.....	43.83					43.83				

Iroquois.....	Hawarden, S. Dakota.....	125.49						125.49			
Centerville.....	Yankton.....	28.46						28.46			
James Valley.....	Onkes.....	131.65						117.67	14.28		
Total.....		7,326.00	676.95	1,574.53	1,750.34	519.88	650.30	948.36	14.28	1,070.90	130.46
Proprietary lines, viz:											
Princeton & Western Railway.....		16.06			16.06						
Valley Junction.....	Needah.....	3.25									
DePue, Ladd & Eastern Railway.....		3.25	3.25								
Ladd.....	Seatonville.....				16.06						
Total.....		19.31	3.25								
Leased lines, viz:											
St. Paul Eastern Grand Trunk Ry.....		60.02			60.00						
Clintonville.....	Oconto.....				4.02						
Spure.....											
Total.....		60.02			60.02						

RECAPITULATION

Name of Terminals		Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming
From—	To—										
Represented by capital stock C. & N. W. Railway.....		7,326.00	676.95	1,574.53	1,750.34	519.88	650.30	948.36	14.28	1,070.90	130.46
Proprietary lines.....		19.31	3.25		16.06						
Leased lines.....		60.02			60.02						
Total.....		7,415.33	680.20	1,574.53	1,826.42	519.88	650.30	948.36	14.28	1,070.90	130.46
Add trackage rights.....		8.73		3.67							5.66
Council Bluffs (Broadway).....	South Omaha.....										
Peoria Junction.....	Union Passenger Depot.....	2.02	2.02								
Omaha, Neb.....	Blair, Neb.....	24.70									
Ladd.....	Churchill, Ill.....	2.90									
Total.....		7,453.58	685.02	1,577.60	1,826.42	519.88	650.30	948.36	14.28	1,101.25	130.46



## OFFICERS

Title	Name	Location of Office
President	Marvin Hughtitt	Chicago, Illinois
Vice-president	Eugene E. Osborn	New York, N. Y.
Vice-president	H. R. McCullough	Chicago, Illinois
Vice-president, oper. and maint.	W. A. Gardner	Chicago, Illinois
Vice-president, accounting	M. M. Kirkman	Chicago, Illinois
Vice-president, construction	J. M. Whitman	Chicago, Illinois
Secretary	Eugene E. Osborn	New York, N. Y.
Treasurer	R. H. Williams	New York, N. Y.
General counsel	Lloyd W. Bowen	Chicago, Illinois
Auditor	J. B. Redfield	Chicago, Illinois
General manager	R. H. Asinton	Chicago, Illinois
Assistant general manager	W. D. Cantillon	Chicago, Illinois
Chief engineer	E. C. Carter	Chicago, Illinois
General superintendent	W. E. Morse	Chicago, Illinois
Assistant general superintendent	T. A. Lawson	Chicago, Illinois
Division superintendent	W. H. Whalen	Clinton, Iowa
Division superintendent	Fred. R. Moulton	Mason City, Iowa
Division superintendent	S. H. Brown	Eagle Grove, Iowa
Division superintendent	F. H. Hammill	Sioux City, Iowa
Superintendent of telegraph	G. W. Dalley	Chicago, Illinois
Freight traffic manager	M. Hughtitt, Jr.	Chicago, Illinois
Passenger traffic manager	W. B. Kiskern	Chicago, Illinois
General freight agent	E. D. Brigham	Chicago, Illinois
General passenger agent	C. A. Cairus	Chicago, Illinois
General ticket agent	C. A. Cairus	Chicago, Illinois
General baggage agent	Frank D. Taylor	Chicago, Illinois
Land commissioner	J. F. Cleveland	Chicago, Illinois

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Albert Keep	Chicago, Illinois	October, 1906
Chauncey M. Depew	New York, N. Y.	October, 1906
Samuel F. Barger	New York, N. Y.	October, 1906
James C. Fargo	New York, N. Y.	October, 1906
H. C. Frick	Pittsburg, Pennsylvania	October, 1906
David C. Kimball	Boston, Massachusetts	October, 1906
Marvin Hughtitt	Chicago, Illinois	October, 1907
Frank Work	New York, N. Y.	October, 1907
James Stillman	New York, N. Y.	October, 1907
Oliver Ames	Boston, Massachusetts	October, 1907
Zenas Crane	Dalton, Massachusetts	October, 1907
W. K. Vanderbilt	New York, N. Y.	October, 1908
H. McK. Twombly	New York, N. Y.	October, 1908
F. W. Vanderbilt	New York, N. Y.	October, 1908
Byron L. Smith	Chicago, Illinois	October, 1908
Cyrus H. McCormick	Chicago, Illinois	October, 1908
Chauncey Keep	Chicago, Illinois	October, 1908

1. Total number of stockholders at date of last election, 4,481.
2. Date of last meeting of stockholders for election of directors, October 19, 1905.
3. Postoffice address of general office, Chicago, Ill., and New York, N. Y.
4. Postoffice address of operating office, Chicago, Ill.

## BOARD OF RAILROAD COMMISSIONERS

## CHICAGO, ST. PAUL, MINNEAPOLIS &amp; OMAHA RAILWAY CO.

## PROPERTY OPERATED

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

Name	Terminals		Miles of line for each class of roads named	Miles of line for each class of roads named
	From—	To—		
1 a. Chicago, St. Paul, Minneapolis & Omaha Railway	Elroy	St. Paul	192.82	
	Northline	Bayfield	177.37	
	Eau Claire	Sponser	81.21	
	Trego	Duluth	11.59	
	St. Paul	Le Mars	243.24	
	CHI	St. Paul Jct.	1.92	
	Missouri river	Omaha	123.66	
	St. Croix Draw			
	Bridge	Stillwater Switch	4.55	
	Stillwater Jct.	Stillwater	3.30	
	Hudson	Ellsworth	24.82	
	Meridian	Marsfield	38.47	
	Ashland Jct.	Ashland	4.38	
	Ashland Shore			
	Line		1.31	
	West Eau Claire	Shaw's Mills	2.74	
	Fairchild	Mondovi	36.75	
	Menomonee Jct.	Menomonee City	3.91	
	Lake Crystal	Elmore	43.69	
	Heron Lake	Pipestone	55.10	
Madelia	Fairmont	28.48		
Bingham Lake	Currie	38.63		
Trent	Mitchell	130.73		
Luyrie	Boon	28.60		
Coburn	Newcastle	36.95		
Emerson	Norfolk	46.50		
Wakefield	Hartington	53.76		
Wayne	Bloomfield	43.14		
Emerald	Weston	36.47		
Tuscola	Traper	55.90		
Chippewa Falls	Yellow River	49.28		
	Total miles owned		1,627.98	
5. St. Louis River Bridge Co. (Nor. Pac. Ry.)	Superior	Rice's Point	1.50	
	St. Paul	Minneapolis	11.40	
	Minneapolis & St. Louis R. R.	Merriam	27.00	
	Illinois Central Railroad	Sioux City	25.20	
Sioux City Bridge Co.	Bridge across Missouri River and tracks at Sioux City		3.90	
Chicago & North-Western Ry.	Sioux City	Sioux City Bridge Company's track	.50	
	Total mileage operated		69.59	1,697.57

## OFFICERS

Title	Name	Location of Office
President	Marvin Hughitt	Chicago, Ill.
First vice-president	E. E. Osborn	New York, N. Y.
Second vice-president	Jas. T. Clark	St. Paul, Minn.
Secretary	E. E. Woodman	Hudson, Wis.
Treasurer and second asst. secretary	R. H. Williams	New York, N. Y.
Asst. treasurer and third asst. secy.	M. B. Van Zandt	New York, N. Y.
General counsel	Thos. Wilson	St. Paul, Minn.
General attorney	Jas. B. Sheehan	St. Paul, Minn.
Comptroller	L. A. Robinson	St. Paul, Minn.
Auditor of expenditures	W. H. Stennett	Chicago, Ill.
Local treasurer	Chas. P. Nash	St. Paul, Minn.
General manager	A. W. Trenholm	St. Paul, Minn.
Chief engineer	C. W. Johnson	St. Paul, Minn.
General superintendent	S. G. Strickland	St. Paul, Minn.
Division superintendent	T. W. Kennedy	Eau Claire, Wis.
Division superintendent	L. P. Slaker	St. James, Minn.
Division superintendent	F. E. Nicolas	Omaha, Neb.
Purchasing agent	Isaac Seddon	St. Paul, Minn.
General freight agent	H. C. Hope	St. Paul, Minn.
Assistant general freight agent	H. M. Pearce	St. Paul, Minn.
General passenger agent	F. C. Gifford	Minneapolis, Minn.
Assistant general passenger agent	T. W. Teasdale	St. Paul, Minn.
Assistant general freight agent	G. H. MacIac	St. Paul, Minn.
General baggage agent	E. A. Gray	St. Paul, Minn.
Car service agent	E. F. Woode	St. Paul, Minn.
General claim agent	G. L. Ossman	St. Paul, Minn.
Tax commissioner	E. L. Poole	St. Paul, Minn.
Land commissioner	T. A. Polley	St. Paul, Minn.
Superintendent D. & B. Cars	G. W. Bell	Hudson, Wis.
Freight claim agent	J. H. Shattuck	Minneapolis, Minn.
	C. F. Shanley	St. Paul, Minn.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Eugene E. Osborn	New York, N. Y.	October, 1906
John M. Whitman	Chicago, Illinois	October, 1906
Thomas Wilson	St. Paul, Minn.	October, 1906
John A. Humbird	St. Paul, Minn.	October, 1906
Albert Keep	Chicago, Illinois	October, 1907
Wm. K. Vanderbilt	New York, N. Y.	October, 1907
A. McK. Twombly	New York, N. Y.	October, 1907
F. W. Vanderbilt	New York, N. Y.	October, 1907
Marvin Hughitt	Chicago, Illinois	October, 1908
David P. Kimball	Boston, Mass.	October, 1908
Zenas Crane	Dalton, Mass.	October, 1908
Byron L. Smith	Chicago, Illinois	October, 1908
Chauncey M. Depew	New York, N. Y.	October, 1908

- Total number of stockholders at date of last election, 1,698.
- Date of last meeting of stockholders for election of directors, October 20, 1905.
- Postoffice address of general office, St. Paul, Minn.
- Postoffice address of operating office, St. Paul, Minn.

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY

## PROPERTY OPERATED

1 Railroad line represented by capital stock:

a Main line  
 b Branches and spurs

2. Line operated under lease for specific sum.

3. Line operated under contract, or where the rental is contingent upon earnings or other considerations.

4. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
Chicago, Rock Island & Pacific Railway Co.	Chicago, Ill.	M. P. 15—Blue Island, Ill.	16.00	
	St. Joseph, Mo.	Rock Island, Ill.	162.06	
	St. Paul, Minn.	St. Paul, Minn.	28.27	
	Council Bluffs, Iowa	Kansas-Nebraska line north of Mahaska	123.74	
	Kansas-Nebraska line north of Mahaska, Kan.	Phillipsburg, Kan.	115.16	
	Phillipsburg, Kan.	Colorado-Kansas line west of Kanorado, Kan.	157.73	
	Colorado-Kansas line west of Kanorado, Kan.	Colorado Springs, Col.	167.27	
	Davenport, Iowa	Loves Bluffs, Iowa	194.39	
	Iowa-Missouri line south of line to Altemont, Mo. (Jct. with line to St. Joseph)	Lineville, Iowa	126.61	
	Edgerton Jct., Mo.	Atchison via St. Joseph, Mo.	67.60	
	St. Joseph, Mo.	Leavenworth Jct. at Stollings, Mo.	24.65	
	St. Joseph, Mo.	Rushville Jct., Mo.	26.12	
	Horton Jct., Kan.	State line south of Caldwell, Kan.	1.88	
	Jct. line to Caldwell	N. W. H. B. of V.—Horton	1.88	
	State line south of Liberal, Kan.	M. P. 172 Horton, Kan.	97.57	
		State line south of Liberal, Kan.	55.64	

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

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TWENTY-NINTH ANNUAL REPORT OF THE

BOARD OF RAILROAD COMMISSIONERS

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Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
U. P. connection at Armourdale.	Wyoming St. at Kansas City, Mo.	3.55		
Burlington, Iowa.	Manly, Iowa.	224.55		
Northwood, Iowa.	State line south of Gordonville, Minn.	4.14		
State line south of Gordonville, Minn.	Comus Jct. C. M. & St. P.	66.41		
Rosemount Jct., Minn.	Newport Jct., Minn.	12.48		
Inver Grove, Minn.	West St. Paul, Minn.	8.33		
Jct. south of Albert Lea, Minn.	North of C. M. & St. P. crossing.	.70		
Waverly Jct., Iowa.	Waverly, Iowa.	5.68		
Vinton, Iowa.	State line east of Ellsworth, Iowa.	247.77		
State line east of Ellsworth.	State line east of Ward.	55.34		
State line east of Ward.	Watertown, S. D.	72.86		
Gowrie, Iowa.	Sibley, Iowa.	166.72		
Jct. Line to Salina.	H. B. stockyards track at Herington.	.94		
1 b Chicago, Rock Island & Pacific Railway Co....	South Englewood, Ill.	7.43	3,148.22	
	South Englewood, Ill.	6.68		
	Peoria—Bridge St.	96.43		
	Peoria, Ill.	3.68		
	Milan, Ill.	22.37		
	Preemption, Ill.	5.00		
	Wilton, Iowa.	6.15		
	Newton, Iowa.	17.02		
	Des Moines, Iowa.	41.03		
	Somerset Jct., Iowa.	6.15		
	Menlo, Iowa.	14.51		
	Atlantic, Iowa.	25.12		
	Atlantic, Iowa.	14.22		
	Avoca (Harlan Jct.) Iowa.	11.88		
	Avoca, Iowa.	17.73		
	Wilton, Iowa.	16.03		
	Washington, Iowa.	79.31		
	Mt. Zion, Iowa.	4.50		
	South Chicago, Ill.	7.43		
	Blue Island, Ill. (Suburban line)	6.68		
	Rock Island (20th St.), Ill.	96.43		
	Iowa Jct., Ill.	3.68		
	Cable, Ill.	22.37		
	Sherrard, Ill.	5.00		
	Line Kings, Iowa.	6.15		
	Monroe, Iowa.	17.02		
	Winterset, Iowa.	41.03		
	Indianola, Iowa.	6.15		
	Guthrie Center, Iowa.	14.51		
	Audubon, Iowa.	25.12		
	Griswold, Iowa.	14.22		
	Harlan, Iowa.	11.88		
	Carson, Iowa.	17.73		
	Muscatare, Iowa.	16.03		
	Knoxville (incl. Beacon cut off).	79.31		
	Keosauqua, Iowa.	4.50		
	Horton, Kan.	37.11		
	State line east of Du Bois	62.96		
	Fairbury, Neb.	51.65		
	McFarland, Kan.	103.19		
	Herington, Kan.	48.36		
	Bucklin, Kan.	26.39		
	North Enid, Okla.	26.75		
	Kingfisher, Okla.	16.03		
	Chickasha, I. T.	24.75		
	Chickasha, I. T.	91.78		
	El Reno cut off.	2.91		
	Enid, Okla.	67.57		
	Bridgeport, Okla.	37.47		
	Anadarko, Okla.	77.96		
	Chandler, Okla.	38.45		
	Lawton, Okla.	39.98		
	Linn Jct., Iowa.	114.29		
	Postville Jct., Iowa.	3.20		
	Elmira (via Bennett), Iowa.	55.76		
	Bennett, Iowa.	64.31		
	Muscatare, Iowa.	87.31		
	Thurburg, Iowa.	5.13		
	Elmira (via Iowa City), Iowa.	39.91		
	Ellsworth, Minn.	2.29		
	State line west of Ellsworth, Minn.	30.28		
	State line west of Granite, Iowa.	2.86		
	Lake Park, Iowa.	4.26		
	State line east of Round Lake, Minn.	49.66		
	Hardwich, Minn.	1.27		
	U. St. P. M. & O. yard.	8.71		
	Worthington, Minn.	79.84		
	Trosky, Minn.	24.70		
	Dows, Iowa.	59.76		
	Garner, Iowa.	31.31		
	Esterville, Iowa.	37.59		
	State line south of Briceyin, Minn.	5.54		
	De Valls Bluff, Ark.	262.34	1,780.81	
	Coalgate, I. T.	55.28		
	Hopetield, Ark.	68.42		
	State line west of Hartboro.	211.63		
	State line west of Earlboro.	26.97		
	H. B. Baker's Spur.	5.27		
	Benton, Ark.	117.65		
	State line east of Earlboro.	25.41		
	Butterfield, Ark.	106.31		
	Armore Jct., I. T.	14.73		
	Tecumseh Jct., Okla.	15.66		
	Geary, Okla.	8.57		
	State line north of Amarita.	14.73		
	Anthony, Kan.	15.66		
	Inverroll, Okla.	8.57		
	Wiburton, I. T.	14.73		
	Halleyville, I. T.	15.66		

1,780.81

975.97

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
Rock Island, Arkansas & Louisiana Railroad	Eldorado, Ark. Haskills, Ark.	Grant, Ark. Fordyce, Ark.	108.89 50.75	159.64 46.99
Peoria & Bureau Valley Railway White & Black River Valley Railroad	Bureau, Ill. Brinkley, Ark. Wirtile, Ark.	Peoria, Ill. Jacksonport, Ark. Gregory, Ark.	56.30 5.96	62.26 21.97
Little Rock & Hot Springs Western Railway	Hot Springs Jct., Ark.	Benton, Ark.		162.31
4. Keokuk & Des Moines Railway	Keokuk, Iowa	Des Moines, Iowa	27.08	
5. Chicago, Milwaukee & St. Paul Railway	Comus Jct., Minn. Newport, Minn.	Rosemount, Minn. Minneapolis, Minn.	19.06 11.32	
Iowa Central Railway Peoria & Pekin Union Railway Union Pacific Railroad	Manley Jct., Iowa Peoria (Bridge St.), Ill. Council Bluffs, Iowa State line east of Omaha Kansas City, Mo. State line—Kansas City, Mo Limon, Col.	Northwood, Iowa Peoria (union depot), Ill. State line east of Omaha South Omaha, Neb. State line—Kansas City North Topeka, Kan. Denver, Col.	2.22 2.12 4.30 .50 66.85 89.78 54.30	
Hannibal & St. Joseph Railroad St. Joseph & Grand Island Railroad	St. Joe Jct. of R. I., Mo. State line west of St. Joe, Mo Winthrop, Mo.	State line west of St. Joe, Mo Elwood Jct. with R. I., Kan. Atchison, Kan.	.15 21 18	
Atchison Bridge Company	Atchison, Mo. Stillings, Mo.	Atchison, Kan. State line	18 76	
Leavenworth Terminal Railroad & Bridge Co.	State line	Leavenworth, Kan.	34	
Des Moines & Ft. Dodge Railroad Keokuk Union Depot Co. Denver & Rio Grande Railroad Atchison, Topeka & Santa Fe Railway	Union Depot track at Keokuk Denver, Col. At Lindsay, I.	Pueblo, Col.	66.63 69 119.60	
St. Louis & San Francisco Railroad Kansas Southwestern Railroad Chicago, Burlington & Quincy Railway	Memphis Union Depot Cashion, Okla. Harlem, Mo.	Jct. Bridge Siding, Ark. Caldwell, Kan. Rushville, Mo.	3.85 28.75 45.76	
Total				559.08 6,926.25

Title	Name	Location of Office
Chairman of the board	D. G. Reid	New York, N. Y.
Chairman executive committee	B. F. Young	New York, N. Y.
President	B. L. Winchell	Chicago, Ill.
First vice-president	R. T. Jackson	Chicago, Ill.
Second vice-president	W. B. Hiddle	Chicago, Ill.
Third vice-president	G. W. Hillard	Chicago, Ill.
Fourth vice-president	George H. Crosby	Chicago, Ill.
Secretary and treasurer	Robert Mulver	Chicago, Ill.
General counsel	M. A. Low	Chicago, Ill.
General attorney	W. F. Conklin	Chicago, Ill.
General attorney	W. F. Evans	St. Louis, Mo.
Real estate and tax agent	James T. Mulver	Chicago, Ill.
Auditor	G. F. Hatch	Chicago, Ill.
Auditor disbursements	W. H. Harris	Chicago, Ill.
Auditor passenger traffic	A. Henratty	Chicago, Ill.
Assistant general auditor	F. O. Melcher	Chicago, Ill.
General manager central and northern	D. E. Cain	Topeka, Kan.
General superintendent central district	H. S. Cable	Davenport, Iowa
General superintendent southwestern	F. T. Dolan	Topeka, Kan.
General superintendent northern district	C. H. Hubbell	Cedar Rapids, Iowa
General superintendent Chicago district	W. S. Timman	Chicago, Ill.
Division superintendent	A. W. Kels	Chicago, Ill.
Division superintendent	J. B. Smalley	Rock Island, Ill.
Division superintendent	C. E. Jones	Des Moines, Iowa
Division superintendent	W. H. Wierman	Trenton, Mo.
Division superintendent	C. L. Brown	Fairbury, Neb.
Division superintendent	A. M. Abbott	Kalamazoo, Mich.
Division superintendent	H. F. Sargate	Dallart, Texas
Division superintendent	G. A. Merrill	Little Rock, Ark.
Division superintendent	A. E. McGill	Hickman, Mo.
Division superintendent	J. C. Nolan	Ruston, La.
Superintendent telegraph	John C. Jennings	Chicago, Ill.
Chief mailer	J. B. Henry	Chicago, Ill.
Freight traffic manager	H. Gower	Chicago, Ill.
General freight agent	H. H. Emory	Kennett City, Mo.
Assistant general freight agent	H. W. Morrison	Chicago, Ill.
Assistant general freight agent	M. A. Patterson	Chicago, Ill.
Assistant general freight agent	S. H. Johnson	Chicago, Ill.
Assistant general freight agent	E. G. Brown	Minneapolis, Minn.
Assistant general freight agent	R. M. Wharty	Kansas City, Mo.
Assistant general freight agent	L. F. Kimball	Denver, Col.
Assistant general freight agent	John Sebastian	Chicago, Ill.
General passenger agent	W. J. Leahy	Little Rock, Ark.
First assistant general passenger agent	G. H. Lee	Chicago, Ill.
General baggage agent	Geo. J. Lee	Chicago, Ill.

## ORGANIZATION

Directors	Postoffice Address	Expiration of Term
D. G. Reid	New York, N. Y.	October, 1908
Jas. Campbell	St. Louis, Mo.	October, 1908
Robt. Mather	New York, N. Y.	October, 1908
John J. Mitchell	Chicago, Ill.	October, 1908
R. K. Cable	Chicago, Ill.	October, 1906
J. H. Moore	Chicago, Ill.	October, 1906
F. S. Hine	New York, N. Y.	October, 1906
Ogden Mills	New York, N. Y.	October, 1906
A. E. Orr	New York, N. Y.	October, 1906
W. H. Moore	New York, N. Y.	October, 1907
B. F. Youkum	New York, N. Y.	October, 1907
B. L. Winchell	Chicago, Ill.	October, 1907
Geo. G. McMurtry	New York, N. Y.	October, 1907

- Total number of stockholders at date of last election, 613.
- Date of last meeting of stockholders for election of directors, October 12, 1905.
- Postoffice address of general office, Chicago, Ill.
- Postoffice address of operating office, Chicago, Ill.

## COLFAX NORTHERN RAILROAD COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
- Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line class of roads named
	From—	To—		
1. a Colfax Northern Railroad.	Colfax, Iowa.....	Valeria, Iowa.....	15.5	6.5
2.	Colfax, Iowa.....	Seevers, Iowa.....	15.5	15.5
3.	No. 8 Junction.....	No. 8 Shaft.....		
Total.....			13	13

## OFFICERS

Title	Name	Location of Office
President.....	J. L. Parish.....	Des Moines, Iowa
First vice-president.....	J. B. Ryan.....	Des Moines, Iowa
Secretary.....	Frank B. Hooper.....	Colfax, Iowa
Treasurer.....	L. W. Bates.....	Colfax, Iowa
Auditor.....	W. Blakeley.....	Colfax, Iowa
General manager.....	Frank B. Hooper.....	Colfax, Iowa
Chief engineer.....	G. F. Richards.....	Des Moines, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
J. L. Parish.....	Des Moines, Iowa.....	July 12, 1906
J. B. Ryan.....	Des Moines, Iowa.....	July 12, 1906
F. H. Griggs.....	Davenport, Iowa.....	July 12, 1906
F. B. Hooper.....	Colfax, Iowa.....	July 12, 1906
M. B. Wheelock.....	Colfax, Iowa.....	July 12, 1906

- Total number of stockholders at date of last election, 7.
- Date of last meeting of stockholders for election of directors, June 28, 1905.
- Postoffice address of general office, Colfax, Iowa.
- Postoffice address of operating office, Colfax, Iowa.

## CROOKED CREEK RAILROAD AND COAL COMPANY

## PROPERTY OPERATED

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

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

## OFFICERS

Title	Name	Location of Office
President.....	A. K. Hamilton.....	Milwaukee, Wis.
First vice-president.....	John A. Burnham.....	Milwaukee, Wis.
Secretary.....	D. McK. Sinclair.....	Milwaukee, Wis.
Treasurer.....	L. A. McMurray.....	Webster City, Iowa
Auditor.....	Ralph Addy.....	Lehigh, Iowa
General manager.....	F. E. Willson.....	Webster City, Iowa
Acting general manager.....	W. H. Whiteford.....	Lehigh, Iowa
General freight agent.....	F. E. Willson.....	Webster City, Iowa
Acting general freight agent.....	W. H. Whiteford.....	Lehigh, Iowa
General passenger agent.....	F. E. Willson.....	Webster City, Iowa
Acting general passenger agent.....	W. H. Whiteford.....	Lehigh, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. E. Willson.....	Webster City, Iowa.....	September 18, 1906
John A. Burnham.....	Milwaukee, Wis.....	September 18, 1906
A. K. Hamilton.....	Milwaukee, Wis.....	September 18, 1906
F. P. Stone.....	Oconomowoc, Wis.....	September 18, 1906
Chas. T. Burnham.....	Milwaukee, Wis.....	September 18, 1906
D. McK. Sinclair.....	Milwaukee, Wis.....	September 18, 1906
L. A. McMurray.....	Webster City, Iowa.....	September 18, 1906

- Total number of stockholders at date of last election, 18.
- Date of last meeting of stockholders for election of directors, Sept. 18, 1905.
- Postoffice address of general office, Lehigh, Iowa.
- Postoffice address of operating office, Webster City, Iowa.

## DAVENPORT, ROCK ISLAND &amp; NORTHWESTERN RAILWAY COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:  
a Main line.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Davenport, Rock Island & Northwestern Rail'y Co.	Clinton, Iowa.....	Silver Mines, Rock Island Co., Ill....	46.76	46.76
5. Chicago, Milwaukee & St. Paul Railway Co.....	Waterworks, Davenport, Iowa....	Iowa Street, Davenport, Iowa....	.81	
Chicago, Burlington & Quincy Railway Co.....	Seventeenth St., Rock Island, Ill.	Thirty-eighth St., Rock Island, Ill.	1.45	2.26
Total.....				49.02

## OFFICERS

Title	Name	Location of Office
President.....	Daniel Willard.....	Chicago, Ill.
Vice-president.....	James C. Hutchins.....	Chicago, Ill.
Secretary.....	P. L. Birrichs.....	Davenport, Iowa
Treasurer.....	J. H. Ellis.....	Davenport, Iowa
Auditor and assistant treasurer.....	O. B. Grant.....	Davenport, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
*Chas. V. Carpenter.....	Chicago, Ill.....	January 15, 1907
Jas. H. Hiland.....	Chicago, Ill.....	January 15, 1907
Jas. C. Hutchins.....	Chicago, Ill.....	January 15, 1907
W. J. Underwood.....	Chicago, Ill.....	January 15, 1907
Chas. E. Vrooman.....	Chicago, Ill.....	January 15, 1907
Henry W. Weiss.....	Chicago, Ill.....	January 15, 1907
Daniel Willard.....	Chicago, Ill.....	January 15, 1907

\* Died May 7, 1906.

- Total number of stockholders at date of last election, 9.
- Date of last meeting of stockholders for election of directors, January 16, 1906.
- Postoffice address of general office, Davenport, Iowa.
- Postoffice address of operating office, Davenport, Iowa.

## DES MOINES, IOWA FALLS &amp; NORTHERN RAILWAY COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
Des Moines, Iowa Falls & Northern Railway Company	Iowa Falls.....	Des Moines, Iowa	70.44	70.44
Des Moines Western Railway Company.....	Des Moines Term	inal Company.....	4.62	4.62
Total.....			75.06	75.06

## OFFICERS

Title	Name	Location of Office
President.....	W. A. Bradford, Jr.....	Cincinnati, Ohio
First vice-president.....	Geo. A. Fernald.....	Boston, Mass.
Secretary.....	G. A. W. Dodge.....	Winchester, Mass.
Treasurer.....	G. A. W. Dodge.....	Winchester, Mass.
Attorney or general counsel.....	J. H. Fank.....	Iowa Falls, Iowa
Auditor.....	W. J. Souder.....	Iowa Falls, Iowa
Superintendent.....	W. J. Souder.....	Iowa Falls, Iowa
General freight agent.....	S. L. Strauss.....	Des Moines, Iowa
General passenger agent.....	S. L. Strauss.....	Des Moines, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
W. A. Bradford, Jr.....	Cincinnati, Ohio.....	December 12, 1906
Geo. A. Fernald.....	Boston, Mass.....	December 12, 1906
Geo. A. W. Dodge.....	Winchester, Mass.....	December 12, 1906
Geo. H. Dodge.....	Indianapolis, Ind.....	December 12, 1906
H. L. Jackson.....	Wichita, Kan.....	December 12, 1906

- Total number of stockholders at date of last election, 43.
- Date of last meeting of stockholders for election of directors, second Tuesday in December, 1905.
- Postoffice address of general office, Iowa Falls, Iowa.
- Postoffice address of operating office, Iowa Falls, Iowa.

## DES MOINES UNION RAILWAY COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Des Moines Union Railway Co.....	Des Moines, Ia.	Des Moines, Ia.	4	4

## OFFICERS

Title	Name	Location of Office
Chairman of the board.....	F. C. Hubbell.....	Des Moines, Iowa
President.....	F. C. Hubbell.....	Des Moines, Iowa
First vice-president.....	H. D. Thompson.....	Des Moines, Iowa
Secretary.....	F. M. Hubbell.....	Des Moines, Iowa
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa
Attorney or general counsel.....	N. T. Guernsey.....	Des Moines, Iowa
Auditor.....	E. G. Mitchell.....	Des Moines, Iowa
General superintendent.....	J. A. Wagner.....	Des Moines, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. C. Hubbell.....	Des Moines, Iowa.....	January 3, 1907
F. M. Hubbell.....	Des Moines, Iowa.....	January 3, 1907
H. D. Thompson.....	Des Moines, Iowa.....	January 3, 1907
G. C. Hubbell.....	Des Moines, Iowa.....	January 3, 1907
C. Huttenlocher.....	Des Moines, Iowa.....	January 3, 1907
E. W. McKenna.....	Chicago, Ill.....	January 3, 1907
W. J. Underwood.....	Chicago, Ill.....	January 3, 1907
E. B. Pryor.....	St. Louis, Mo.....	January 3, 1907

- Total number of stockholders at date of last election, 12.
- Date of last meeting of stockholders for election of directors, January 5, 1906.
- Postoffice address of general office, Des Moines, Iowa.
- Postoffice address of operating office, Des Moines, Iowa.

## DES MOINES WESTERN RAILWAY COMPANY

## PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line in class of roads named
	From—	To—		
Des Moines Western Railway Company.	East Des Moines, Iowa	East Des Moines, Iowa	4.62	4.62

## OFFICERS

Title	Name	Location of Office
Chairman of the board.....	F. M. Hubbell .....	Des Moines, Iowa
President.....	F. M. Hubbell .....	Des Moines, Iowa
First vice-president.....	G. A. W. Dodge .....	Iowa Falls, Iowa
Secretary.....	H. D. Thompson .....	Des Moines, Iowa
Treasurer.....	H. D. Thompson .....	Des Moines, Iowa
General superintendent.....	C. H. Hueston .....	Des Moines, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa .....	January 3, 1907
H. D. Thompson.....	Des Moines, Iowa .....	January 3, 1907
G. A. W. Dodge.....	Iowa Falls, Iowa .....	January 3, 1907
C. Huttenlocher .....	Des Moines, Iowa .....	January 3, 1907
W. J. Souder.....	Iowa Falls, Iowa .....	January 3, 1907

1. Total number of stockholders at date of last election, 10.  
 2. Date of last meeting of stockholders for election of directors, January 22, 1906.  
 3. Postoffice address of general office, Des Moines, Iowa.  
 4. Postoffice address of operating office, Des Moines, Iowa.

## DUBUQUE &amp; SIOUX CITY RAILROAD COMPANY

## PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line in class of roads named
	From—	To—		
1. a Dubuque & Sioux City R. R.	Dubuque, Iowa	Sioux City, Ia.	41.85	326.26
1. b Dubuque & Sioux City R. R.	Manchester, Ia.	Cedar Rapids, Ia.	155.58	
	Onawa, Iowa ...	Sioux Falls, S. D.	133.38	
	Tara, Iowa ...	Council Bluffs,		
	Cedar Falls Jct., Iowa ...	Glenville Jct., Minn.	94.88	
	Stacyville Jct., Iowa ...	Stacyville, Ia.	7.93	
Total.....				433.62
				759.88

## OFFICERS

Title	Name	Location of Office
President.....	Stuyvesant Fish.....	New York
Vice-president.....	John C. Welling.....	Chicago
Second vice-president.....	J. T. Harahan.....	Chicago
Secretary and assistant treasurer.....	J. F. Merry.....	Dubuque, Iowa
Treasurer.....	E. T. H. Gibson.....	New York
Assistant secretary.....	Chas. H. Wennman.....	New York
Comptroller.....	Con. F. Krebs.....	Chicago
General manager.....	J. T. Harahan.....	Chicago
General superintendent.....	F. J. Bechely.....	Dubuque, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Stuyvesant Fish.....	New York .....	October, 1906
E. H. Harriman.....	New York .....	October, 1906
E. T. H. Gibson.....	New York .....	October, 1906
J. W. Anchinlass.....	New York .....	October, 1906
John C. Welling.....	Chicago .....	October, 1906
J. T. Harahan.....	Chicago .....	October, 1906
J. V. Rider.....	Dubuque, Iowa .....	October, 1906
H. M. Reed.....	Waterloo, Iowa .....	October, 1906
F. D. Stout.....	Chicago .....	October, 1906
O. O. Tolerton.....	Sioux City, Iowa .....	October, 1906
H. R. Loomis.....	Fort Dodge, Iowa .....	October, 1906
W. H. Torbert.....	Dubuque, Iowa .....	October, 1906
J. W. Conchar.....	New York .....	October, 1906
W. G. Dowd.....	Cedar Rapids, Iowa .....	October, 1906
Geo. E. Lichty.....	Waterloo, Iowa .....	October, 1906

1. Total number of stockholders at date of last election, 29.  
 2. Date of last meeting of stockholders for election of directors, October 19, 1905.  
 3. Postoffice address of general office, Dubuque, Iowa.  
 4. Postoffice address of operating office, Chicago.



## IOWA CENTRAL RAILWAY COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under truckage rights.

Name	Terminals		Miles of line for each road named	Miles of line of roads named
	From—	To—		
1. a Main line.....	Northwood, Iowa.	Albia, Iowa.....	188.96	375.06
Eastern Division.....	Oskaloosa, Iowa.	Iowa-Ill. State L.	96.90	
Illinois Division.....	Iowa-Ill. State L.	Iowa Jct., Ill.....	89.20	
1. b Belmond Branch.....	Hampton, Iowa.....	Belmond, Iowa.....	22.30	127.21
Story City Branch.....	Minerva Jct., Iowa	Story City, Iowa.....	34.51	
State Center Branch.....	Newburg, Iowa.....	State Center, Iowa	26.64	
Montezuma Branch.....	G. & M. Jct., Iowa	Montezuma, Iowa.....	13.61	
Newton Branch.....	New Sharon, Iowa	Newton, Iowa.....	37.75	
	Lynnville Jct., Ia.	Lynnville, Iowa.....	2.50	
2. None.....				127.21
3. None.....				
4. Iowa Central & West Ry.....	Belmond, Iowa.....	Algona, Iowa.....	37.00	37.00
5. Main line.....	Northwood, Iowa.	Albert Lea, Minn.....	16.36	19.16
Illinois Division.....	Iowa Junction, Ill.	Peoria, Ill.....	2.90	
Total.....				558.43

## OFFICERS

Title	Name	Location of Office
President.....	Edwin Hawley.....	New York, N. Y.
Vice-president.....	F. H. Davis.....	New York, N. Y.
Vice-president.....	L. F. Day.....	Minneapolis, Minn.
Secretary.....	A. C. Doan.....	New York, N. Y.
Treasurer.....	F. H. Davis.....	New York, N. Y.
Assistant treasurer.....	Joseph Gaskell.....	Minneapolis, Minn.
General counsel.....	Geo. W. SeEVERS.....	Minneapolis, Minn.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	H. G. Kelley.....	Minneapolis, Minn.
General superintendent.....	D. C. Noonan.....	Minneapolis, Minn.
Superintendent.....	C. S. Hayden.....	Oskaloosa, Iowa
Superintendent of telegraph.....	F. E. Martin.....	Oskaloosa, Iowa
Freight traffic manager.....	J. N. Hittmore.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
L. C. Weir.....	New York, N. Y.....	September, 1906
Edwin Langdon.....	New York, N. Y.....	September, 1906
Russell Sage.....	New York, N. Y.....	September, 1906
Edwin Hawley.....	New York, N. Y.....	September, 1907
F. H. Davis.....	New York, N. Y.....	September, 1907
Geo. Crocker.....	New York, N. Y.....	September, 1907
T. P. Shouts.....	Chicago, Ill.....	September, 1908
E. C. Bradley.....	New York, N. Y.....	September, 1908
H. E. Huntington.....	New York, N. Y.....	September, 1908
L. F. Day.....	Minneapolis, Minn.....	September, 1909
Henry A. Gardner.....	Chicago, Ill.....	September, 1909
William Stillaber.....	New York, N. Y.....	September, 1909
Paul Morton.....	Chicago, Ill.....	September, 1910
Jno. E. Searles.....	New York, N. Y.....	September, 1910
W. S. Crandell.....	New York, N. Y.....	September, 1910

- Total number of stockholders at date of last election, 651.
- Date of last meeting of stockholders for election of directors, September 8, 1905
- Postoffice address of general office, Minneapolis, Minn.
- Postoffice address of operating office, Minneapolis, Minn.

ALBIA & CENTERVILLE RAILWAY COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Albia & Centerville Railway Company.....	Albia, Iowa.....	Centerville, Iowa.....	24.44	24.44

OFFICERS

Title	Name	Location of Office
President.....	Russell Sage.....	New York, N. Y.
Vice-president.....	T. P. Shonts.....	New York, N. Y.
Secretary.....	J. J. Slocum.....	New York, N. Y.
Treasurer.....	Russell Sage.....	New York, N. Y.
Assistant treasurer.....	C. W. Osborne.....	New York, N. Y.
General counsel.....	Geo. W. SeEVERS.....	Minneapolis, Minn.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	H. G. Kelsey.....	Minneapolis, Minn.
General superintendent.....	D. C. Noonan.....	Minneapolis, Minn.
Superintendent.....	C. S. Hayden.....	Oskaloosa, Iowa
Superintendent of telegraph.....	F. E. Martin.....	Oskaloosa, Iowa
Freight traffic manager.....	J. N. Titcomb.....	Minneapolis, Minn.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
General passenger agent.....	A. B. CUTTS.....	Minneapolis, Minn.
General ticket agent.....	A. B. CUTTS.....	Minneapolis, Minn.
General baggage agent.....	A. B. CUTTS.....	Minneapolis, Minn.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Russell Sage.....	New York, N. Y.....	December, 1906
T. P. Shonts.....	New York, N. Y.....	December, 1906
C. W. Osborne.....	New York, N. Y.....	December, 1906
E. C. Osborn.....	New York, N. Y.....	December, 1906
J. J. Slocum.....	New York, N. Y.....	December, 1906

- Total number of stockholders at date of last election, 8.
- Date of last meeting of stockholders for election of directors, December 4, 1905.
- Postoffice address of general office, Minneapolis, Minn.
- Postoffice address of operating office, Minneapolis, Minn.

MANCHESTER & ONEIDA RAILWAY COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Manchester & Oneida Railway Company.....	Manchester.....	Oneida.....	8.75	8.75

OFFICERS

Title	Name	Location of Office
Chairman of the board.....	E. M. Carr.....	Manchester, Iowa
President.....	Jos. Hutchinson.....	Manchester, Iowa
First vice-president.....	M. F. LeRoy.....	Manchester, Iowa
Secretary.....	H. C. Haerberle.....	Manchester, Iowa
Treasurer.....	L. L. Hoyt.....	Manchester, Iowa
Attorney, or general counsel.....	F. B. Blair.....	Manchester, Iowa
Auditor.....	Chas. J. Seeds.....	Manchester, Iowa
Chief engineer.....	D. H. Young.....	Manchester, Iowa
Traffic manager.....	J. L. Kelsey.....	Manchester, Iowa
General freight agent.....	A. Hollister.....	Manchester, Iowa
Assistant general freight agent.....	F. Morse.....	Manchester, Iowa
General passenger agent.....	E. H. Hoyt.....	Manchester, Iowa

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
E. M. Carr.....	Manchester, Iowa.....	April, 1909
E. H. Hoyt.....	Manchester, Iowa.....	April, 1909
Chas. J. Seeds.....	Manchester, Iowa.....	April, 1909
L. L. Hoyt.....	Manchester, Iowa.....	April, 1909
H. C. Haerberle.....	Manchester, Iowa.....	April, 1909
A. S. Blair.....	Manchester, Iowa.....	April, 1907
L. Matthews.....	Manchester, Iowa.....	April, 1907
Wm. Hockerday.....	Manchester, Iowa.....	April, 1907
J. J. Hoag.....	Manchester, Iowa.....	April, 1907
Jos. Hutchinson.....	Manchester, Iowa.....	April, 1907
M. F. LeRoy.....	Manchester, Iowa.....	April, 1908
R. R. Robinson.....	Manchester, Iowa.....	April, 1908
A. A. Morse.....	Manchester, Iowa.....	April, 1908
A. Hollister.....	Manchester, Iowa.....	April, 1908
H. W. Jewell.....	Omaha, Nebraska.....	April, 1908

- Total number of stockholders at date of last election, 304.
- Date of last meeting of stockholders for election of directors, April, 1906.
- Postoffice address of general office, Manchester, Iowa.
- Postoffice address of operating office, Manchester, Iowa.

## MINNEAPOLIS &amp; ST. LOUIS RAILROAD COMPANY

## PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From—	To—		
1. a The Minneapolis & St. Louis Railroad Co.....	Minneapolis, Minn	Angus, Iowa.....	259.90	259.90
1. b The Minneapolis & St. Louis Railroad Co.....	Kalo Junction, Ia. Hopkins, Minn... Manitou Jc., Minn Winthrop, Minn..	Kalo, Iowa..... Watertown, S. D. Tonka Bay, Minn Storm Lake, Iowa	1.14 215.42 1.45 153.50	371.51
2. None.				
3. None.				
4. Des Moines & Ft. Dodge Railroad Co.....	Ruthven, Iowa...	Des Moines, Iowa At Ft. Dodge, Ia..	138.94 .91	138.65
5. Northern Pacific R'y Co.... Chicago, Milwaukee & St. Paul Railway Co..... Illinois Central Railroad Co Des Moines Union R'y Co....	Minneapolis, Minn Spencer, Iowa.... Tara, Iowa.....	St. Paul, Minn.... Ruthven, Iowa... Ft. Dodge, Iowa, At Des Moines, Ia	10.11 12.45 6.07 .28	29.21
Total.....			799.27	799.27

## OFFICERS

Title	Name	Location of Office
President.....	Edwin Hawley.....	New York, N. Y.
Vice-president.....	L. F. Day.....	Minneapolis, Minn.
Secretary and assistant treasurer.....	Joseph Gaskell.....	Minneapolis, Minn.
Treasurer.....	F. H. Davis.....	New York, N. Y.
General Counsel.....	Geo. W. SeEVERS .....	Minneapolis, Minn.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	H. G. Kelley.....	Minneapolis, Minn.
General superintendent.....	D. C. Noonan.....	Minneapolis, Minn.
Superintendent.....	E. T. Hogan.....	Minneapolis, Minn.
Freight traffic manager.....	J. N. TITTEMORE.....	Minneapolis, Minn.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Illinois.
General passenger agent.....	A. B. CUTTS.....	Minneapolis, Minn.
General ticket agent.....	A. B. CUTTS.....	Minneapolis, Minn.
General baggage agent.....	A. B. CUTTS.....	Minneapolis, Minn.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. H. Davis.....	New York, N. Y.....	October, 1906
J. E. Searles.....	New York, N. Y.....	October, 1906
L. F. Day.....	Minneapolis, Minn.....	October, 1906
Edwin Hawley.....	New York, N. Y.....	October, 1907
F. E. Palmer.....	New York, N. Y.....	October, 1907
L. C. Weir.....	New York, N. Y.....	October, 1908
Geo. Crocker.....	New York, N. Y.....	October, 1908
H. E. Huntington.....	New York, N. Y.....	October, 1908
J. N. Wallace.....	New York, N. Y.....	October, 1908

1. Total number of stockholders at date of last election, 551.
2. Date of last meeting of stockholders for election of directors, October 3, 1905.
3. Postoffice address of general office, Minneapolis, Minn.
4. Postoffice address of operating office, Minneapolis, Minn.

## MUSCATINE NORTH &amp; SOUTH RAILWAY COMPANY

## PROPERTY OPERATED

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

Name	Terminals		Miles of line of railroad named	Miles of line for each class of roads named
	From—	To—		
Muscatine North & South Railway Company.....	Muscatine, Iowa.	Elrick Jct., Iowa.	23.67	28.67

## OFFICERS

Title	Name	Location of Office
President.....	Harold M. Sell.....	Philadelphia, Pa.
First vice-president.....	Charles Howard.....	Muscatine, Iowa
Secretary.....	George Reeder.....	Muscatine, Iowa
Treasurer.....	Henry Jayne.....	Muscatine, Iowa
General solicitor.....	George Reeder.....	Muscatine, Iowa
Attorney, or general counsel.....	Charles Howard.....	Muscatine, Iowa
Auditor.....	Jas. A. Coe.....	Muscatine, Iowa
General manager.....	G. B. Birch.....	Muscatine, Iowa
Superintendent of telegraph.....		
General freight agent.....		

- Total number of stockholders at date of last election. None held.
- Date of last meeting of stockholders for election of directors. None held.
- Postoffice address of general office, Muscatine, Iowa.
- Postoffice address of operating office, Muscatine, Iowa.

## NEWTON &amp; NORTHWESTERN RAILROAD COMPANY

## PROPERTY OPERATED

1. Railroad line represented by capital stock:  
 a Main line.  
 b Branches and spurs.  
 3. Line operated under lease for specified sum.

Name	Terminals		Miles of line of road named	Miles of line for each class of roads named
	From—	To—		
1. a Newton & Northwestern Railroad Co.....	Newton, Iowa.....	Rockwell City, Ia.	102.5	
3. Newton & Northwestern Railroad Co.....	Goddard, Iowa.....	Colfax, Iowa.....	4.1	106.6
Total.....			106.6	106.6

NOTE 3. Branch line Goddard to Colfax is owned by the Fort Dodge, Des Moines & Southern Railroad, operated by the Newton & Northwestern Railroad without consideration pending further construction.

## OFFICERS

Title	Name	Location of Office
President.....	Homer Loring.....	Boston, Mass.
First vice-president.....	Frederick A. Farrar.....	Boston, Mass.
Secretary.....	Chas. F. Cushman.....	Boston, Mass.
Treasurer.....	Frederick A. Farrar.....	Boston, Mass.
Attorney, or general counsel.....	S. R. Dyer.....	Boone, Iowa
Auditor.....	W. Chamberlain.....	Boone, Iowa
General manager.....	J. L. Blake.....	Boone, Iowa
General freight agent.....	W. H. Benn.....	Boone, Iowa
General passenger agent.....	W. H. Benn.....	Boone, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Hamilton Browde.....	Geneva, Ill.....	May 8, 1906
Frederick A. Farrar.....	Boston, Mass.....	May 8, 1906
Homer Loring.....	Boston, Mass.....	May 8, 1906
S. D. Loring.....	Boston, Mass.....	May 8, 1906
Henry W. Poor.....	New York, N. Y.....	May 8, 1906

Directors holding over, pending annual meeting postponed.

- Total number of stockholders at date of last election, 97.
- Date of last meeting of stockholders for election of directors, June 22, 1905.
- Postoffice address of general office, Boone, Iowa.
- Postoffice address of operating office, Boone, Iowa.

## TABOR &amp; NORTHERN RAILWAY COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class named
	From—	To—		
1. a Tabor & Northern Railway Company	Malvern	Tabor	8.79	
5. Chicago, Burlington & Quincy Railway Co.	Switching connection at Malvern		1.96	

## OFFICERS

Title	Name	Location of Office
Chairman of the board	Robert McClelland	Tabor, Iowa
President	Robert McClelland	Tabor, Iowa
First vice-president	Thomas McClelland	Galesburg, Ill
Secretary	R. S. McClelland	Tabor, Iowa
Treasurer	R. S. McClelland	Tabor, Iowa
Auditor	R. S. McClelland	Tabor, Iowa

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Robert McClelland	Tabor, Iowa	June 10, 1910
Thomas McClelland	Galesburg, Ill.	June 10, 1910
R. S. McClelland	Tabor, Iowa	June 10, 1911
J. M. Bachan	Los Angeles, Calif.	June 10, 1909

- Total number of stockholders at date of last election, 43.
- Date of last meeting of stockholders for election of directors, June 10, 1906.
- Postoffice address of general office, Tabor, Iowa.
- Postoffice address of operating office, Tabor, Iowa.

## UNION PACIFIC RAILROAD COMPANY

## PROPERTY OPERATED

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Union Pacific Railroad Company.				
Nebraska Division	Council Bluffs, Iowa	North Platte, Neb.	292.23	
Nebraska Division	Initial Pt. Spur, Neb.	Omaha, Neb.	3.65	
Wyoming Division	North Platte, Neb.	Green River, Wyo.	533.29	
Utah Division	Green River, Wyo.	Ogden, Utah	176.00	
Kansas Division	Kansas City, Mo.	Ellis, Kans.	302.58	
Colorado Division, Eastern District	Ellis, Kans.	Denver, Colo.	336.94	
Colorado Division, Northern District	Cheyenne, Wyo.	Denver (Fullman) Col	104.15	
Colorado Division, Julesburg District	Julesburg, Colo.	LaSalle, Colo.	151.53	1,901.67
1. b Beatrice Branch	Valley, Neb.	Beatrice, Neb.	96.72	
Stromsburg Branch	Valpariso, Neb.	Stromsburg, Neb.	53.30	
Norfolk Branch	Columbus, Neb.	Norfolk, Neb.	50.37	
Albion Branch	Oconee, Neb.	Albion, Neb.	34.54	
Cedar Rapids Branch	Genoa, Neb.	Spalding, Neb.	44.42	
Ord Branch	Ord, Neb.	Ord, Neb.	60.77	
Scotia Spur Branch	Scotia Junction, Neb	Scotia, Neb.	1.37	
Loup City Branch	Loup City, Neb.	Loup City, Neb.	23.40	
Pleasanton Branch	Boelus, Neb.	Pleasanton, Neb.	22.09	
Kearney Branch	Kearney, Neb.	Callaway, Neb.	65.79	
Leavenworth Branch	Leavenworth, Kans.	Lawrence, Kans.	70.86	
Manhattan Branch	Manhattan, Kans.	Beatrice, Neb.	92.33	
Blue Springs Spur	Blue Springs Jr., Neb	Blue Springs, Neb.	.67	
Junction City Branch	Junction City, Kans.	Concordia, Kans.	27.00	
Solomon Branch	Lawrenceburg, Kans.	Belleville, Kans.	17.15	
McPherson Branch	Solomon, Kans.	Beloit, Kans.	56.97	
Plainville Branch	Salina, Kans.	McPherson, Kans.	35.46	
Colby Branch	Salina, Kans.	Plainville, Kans.	103.35	
Boulder Branch	Oakley, Kans.	Plainville, Kans.	122.00	
Park City Branch	Brighton, Colo.	Boulder, Colo.	37.00	
	Echo, Utah	Park City, Utah	27.59	1,059.78
Total				2,955.45

## OFFICERS

Title	Name	Location of Office
Chairman of the executive committee.....	E. H. Harriman ..	New York, N. Y.
President .....	E. H. Harriman ..	New York, N. Y.
Vice-president .....	Wm. D. Cornish..	New York, N. Y.
Secretary .....	Alex. Millar .....	New York, N. Y.
Treasurer .....	Fred V. S. Crosby	New York, N. Y.
Assistant secretary .....	Jas. Hellen .....	New York, N. Y.
General solicitor.....	J. W. Baldwin.....	Omaha, Neb.
Counsel .....	R. S. Lovett .....	New York, N. Y.
Attorney .....	Maxwell Evarts ..	New York, N. Y.
Comptroller .....	Wm. Mahl .....	New York, N. Y.
Assistant comptroller .....	H. S. Bradson .....	New York, N. Y.
General auditor .....	Erastus Young .....	Omaha, Neb.
Assistant auditor .....	Ralph Blaisdell ..	Omaha, Neb.
Director of purchases .....	W. V. S. Thorne ..	New York, N. Y.
Vice-president and general manager .....	A. L. Mohler .....	Omaha, Neb.
Chief engineer (acting).....	Russell L. Huntley	Omaha, Neb.
General superintendent .....	Wm. L. Park .....	Omaha, Neb.
Superintendent .....	J. O. Brinkerhoff..	Kansas City, Mo.
Superintendent .....	Chas. Ware .....	Omaha, Neb.
Superintendent .....	H. L. Anderson .....	Cheyenne, Wyo.
Superintendent .....	Ernest Stenger .....	Denver, Colo.
Superintendent .....	H. V. Hilliker .....	St. Lake C'y, Utah
Superintendent of telegraph .....	L. H. Kory .....	Omaha, Neb.
Freight traffic manager .....	J. A. Monroe .....	Omaha, Neb.
General freight agent .....	E. H. Wood .....	Omaha, Neb.
First assistant general freight agent .....	Chas. J. Lane .....	Omaha, Neb.
Assistant general freight agent .....	W. H. Garratt .....	Omaha, Neb.
General passenger agent .....	E. L. Lomax .....	Omaha, Neb.
Assistant general passenger agent .....	Gerrit Fort .....	Omaha, Neb.
General baggage agent .....	Andrew Traynor ..	Council Bluffs, Ia.
Laud commissioner .....	B. A. McAllister ..	Omaha, Neb.
Traffic director .....	J. C. Stubbs .....	Chicago, Ill.
Assistant traffic director .....	E. O. McCormick ..	Chicago, Ill.
Assistant traffic director .....	P. C. Stohr .....	Chicago, Ill.
Director of maintenance and operation .....	J. Krutschmitt .....	Chicago, Ill.
Ass't director of maintenance and operation .....	W. B. Scott .....	Chicago, Ill.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Oliver Ames .....	Boston, Mass. ....	October 9, 1906
Wm. D. Cornish .....	New York, N. Y. ....	October 9, 1906
A. J. Earling .....	Chicago, Ill. ....	October 9, 1906
Henry C. Frick .....	Pittsburg, Pa. ....	October 9, 1906
Robert W. Golett .....	New York, N. Y. ....	October 9, 1906
E. H. Harriman .....	Arden, N. Y. ....	October 9, 1906
Marvin Huggitt .....	Chicago, Ill. ....	October 9, 1906
R. S. Lovett .....	New York, N. Y. ....	October 9, 1906
Charles A. Peabody .....	New York, N. Y. ....	October 9, 1906
Wm. G. Rockefeller .....	New York, N. Y. ....	October 9, 1906
Henry H. Rogers .....	New York, N. Y. ....	October 9, 1906
Joseph F. Smith .....	Salt Lake City, Utah.	October 9, 1906
James Stillman .....	New York, N. Y. ....	October 9, 1906
F. A. Valentine .....	Chicago, Ill. ....	October 9, 1906
David Willcox .....	New York, N. Y. ....	October 9, 1906

1. Total number of stockholders at date of last election, 12,135.
2. Date of last meeting of stockholders for election of directors, October 10, 1905.
3. Postoffice address of general office, 120 Broadway, New York, N. Y.
4. Postoffice address of operating office, Omaha, Neb.

## WABASH RAILROAD COMPANY

## PROPERTY OPERATED

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

Name	Terminals		Miles of line operated under contract	Miles of line for each class of roads owned
	From—	To—		
1. a The Wabash Railroad .....	Toledo .....	Aladdin .....	469.5	1,680.2
	Bluffs .....	Camp Point .....	39.8	
	Clayton .....	Evaston .....	34.5	
	Decatur .....	Bridge Junction ..	100.4	
	Bridge Junction .....	East St. Louis ..	6.6	
	.....	Freight House .....	205.0	
	.....	C. & W. I. Jct. ....	9.4	
	.....	Shumway .....	105.9	
	.....	Delray .....	149.5	
	.....	Montpelier .....	.....	
	.....	St. Louis (Tayon Avenue) .....	.....	
	.....	St. Louis (23d St.) ..	274.6	
	.....	Harlem .....	0.4	
	.....	Moberly .....	131.3	
	.....	Pattonburg .....	142.7	
	.....	Quincy .....	0.9	
	.....	St. Louis (Carr St.) ..	10.7	
b Branches and spurs .....	Sidney .....	Champaign .....	11.7	75.0
	Edwardsville .....	Edwardsville Jct. ..	2.2	
	Atica .....	Covington .....	14.8	
	Fairbury .....	Streator .....	30.9	
	Salisbury .....	Glasgow .....	15.4	
	.....	.....	.....	
2. Brunswick & Chillicothe Railroad .....	Brunswick .....	Chillicothe .....	38.3	41.6
	St. Louis, Council Bluffs & Omaha Railroad .....	Chillicothe .....	21.6	
	St. Louis, Council Bluffs & Columbia & St. Louis R. R. ..	Centralla .....	41.4	
	Kansas City, East Springs & Northern Railroad .....	Excelsior Spgs. Jct ..	9.7	
	Moulton, Albia & Des Moines Railroad .....	Moulton .....	94.1	
3. Louisiana & Pike Co. R. R. ..	Toledo & Chicago Railroad ..	Maumee .....	49.6	290.4
	Fort Wayne & Detroit R. R. ..	Montpelier .....	25.7	
	.....	New Haven .....	49.6	
4. None .....	Mayfield .....	Pittsfield .....	6.2	9.1
	Hannibal Bridge Co. ....	Hannibal .....	2.9	

## PROPERTY OPERATED—CONTINUED.

## 5. Line operated under trackage rights

Name	Terminals		Miles of line for each road named	Miles of line names of roads named
	From—	To—		
5. Ann Arbor Railroad	Toledo	Milan	30.9	
Grand Trunk Railroad	Detroit	Black Rock	277.1	
Grand Trunk Railroad	Welland Junction	Suspension Br'ge	17.8	
Errie Railroad	Suspension Br'ge	Buffalo	25.6	
Errie Railroad	Black Rock	International Jct.	4.8	
Detroit T. D. and Station Co.	Detroit Un. Depot	Delray	4.5	
Pere Marquette Railroad	Delray		0.1	
Chicago & Western Indiana Railroad	Chicago	C. W. I. Junction	8.0	
Chicago & Western Indiana Railroad	State Line (in Ill.)	C. W. I. Junction	11.9	
Chicago Terminal Transfer Railroad	Clark Junction	State Line (in Ill.)	5.7	
Chicago, Burlington & Quincy Railroad	Camp Point	Quincy	22.7	
Chicago, Burlington & Quincy Railroad	East Hannibal	Quincy	36.2	
Toledo, Peoria & Western Railroad	Elvaston	Hamilton	6.5	
Toledo, Peoria & Western Railroad	Forrest Junction	Fairburg	6.2	
Keokuk Bridge Co. Railroad	Hamilton	Keokuk	1.3	
Missouri, Kansas & Texas Railroad	Hannibal Br. Trk.	Hannibal (U. D.)	0.4	
Terminal Railroad Association of St. Louis	Bridge Junction	St. Louis (Un. Sta)	3.8	
Chicago & Eastern Illinois Railroad	Altamont		0.9	
Terminal Railroad Association of St. Louis	St. Louis (Un.Sta.)	23d Street	0.7	
Hannibal & St. Joseph R. R.	Harlem	Kansas City	1.5	
Iowa Central Railway	Albia	Albia Connection	0.2	
Missouri, Kansas & Texas Railroad	Hannibal	Moberly	69.7	
Missouri Pacific Ry.	St. Louis (Olive St.)	Carr Street	0.5	
Des Moines Union Railway	Chesterfield	Des Moines	2.4	
Union Pacific Railroad	Council Bluffs	Omaha	2.8	
Chicago, Milwaukee & St. Paul Railway	Wabash Conn.	Council Bluffs (UD)	0.3	
Total				472.5
				2,517.2

## OFFICERS

Title	Name	Location of Office
Chairman of the Board	E. T. Jeffery	New York City
President	F. A. Delano	Chicago, Ill.
Vice-president	Edgar T. Wallis	New York City
Third vice-president	Wells H. Blodgett	St. Louis, Mo.
Fourth vice-president	E. B. Fryor	St. Louis, Mo.
Secretary	J. C. Ottason	New York City
Treasurer	F. I. O'Leary	St. Louis, Mo.
General solicitor	C. N. Travous	St. Louis, Mo.
Attorney or general counsel	Wells H. Blodgett	St. Louis, Mo.
Auditor	T. J. Tohin	St. Louis, Mo.
General manager	Henry Miller	St. Louis, Mo.
Chief engineer	A. O. Cunningham	St. Louis, Mo.
General superintendent	S. E. Cotter	St. Louis, Mo.
Division superintendent	J. J. Sim	Detroit, Mich.
Division superintendent	J. C. Sullivan	Peru, Ind.
Division superintendent	L. J. Ferritor	Decatur, Ill.
Division superintendent	J. E. Stumpf	Springfield, Ill.
Division superintendent	R. Doyle	Moberly, Mo.
Superintendent of telegraph	G. C. Kinsman	Decatur, Ill.
Traffic manager	D. O. Ives	St. Louis, Mo.
Assistant traffic manager	W. C. Maxwell	St. Louis, Mo.
Assistant general freight agent	F. E. Signer	St. Louis, Mo.
General passenger agent	C. S. Crane	St. Louis, Mo.
Assistant general passenger agent	H. V. P. Taylor	St. Louis, Mo.
General ticket agent	C. S. Crane	St. Louis, Mo.
Assistant general ticket agent	H. V. P. Taylor	St. Louis, Mo.
General baggage agent	S. H. Overholt	St. Louis, Mo.

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Geo. J. Gould	New York City	2d Tues. in October, 1906
Edward T. Jeffery	New York City	2d Tues. in October, 1906
Edgar T. Wallis	New York City	2d Tues. in October, 1906
William B. Saunders	Cleveland, Ohio	2d Tues. in October, 1906
Frederic A. Delano	Chicago, Ill.	2d Tues. in October, 1906
Wells H. Blodgett	St. Louis, Mo.	2d Tues. in October, 1906
S. E. Reynolds	Toledo, Ohio	2d Tues. in October, 1906
Robert C. Clowry	New York City	2d Tues. in October, 1906
Thos. H. Hubbard	New York City	2d Tues. in October, 1906
John T. Terry	New York City	2d Tues. in October, 1906
Russell Sage	New York City	2d Tues. in October, 1906
Winslow S. Pierce	New York City	2d Tues. in October, 1906
Robert M. Galloway	New York City	2d Tues. in October, 1906

1. Total number of stockholders at date of last election, 2,965.
2. Date of last meeting of stockholders for election of directors, October 10, 1905.
3. Postoffice address of general office, St. Louis, Missouri.
4. Postoffice address of operating office, St. Louis, Missouri.

## WILLMAR &amp; SIOUX FALLS RAILWAY COMPANY

## PROPERTY OPERATED

1. Railroad line represented by capital stock:
  - a Main line.
  - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each road named
	From—	To—		
1. a Willmar & Sioux Falls Railway Co.	Willmar, Minn .....	Sioux City, Iowa .....	223.76	304.25
	Garretson, S. D. ....	Yankton, S. D. ....	80.49	
2. Sioux City & Western Railway Co. ....	So. Sioux City, Neb..	O'Neill, Neb .....	129.16	129.16
5. Union Terminal Co..	In Sioux City, Iowa.	Junction with tracks of C., M. & St. P. R'y	1.57	
	Junction with W. & S. F. R'y .....			
Chicago, Milwaukee & St. Paul R'y Co..	Junction with tracks of Union Terminal Co. ....	Junction with tracks of the Combination Bridge Co .....	.60	
Combination Bridge Co .....	Junction with tracks of C., M. & St. P. R'y	So. Sioux City, Neb..	1.15	3.32
Total .....				436.73

## OFFICERS

Title	Name	Location of Office
President .....	Louis W. Hill .....	St. Paul, Minn.
First vice-president .....	R. I. Farrington .....	St. Paul, Minn.
Secretary .....	E. Sawyer .....	St. Paul, Minn.
Treasurer .....	R. A. Wilkinson .....	St. Paul, Minn.
General solicitor .....	W. R. Begg .....	St. Paul, Minn.
Assistant general solicitor .....	John G. Drew .....	St. Paul, Minn.
Comptroller .....	G. R. Martin .....	St. Paul, Minn.
Assistant comptroller .....	F. E. Draper .....	St. Paul, Minn.
Auditor .....	F. E. Ward .....	St. Paul, Minn.
General manager .....	A. H. Hogeland .....	St. Paul, Minn.
Chief engineer .....	G. T. Slade .....	St. Paul, Minn.
General superintendent .....	E. L. Brown .....	St. Paul, Minn.
Assistant general superintendent .....	P. C. Allen .....	Sioux City, Iowa
Superintendent .....	E. J. Little .....	St. Paul, Minn.
Superintendent of telegraph .....	A. L. Craig .....	St. Paul, Minn.
Passenger traffic manager .....	W. W. Broughton .....	St. Paul, Minn.
Freight traffic manager .....	Archibald Gray .....	Sioux City, Iowa
Assistant general freight agent .....	Archibald Gray .....	Sioux City, Iowa
Assistant general passenger agent .....	S. A. Smart .....	St. Paul, Minn.
General baggage agent .....		

## ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Louis W. Hill .....	St. Paul, Minn.	When successor is elected
R. I. Farrington .....	St. Paul, Minn.	When successor is elected
W. R. Begg .....	St. Paul, Minn.	When successor is elected
E. Sawyer .....	St. Paul, Minn.	When successor is elected
F. E. Ward .....	St. Paul, Minn.	When successor is elected

1. Total number of stockholders at date of last election, 4.
2. Date of last meeting of stockholders for election of directors, Nov. 14, 1905.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn.



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OFFICERS AND DIRECTORS  
OF  
ELECTRIC INTERURBAN LINES

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OFFICERS AND DIRECTORS OF ELECTRIC RAILWAY  
COMPANIES

BOONE SUBURBAN RAILWAY COMPANY

OFFICERS OF THE COMPANY

Name	Title	Official Address
John Reynolds.....	President.....	Boone, Iowa
J. F. Reynolds.....	Vice-president.....	Boone, Iowa
F. H. Richardson.....	Secretary.....	Boone, Iowa

DIRECTORS OF THE COMPANY

Name	Residence
John Reynolds.....	Boone, Iowa
J. F. Reynolds.....	Boone, Iowa
F. H. Richardson.....	Boone, Iowa

Date of close of fiscal year, June 30, 1906.

Date of stockholders' annual meeting, first Monday in October.

## CEDAR RAPIDS &amp; IOWA CITY RAILWAY AND LIGHT COMPANY

Present company is a consolidation of Cedar Rapids, Iowa City & Southern Railway and Cedar Rapids Electric Light and Power Company.

## OFFICERS OF THE COMPANY

Name	Title	Official Address
William G. Dows	President	Cedar Rapids, Iowa
N. M. Hubbard, Jr.	Vice-president	Cedar Rapids, Iowa
Isaac B. Smith	Secretary	Cedar Rapids, Iowa
Isaac B. Smith	Treasurer	Cedar Rapids, Iowa
Chas. S. Woodward	Auditor	Cedar Rapids, Iowa
William G. Dows	General manager	Cedar Rapids, Iowa

## DIRECTORS OF THE COMPANY

Name	Residence
S. L. Dows	Cedar Rapids, Iowa
J. H. Smith	Cedar Rapids, Iowa
William G. Dows	Cedar Rapids, Iowa
Isaac B. Smith	Cedar Rapids, Iowa
Ed. H. Smith	Cedar Rapids, Iowa
Benjamin Thew	Pittsburg, Pa.
N. M. Hubbard, Jr.	Cedar Rapids, Iowa
E. E. Pinney	Cedar Rapids, Iowa
E. P. Smith	Chicago, Ill.
W. F. Severa	Cedar Rapids, Iowa
John A. Reed	Cedar Rapids, Iowa
C. J. Ives	Cedar Rapids, Iowa

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, last Tuesday in May.

## CEDAR RAPIDS &amp; MARION CITY RAILWAY COMPANY

## CEDAR RAPIDS, IOWA

In the year 1879, the Cedar Rapids & Marion Railway Company built a steam motor line from the city limits of Cedar Rapids to Marion, connecting this line with horse car lines into the business portion of Cedar Rapids. Afterwards additional horse car lines were built in said last named city and up to 1881 operated by the company constructing the same.

In 1884 the property rights and franchises of the Cedar Rapids & Marion Railway Company were purchased by the present company, who built and extended the lines within the city of Cedar Rapids and installed electric service thereon and to Marion.

In the year 1904 a branch line was constructed in the city of Cedar Rapids to one of the city parks, a distance of 2.15 miles.

## OFFICERS OF THE COMPANY

Name	Title	Official Address
P. E. Hall	President	Cedar Rapids, Iowa
Henry V. Ferguson	Vice-president	Cedar Rapids, Iowa
Henry V. Ferguson	Secretary	Cedar Rapids, Iowa
John S. Ely	Treasurer	Cedar Rapids, Iowa
A. M. Wraggs	Auditor	Cedar Rapids, Iowa
F. L. Diserens	Superintendent	Cedar Rapids, Iowa

## DIRECTORS OF THE COMPANY

Name	Residence
P. E. Hall	Cedar Rapids, Iowa
George B. Douglas	Cedar Rapids, Iowa
Walter D. Douglas	Cedar Rapids, Iowa
John S. Ely	Cedar Rapids, Iowa
Henry V. Ferguson	Cedar Rapids, Iowa
David P. Kimball	Boston, Mass.
J. E. Ainsworth	Moline, Ill.

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, second Tuesday in February.

IOWA AND ILLINOIS RAILWAY COMPANY  
CLINTON, IOWA

## OFFICERS OF THE COMPANY

Name	Title	Official Address
G. E. Lamb.....	President.....	Clinton, Iowa
F. W. Ellis.....	First vice-president.....	Clinton, Iowa
Henry Thuency, Jr.....	Second vice-president.....	Davenport, Iowa
R. B. McCoy.....	Secretary.....	Clinton, Iowa
C. B. Mills.....	Treasurer.....	Clinton, Iowa
F. H. Perkins.....	Auditor.....	Clinton, Iowa
P. P. Crafts.....	General manager.....	Clinton, Iowa

## DIRECTORS OF THE COMPANY

Name	Residence
G. E. Lamb.....	Clinton, Iowa
F. W. Ellis.....	Clinton, Iowa
Henry Thuency, Jr.....	Davenport, Iowa
R. B. McCoy.....	Clinton, Iowa
C. B. Mills.....	Clinton, Iowa
Dr. L. M. Ellis.....	Clinton, Iowa
Lafayette Lamb.....	Clinton, Iowa
A. L. Register.....	Philadelphia, Pa.
Julius Christenseny.....	Philadelphia, Pa.

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, September 1st.

INTERURBAN RAILWAY COMPANY  
DES MOINES, IOWA

## OFFICERS OF THE COMPANY

Name	Title	Official Address
H. H. Polk.....	President.....	Des Moines, Iowa
A. W. Harris.....	Vice-president.....	Chicago, Ill.
W. I. Haskitt.....	Secretary.....	Des Moines, Iowa
G. B. Hippee.....	Treasurer.....	Des Moines, Iowa
C. L. Wight.....	Auditor.....	Des Moines, Iowa
H. H. Polk.....	General manager.....	Des Moines, Iowa
F. S. Cummins.....	Superintendent.....	Des Moines, Iowa

## DIRECTORS OF THE COMPANY

Name	Residence
H. H. Polk.....	Des Moines, Iowa
N. T. Guernsey.....	Des Moines, Iowa
A. W. Harris.....	Chicago, Ill.
G. B. Hippee.....	Des Moines, Iowa

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Tuesday in January.

## MASON CITY &amp; CLEAR LAKE TRACTION COMPANY

MASON CITY, IOWA

Organized, December 15, 1896.

## OFFICERS OF THE COMPANY

Name	Title	Official Address
W. E. Brice.....	President.....	Mason City, Iowa
F. J. Hanlon.....	Vice-president.....	Mason City, Iowa
F. J. Hanlon.....	Secretary.....	Mason City, Iowa
C. H. McNider.....	Treasurer.....	Mason City, Iowa
F. J. Hanlon.....	Auditor.....	Mason City, Iowa
W. E. Brice.....	General manager.....	Mason City, Iowa
F. J. Hanlon.....	Superintendent.....	Mason City, Iowa

## DIRECTORS OF THE COMPANY

Name	Residence
W. E. Brice.....	Mason City, Iowa
C. H. McNider.....	Mason City, Iowa
F. J. Hanlon.....	Mason City, Iowa

Date of close of fiscal year, July 31st.

Date of stockholders' annual meeting, first Thursday after first Monday in January.

## TAMA &amp; TOLEDO ELECTRIC RAILWAY AND LIGHT COMPANY

TOLEDO, IOWA

Was built in the spring of 1894, began running July 4th, 1894. It is entirely within the corporate limits of Tama and Toledo, and on the public streets thereof. The company also furnishes arc and commercial lights for each city, but the capital of light plant and one-half the expense of operating the entire plant is not included in this statement.

## OFFICERS OF THE COMPANY

Name	Title	Official Address
W. C. Walters.....	President.....	Toledo, Iowa
W. E. Brice.....	Vice-president.....	Toledo, Iowa
J. P. Walters.....	Secretary.....	Toledo, Iowa
C. E. Walters.....	Treasurer.....	Toledo, Iowa
W. C. Walters.....	General manager.....	Toledo, Iowa

## DIRECTORS OF THE COMPANY

Name	Residence
W. C. Walters.....	Toledo, Iowa
Leander Clark.....	Toledo, Iowa
W. E. Brice.....	Mason City, Iowa
C. E. Walters.....	Toledo, Iowa
J. P. Walters.....	Toledo, Iowa

Date of close of fiscal year, February 1st.

Date of stockholders' annual meeting, first Tuesday in February.

## WATERLOO, CEDAR FALLS &amp; NORTHERN RAILWAY CO.

WATERLOO, IOWA

## OFFICERS OF THE COMPANY

Name	Title	Official Address
L. S. Cass.....	President.....	St. Paul, Minn.
J. H. Cass.....	Vice-president.....	Sumner, Iowa
F. E. Farwell.....	Secretary.....	Waverly, Iowa
E. A. Boggs.....	Treasurer.....	Waterloo, Iowa
E. A. Boggs.....	Auditor.....	Waterloo, Iowa
C. D. Cass.....	General manager.....	Waterloo, Iowa

LIST OF CONNECTIONS AND CROSSINGS IN THE  
STATE OF IOWA.

## A

Station	Track Connection	No Track Connection
Abbot Crossing.....	C. R. I. & P. Ry. Iowa Central Ry.	
Ackley.....	Iowa Central Ry. Illinois Central Rd.	
Albia.....	Iowa Central Ry..... Wabash Rd.....	Iowa Central Ry. C., B. & Q. Ry.
Albia.....		Wabash Rd. C., B. & Q. Ry.
Algona.....		C. M. & St. P. Ry. C. & N.-W. Ry. Iowa Central Ry.
Alton.....	C., St. P., M. & O. Ry. C. & N.-W. Ry.	
Anamosa.....	C. & N.-W. Ry. C. M. & St. P. Ry. C., A. & N. Ry.	
Anamosa.....		C. M. & St. P. Ry. C., A. & N. Ry.
Arion.....	C. & N.-W. Ry..... C. M. & St. P. Ry.....	C. & N.-W. Ry. Illinois Central Rd.
Arion.....	C., M. & St. P. Ry. C. & N.-W. Ry. Illinois Central Rd.	
Atwood.....		C., R. I. & P. Ry. C. & N.-W. Ry.
Audubon.....	C. & N.-W. Ry. C., R. I. & P. Ry.	
Avon Junction.....	C., R. I. & P. Ry. C., B. & Q. Ry.	

## B

Batavia.....	C., B. & Q. Ry. C., B. & Q. Ry.	
Beacon.....	C., R. I. & P. Ry. Iowa Central Ry.	
Belknap.....	C., R. I. & P. Ry. Wabash Rd.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Belle Plaine.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Bellevue.....	C. M. & St. P. Ry. C. M. & St. P. Ry.	
Belmond.....	C. R. I. & P. Ry. C. G. W. Ry. Iowa Central Ry.	
Belmond.....		Iowa Central Ry. C., R. I. & P. Ry.
Beulah.....	C. M. & St. P. Ry. C. M. & St. P. Ry.	
Bloomfield.....	C. B. & Q. Ry. Wabash Rd.	
Boone.....	C. & N.-W. Ry. Boone Coal Rd.	C. & N.-W. Ry. C. M. & St. P. Ry. N. & N.-W. Rd.
Botna.....		C. & N.-W. Ry. C. G. W. Ry.
Brighton.....	C. R. I. & P. Ry. Iowa Central Ry.	C. R. I. & P. Ry. C. B. & Q. Ry.
Brighton.....		Iowa Central Ry. C. B. & Q. Ry.
Britt.....	C. M. & St. P. Ry. M. & St. L. Rd.	
Burlington.....	C. R. I. & P. Ry. St. L., K. & N. W. Rd. T. P. & W. Ry. C. B. & Q. Ry. C. B. & Q. Ry.	
Burlington Junction.....	C. B. & Q. Ry. Wabash Rd.	
Burt.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Butler.....		Iowa Central Ry. C. B. & Q. Ry.

## C

California Junction.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Calmar.....	C. M. & St. P. Ry. C. M. & St. P. Ry.	
Camanche.....		C. M. & St. P. Ry. C. R. I. & P. Ry. C. & N.-W. Ry.
Cambridge.....	C. M. & St. P. Ry. D. M. I. F. & N. Ry. N. & N. W. Rd.	
Capron.....	Iowa Cent. Ry. C. M. & St. P. Ry.	Iowa Cent. Ry. C. G. W. Ry.
Carnforth.....	C. R. I. & P. Ry. C. & N.-W. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Carroll.....	C. & N.-W. Ry. C. & N.-W. Ry.	C. & N.-W. Ry. C. G. W. Ry.
Carson.....	C. R. I. & P. Ry. C. B. & Q. Ry.	
Castalia.....		C. R. I. & P. Ry. C. M. & St. P. Ry.
Cedar Falls.....	Ill. Cent. Rd. C. R. I. & P. Ry. C. G. W. Ry.	
Cedar Rapids.....	C. & N.-W. Ry. C. R. I. & P. Ry. C. M. & St. P. Ry. Ill. Cent. Rd. C. R. I. & P. Ry.	
Center Junction.....		C. M. & St. P. Ry. C. & N.-W. Ry.
Centerville.....	Iowa Cent. Ry. C. B. & Q. Ry.	Iowa Cent. Ry. C. R. I. & P. Ry.
Centerville.....	C. B. & Q. Ry. C. R. I. & P. Ry.	
Centerville.....	C. R. I. & P. Ry. K. & W. Rd. Iowa Cent. Ry. Centerville Electric Ry.	
Chariton.....	C. B. & Q. Ry. C. B. & Q. Ry.	
Charles City.....	Ill. Cent. Rd. C. M. & St. P. Ry.	
C. R. I. & P. Transfer.....	M. & St. L. Rd. C. R. I. & P. Ry.	
Clarinda.....	C. B. & Q. Ry. C. B. & Q. Ry.	
Clarion.....	C. R. I. & P. Ry. C. G. W. Ry.	
Clarksville.....	C. R. I. & P. Ry. C. G. W. Ry.	
Clinton.....	C. M. & St. P. Ry. C. & N.-W. Ry. C. B. & Q. Ry. C. R. I. & P. Ry. D. R. I. & N. W. Ry. I. & I. Ry.	
Coggon.....	Ill. Cent. Rd. C., A. & N. Ry.	
Coln.....		Wabash Rd. C. B. & Q. Ry.
Colfax.....	N. & N. W. Rd. I. U. Ry. C. & N. Ry.	
Colfax.....	C. R. I. & P. Ry. C. & N. Ry.	
Cone.....		C. R. I. & P. Ry. C. M. & St. P. Ry.
Conover.....	C. M. & St. P. Ry. C. M. & St. P. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Correctionville .....	Ill. Cent. Rd. C. & N.-W. Ry.	
Corwith .....	Iowa Cent. Ry. M. & St. L. Rd.	
Council Bluffs .....	C. & N.-W. Ry. C. M. & St. P. Ry. C. B. & O. Ry. C. R. I. & P. Ry. Ill. Cent. Rd. Wabash Rd. C. G. W. Ry. U. P. Ry. C. B. & O. S. Ry. K. C., St. J. & C. B. Ry. N. & W. Ry. O. B. & T. Co.	
C. B. & K. C. Junction .....	Wabash Rd. C., B. & K. C. Ry.	
Creston .....	C. B. & O. Ry. C. B. & O. Ry.	

## D

Davenport.....	C., R. I. & P. Ry. C., B. & O. Ry. D., R. I. & N. W. Ry. C. M. & St. P. Ry. C., M. & St. P. Ry.	
Dayton.....		M. & St. L. Rd. C. & N.-W. Ry.
Decorah .....		C., M. & St. P. Ry. C., R. I. & P. Ry.
Delaware.....	Illinois Central Rd. C., M. & St. P. Ry.	
Delmar Junction .....	C., M. & St. P. Ry. C., M. & St. P. Ry. C. & N.-W. Ry.	
Deloit.....		C. & N.-W. Ry. Illinois Central Rd.
Denison.....	Illinois Central Rd. C. & N.-W. Ry. C. & N.-W. Ry.	
Des Moines.....	C., B. & O. Ry. Wabash Rd. C., M. & St. P. Ry. C. & N.-W. Ry. C. G. W. Ry. M. & St. L. Rd. C., R. I. & P. Ry. D. M., I. P. & N. Ry. K. & W. Rd. I. U. Ry. D. M. U. Ry.	
De Witt.....	C., M. & St. P. Ry. C. & N.-W. Ry.	
Diagonal.....	C., B. & O. Ry. C. G. W. Ry.	
Dixon.....		C., M. I. & St. P. Ry. C., R. I. & P. Ry.

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Donnan Junction.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Donnellson.....	C., B. & O. Ry. C., B. & O. Ry.	
Doon.....		C., St. P., M. & O. Ry. G. N. Ry.
Dow City.....		Illinois Central Rd. C. & N.-W. Ry.
Dubuque.....	Illinois Central Rd. C., B. & O. Ry. C. G. W. Ry. C., M. & St. P. Ry.	
Dumont.....		C. & N.-W. Ry. C. G. W. Ry.
Dunlap.....		C. & N.-W. Ry. Illinois Central Rd.

## E

Eagle Grove.....	C. & N.-W. Ry. C. G. W. Ry.	
Eddyville.....		C., R. I. & P. Ry. Iowa Cent. Ry.
Elberon.....	C., M. & St. P. Ry. C. & N.-W. Ry.	
Elberon.....		C., M. & St. P. Ry. C. & N.-W. Ry.
Elk River Junction.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Eldora.....	C. & N.-W. Ry. Iowa Cent. Ry.	
Eldora Junction.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Eldridge.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Elmore.....	C. & N.-W. Ry. C., St. P., M. & O. Ry.	
Elrick Junction.....	Iowa Cent. Ry. M. N. & S. Ry.	
Emmetsburg.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Estherville.....	M. & St. L. Rd. C., R. I. & P. Ry.	



## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

## F

Station	Track Connection	No Track Connection
Fairfax.....		C., M. & St. P. Ry. C. & N.-W. Ry.
Fairfield.....	C., R. I. & P. Ry. C., B. & O. Ry.	
Farley.....	C., M. & St. P. Ry. Ill. Cent. Rd.	C., M. & St. P. Ry. C. G. W. Ry.
Farmington.....	C., B. & O. Ry. C., R. I. & P. Ry.	
Folletts.....		C., R. I. & P. Ry. C., M. & St. P. Ry. C., B. & O. Ry.
Fonda.....	Ill. Cent. Rd. C., M. & St. P. Ry.	
Forest City.....	M. & St. L. Rd. C., R. I. & P. Ry.	
Fort Dodge.....	M. & St. L. Rd. Ill. Cent. Rd.	M. & St. L. Rd. Iowa Cent. Ry.
Fort Madison.....	A., T. & S. F. Ry. C., B. & O. Ry. C., B. & O. Ry.	
Fraser Junction.....	M. & St. L. Rd. N. & N. W. Rd.	

## G

Garner.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Garland.....		C., R. I. & P. Ry. C. & N.-W. Ry.
Gifford.....	Iowa Central Ry. C. & N.-W. Ry.	
Given.....	Iowa Central Ry. C., R. I. & P. Ry.	
Gladbrook.....	C. & N.-W. Ry. C. G. W. Ry.	
Goldfield.....	C., R. I. & P. Ry. C. & N.-W. Ry.	
Gowrie.....	M. & St. L. Rd. C. & N.-W. Ry. C., R. I. & P. Ry. N. & N. W. Ry.	
Grand Junction.....	N. & N. W. Ry. M. & St. L. Rd.	
Greenville.....	M. & St. L. Rd. C., R. I. & P. Ry.	
Grinnell.....	Iowa Central Ry. C., R. I. & P. Ry.	
Griswold.....	C., R. I. & P. Ry. C., B. & O. Ry.	
Gypsum.....	Illinois Central Rd. C. G. W. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

## H

Station	Track Connection	No Track Connection
Halbur.....		C. & N.-W. Ry. C. G. W. Ry.
Hamburg.....	C., B. & O. Ry. C., B. & O. Ry.	
Hampton.....	Iowa Central Ry. C. G. W. Ry.	
Harlan.....	C. & N.-W. Ry. C., R. I. & P. Ry.	C. & N.-W. Ry. C. G. W. Ry.
Hartley.....		C., M. & St. P. Ry. C., R. I. & P. Ry.
Harvey.....	C., R. I. & P. Ry. Wabash Rd.	
Hastings.....	C., B. & O. Ry. C., B. & O. Ry.	
Hawarden.....	C. & N.-W. Ry. C. & N.-W. Ry.	C. & N.-W. Ry. C., M. & St. P. Ry.
Hawley.....	M. & St. L. Rd. C., R. I. & P. Ry.	
Hayfield.....	C., R. I. & P. Ry. M. & St. L. Rd.	
Hedrick.....	C., M. & St. P. Ry. Iowa Central Ry.	C., M. & St. P. Ry. C., B. & O. Ry.
Herndon.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Hinton.....	Illinois Central Rd. Great Northern Ry.	
Humboldt.....		M. & St. L. Rd. C. & N.-W. Ry.
Humeston.....	C., B. & O. Ry. C., B. & O. Ry.	

## I

Independence.....	C., R. I. & P. Ry. Illinois Central Rd.	
Indianola.....	C., R. I. & P. Ry. C., B. & O. Ry.	
Iowa Falls.....	C. & N.-W. Ry. Illinois Central Rd. D. M., I. F. & N. Ry. Iowa Central Ry.	
Iowa Falls.....	C., R. I. & P. Ry. Illinois Central Rd. C. & N.-W. Ry. D. M., I. F. & N. Ry.	
Irwin.....		C. & N.-W. Ry. C. G. W. Ry.

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

## J

Station	Track Connection	No Track Connection
Jackson Junction.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Jefferson.....	C., M. & St. P. Ry. C. & N.-W. Ry.	
Jewell Junction.....	C. & N.-W. Ry. C. & N.-W. Ry.	

## K

Kelley.....	N. & N. W. Rd. C. & N.-W. Ry.	
Kensett.....	Iowa Central Ry. C., R. I. & P. Ry.	
Keokuk.....	C., R. I. & P. Ry. K. & W. Rd. St. L., K. & N. W. Rd. T., P. & W. Ry. Wabash Rd. C., B. & O. Ry. C., B. & Q. Ry.	
K. & W. crossing.....	C., R. I. & P. Ry. K. & W. Rd.	
Kirkman.....		C. & N.-W. Ry. C. G. W. Ry.
Knoxville.....		C., R. I. & P. Ry. C., B. & Q. Ry.

## L

Lake Mills.....		M. & St. L. Rd. C. & N.-W. Ry.
Laurens.....		C., R. I. & P. Ry. C. & N.-W. Ry.
Leeds.....	G. N. Ry Illinois Central Rd.	
Le Mars.....	C., St. P., M. & O. Ry. Illinois Central Rd.	
Leon.....	C., B. & O. Ry. C., B. & O. Ry.	
Lester.....	C., R. I. & P. Ry. G. N. Ry.	
Libertyville.....	C., B. & O. Ry. C., R. I. & P. Ry.	
Libertyville.....	C., R. I. & P. Ry. C., Ft. M. & D. M. Rd.	
Linn.....		C., R. I. & P. Ry. C., M. & St. P. Ry.
Livermore.....	M. & St. L. Rd C., R. I. & P. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Logan.....		C. & N.-W. Ry. Illinois Central Rd.
Lohrville.....	C., M. & St. P. Ry.....	C., M. & St. P. Ry. C. & N.-W. Ry.
Lohrville.....		C. & N.-W. Ry. C. G. W. Ry. C., M. & St. P. Ry.
Lu Verne.....	M. & St. L. Rd. C. & N.-W. Ry.	
Lyons.....	C. & N.-W. Ry. C., M. & St. P. Ry.	
Lyons.....		C., M. & St. P. Ry. C. & N.-W. Ry.

## M

McCallsburg.....	Iowa Cent. Ry. D. M., I. F. & N. Ry.	
Madrid.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Malvern.....	C., B. & O. Ry.....	C., B. & O. Ry. Wabash Rd.
Malvern.....	T. & N. Ry.	Wabash Rd. C., B. & O. Ry. T. & N. Ry.
Manilla.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Manly.....	C., R. I. & P. Ry. Iowa Cent. Ry. C. G. W. Ry.	
Manning.....		C. & N.-W. Ry. C., M. & St. P. Ry. C. G. W. Ry.
Manning.....	C., M. & St. P. Ry.....	C., M. & St. P. Ry. C. & N.-W. Ry.
Manson.....		C., R. I. & P. Ry. Ill. Cent. Rd.
Maple Hill.....		C., R. I. & P. Ry. C. & N.-W. Ry.
Maple River Junction.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Mapleton.....		C., M. & St. P. Ry. C. & N.-W. Ry.
Maquoketa.....		C., M. & St. P. Ry. C. & N.-W. Ry.
Marathon.....		C., M. & St. P. Ry. C. & N.-W. Ry.
Marion.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Marshalltown.....	Iowa Cent. Ry. C. & N.-W. Ry. C. G. W. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Martinsburg.....		Iowa Cent. Ry. C., B. & Q. Ry.
Mason City.....	C., M. & St. P. Ry. C., M. & St. P. Ry. C. G. W. Ry. Iowa Cent. Ry.	C., M. & St. P. Ry. C. & N.-W. Ry.
Mason City.....	C. & N.-W. Ry. C., M. & St. P. Ry. C. G. W. Ry. M. C. & C. L. Ry.	C. & N.-W. Ry. Iowa Cent. Ry.
Maxon.....	Iowa Cent. Ry. C., B. & Q. Ry.	
Mediapolis.....	C., R. I. & P. Ry. C., B. & Q. Ry.	
Melborne.....	C., M. & St. P. Ry. C. G. W. Ry.	
Minden.....		C., R. I. & P. Ry. C. G. W. Ry.
Mingo.....	N. & N. W. Rd. C. G. W. Ry.	
M. & St. L. Crossing.....	C., R. I. & P. Ry. M. & St. L. Rd.	
Missouri Valley.....	C. & N.-W. Ry. C. & N.-W. Ry.	
M. R. Junction.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Montezuma.....		C., R. I. & P. Ry. Iowa Cent. Ry.
Monticello.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Moorland.....	M. & St. L. Rd. C. G. W. Ry.	
Moravia.....	C., M. & St. P. Ry. Iowa Cent Ry.	C., M. & St. P. Ry. Wabash Rd.
Morning Sun.....	Iowa Cent. Ry. C., R. I. & P. Ry.	
Moulton.....	C., B. & Q. Ry. Wabash Rd.	
Mt. Pleasant.....	C., B. & Q. Ry. C., B. & Q. Ry.	
Muscatine.....	C., M. & St. P. Ry. C., R. I. & P. Ry. M. N. & S. Ry.	

## N

Nebraska City Junction.....	C., B. & Q. Ry. C., B. & Q. Ry.	
Neola.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Nevada.....		C. & N.-W. Ry. D. M., I. F. & N. Ry.
New Hampton.....	C., M. & St. P. Ry. C. G. W. Ry. C., R. I. & P. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

Station	Track Connection	No Track Connection
Newton.....	C., R. I. & P. Ry. N. & N. W. Rd.	C., R. I. & P. Ry. Iowa Central Ry.
Noel.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Nora Junction.....	C., M. & St. Ry. C., R. I. & P. Ry.	
North McGregor.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Northwood.....	C., R. I. & P. Ry. Iowa Central Ry.	

## O

Oelwein.....	C., R. I. & P. Ry. C. G. W. Ry.	
Ogden.....	M. & St. L. Rd. C. & N.-W. Ry.	
Onawa.....	C. & N.-W. Ry. Illinois Central Rd.	
Oneida Junction.....	C., M. & St. P. Ry. C. G. W. Ry.	
Osage.....	Illinois Central Rd. C. G. W. Ry.	
Osceola.....	C., B. & Q. Ry. C., B. & Q. Ry.	
Oskaloosa.....	C., R. I. & P. Ry. Iowa Central Ry. C., B. & Q. Ry.	
Ossian.....	C., R. I. & P. Ry. C., M. & St. P. Ry.	
Ottumwa.....	C., R. I. & P. Ry. C., B. & Q. Ry. C., Ft. M. & D. M. Rd. C., M. & St. P. Ry. Wabash Rd.	
Oxford Junction.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	

## P

Pacific Junction.....	C., B. & Q. Ry. C., B. & Q. Ry.	
Paralta.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	
Perry.....	C., M. & St. P. Ry. M. & St. L. Rd.	
Pickering.....	Iowa Central Ry. C., M. & St. P. Ry.	
Plymouth Junction.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Postville.....	C., R. I. & P. Ry. C., M. & St. P. Ry.	

## LIST OF CONNECTIONS AND CROSSINGS—CONTINUED.

## R

Station	Track Connection	No Track Connection
Red Oak.....	C. B. & R. Ry. C. B. & O. Ry.	
Reinbeck.....	C. R. I. & P. Ry. C. G. W. Ry.	
Relay.....	C. B. & O. Ry. Iowa Central Ry.	
Richland.....	C. M. & St. P. Ry. Iowa Central Ry.	
Rinard.....	N. & N. W. Rd. C. G. W. Ry.	
Rock Island Crossing.....	C. B. & O. Ry. C. R. I. & P. Ry.	
Rock Rapids.....	C. R. I. & P. Ry. Illinois Central Rd.	C. R. I. & P. Ry. C. M. & St. P. Ry.
Rock Valley.....	C. M. & St. P. Ry. C. M. & St. P. Ry.	
Rockwell City.....	N. & N. W. Rd. Illinois Central Rd. C. M. & St. P. Ry.	
Rolf.....	M. & St. L. Rd. C. N.-W. Ry.	
Rossie.....	C. R. I. & P. Ry. M. & St. L. Rd.	
Rowen.....	C. R. I. & P. Ry. C. G. W. Ry.	
Ruthven.....	C. M. & St. P. Ry. M. & St. L. Rd.	

## S

Sabula Junction.....	C. M. & St. P. Ry. C. M. & St. P. Ry.	
Sac City.....		C. & N. W. Ry. C. M. & St. P. Ry.
Sedan.....	C. B. & O. Ry. C. B. & O. Ry.	
Seymour.....	C. R. I. & P. Ry. C. M. & St. P. Ry.	
Sheldon.....	Illinois Central Rd. C. M. & St. P. Ry. C. St. P., M. & O. Ry.	
Shell Rock.....		C. R. I. & P. Ry. C. G. W. Ry.
Shenandoah.....	C. B. & O. Ry. C. B. & O. Ry. Wabash Rd.	
Shenandoah.....		Wabash Rd. C. B. & O. Ry.
Sibley.....	C. St. P., M. & O. Ry. C. R. I. & P. Ry.	

## LIST OF CROSSINGS AND CONNECTIONS—CONTINUED.

Station	Track Connection	No Track Connection
Sigourney.....		C. M. & St. P. Ry. C. R. I. & P. Ry.
Sioux City.....	Illinois Central Rd. C. M. & St. P. Ry. C. St. P., M. & O. Ry. G. N. Ry. C. & N.-W. Ry. Union Terminal Ry. Sioux City Stock Yards	
Sioux Rapids.....	M. & St. L. Rd. C. & N.-W. Ry.	
Slater.....	C. & N.-W. Ry. C. M. & St. P. Ry.	
South Amana.....		C. M. & St. P. Ry. C. R. I. & P. Ry.
Spencer.....	M. & St. L. Rd. C. M. & St. P. Ry. C. M. & St. P. Ry.	
Spirit Lake.....		C. M. & St. P. Ry. C. R. I. & P. Ry.
Stanwood.....	C. & N.-W. Ry. C. & N.-W. Ry.	
Stark.....		C. & N.-W. Ry. C. B. & O. Ry.
State Center.....		C. & N.-W. Ry. Iowa Central Ry.
Storm Lake.....		C. M. & St. P. Ry. Illinois Central Rd. M. & St. L. Rd.
Storm Lake.....	M. & St. L. Rd. C. M. & St. P. Ry. Illinois Central Rd.	
Story City.....		C. & N.-W. Ry. Iowa Central Ry.

## T

Tama.....	C. M. & St. P. Ry. C. & N.-W. Ry.	
Tara.....	Ill. Cent. Rd. M. & St. L. Rd.	
Thornburg.....		C. R. I. & P. Ry. C. & N.-W. Ry.
Tipton.....		C. R. I. & P. Ry. C. & N.-W. Ry.
Toga.....	C. B. & O. Ry. C. B. & O. Ry.	
Tracey.....	C. B. & O. Ry. C. B. & O. Ry.	
Tracey.....		Wabash Rd. C. B. & O. Ry.
Traer.....		C. R. I. & P. Ry. C. & N.-W. Ry.

## LIST OF CROSSINGS AND CONNECTIONS—CONTINUED.

Station	Track Connection	No Track Connection
Trask.....	C., M. & St. P. Ry. Ill. Cent. Rd.	
Turkey River.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	

## U

Udell.....		Wabash Rd. C., R. I. & P. Ry.
Underwood.....		C., M. & St. P. Ry. C., R. I. & P. Ry.
Ute.....		C. & N.-W. Ry. C., M. & St. P. Ry.

## V

Valley Junction.....	M. & St. L. Rd. C., R. I. & P. Ry.	
Van Wert.....	C., B. & O. Ry. C., B. & O. Ry.	
Viele.....	C., B. & O. Ry. C., B. & O. Ry.	
Villisca.....	C., B. & O. Ry. C., B. & O. Ry.	
Voorhies.....		C. & N.-W. Ry. C. G. W. Ry.

## W

Wall Lake.....		C. & N.-W. Ry. Illinois Central Rd.
Wapello.....		C., R. I. & P. Ry. N. & S. Ry.
Washington.....	C., R. I. & P. Ry. C., M. & St. P. Ry.	C., R. I. & P. Ry. C., B. & O. Ry.
Washington.....	C., M. & St. P. Ry. C., B. & O. Ry. C., R. I. & P. Ry.	
Waterloo.....	C., R. I. & P. Ry. Illinois Central Rd. C. G. W. Ry.	
Waterloo.....	Illinois Central Rd. C. G. W. Ry. W., C. F. & N. Ry.	
Waukee.....	M. & St. L. Rd. C., M. & St. P. Ry.	
Waukon Junction.....	C., M. & St. P. Ry. C., M. & St. P. Ry.	

## LIST OF CROSSINGS AND CONNECTIONS—CONTINUED.

Station	Track Connection	No Track Connection
Waverly.....	Illinois Central Rd. C. G. W. Ry.	
Waverly.....		C., R. I. & P. Ry. Illinois Central Rd. C. G. W. Ry.
Webster.....	C., M. & St. P. Ry. C., R. I. & P. Ry.	
Webster.....	Illinois Central Rd. C. & N.-W. Ry. C. C. Ry.	
Webster City.....	C. & N.-W. Ry. C. C. Ry. Illinois Central Rd.	
Weston.....		C., M. & St. P. Ry. C., R. I. & P. Ry.
West Union.....	C., R. I. & P. Ry. C., M. & St. P. Ry.	
What Cheer.....	C., R. I. & P. Ry. C. & N.-W. Ry.	
Wheatland.....	C., M. & St. P. Ry. C. & N.-W. Ry.	
White Cloud.....		Wabash Rd. C., B. & O. Ry.
Winfield.....		Iowa Central Ry. C., B. & O. Ry.
Winfield.....	C., B. & O. Ry. C., B. & O. Ry.	
Woodbine.....		C. & N.-W. Ry. Illinois Central Rd.
Wright.....	Iowa Central Ry. C. & N.-W. Ry.	

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**REPORTS OF ACCIDENTS**

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ACCIDENT ON CHICAGO GREAT WESTERN RAILWAY AT NORWOOD,  
FEBRUARY 15, 1905.

## REPORT OF SUPERINTENDENT.

DES MOINES, IOWA, February 18, 1905.

Mr. Dwight N. Lewis, Secretary Board of Railway Commissioners, Des Moines, Iowa:

DEAR SIR,—Replying to your favor of the 17th:

First—As near as we can determine, shoe on the snow-plow was loose, allowing it to drop down inside the rail, and strike either the wing rail of the frog or the guard rail. This was something that would not be detected by the engineer.

Second—Condition of track, first-class; gravel ballast.

Third—Weight of rail, 75 pounds.

Fourth—Condition of ties, first-class.

Fifth—Train originally consisted of one passenger engine, one freight engine, one baggage car, two chair cars and one sleeper. Owing to having been stuck in the snow at Melbourne, two freight engines, one with a snow-plow attached, preceded the passenger train from Melbourne and later, owing to engine failures, one of the engines was cut off the passenger train and the two freight engines coupled on ahead. At the time of the derailment, there were three engines coupled to the train.

Sixth—Conductor J. R. Welsh; engineers, C. J. Richards, James Liddell and F. Pierce.

Seventh—Weight of engines: Snow-plow engine, 96 tons; freight engine, 96 tons; passenger engine, 70 tons.

Eighth—Condition of brakes on cars: Good condition.

Ninth—Accident occurred at 4:50; information received by me shortly after 5 o'clock. An engine with two coaches was sent out from South Des Moines as quickly as they could be gotten ready and arrived at Norwood about 7 o'clock. Instructions were sent to the conductor of the derailed train, also to the conductor of the following passenger train which was held up at Berwick, to have all of their passengers on hand to transfer. When we arrived at Norwood a large number of passengers got out of the coaches of the derailed train and were loaded up into the relief train. Passengers from the train at Berwick had not arrived, so I went to the coal office and telephoned to know the delay and just about that time an engine with two coaches arrived and about seventy-five or eighty passengers were unloaded and transferred. These were all that we knew anything about. We started back to Des Moines and arrived before 8 o'clock. On arriving at the junction in East Des Moines the wrecking outfit proceeded to Norwood and had right over all trains in that territory. Some hours after this, message was received in the dispatcher's office to the effect that some of the passengers had not gotten on to the coaches and were still there and wanted to be brought into town. Our first reports indicated track would be clear about midnight, and it took considerable time to get hold of the conductor in charge of the wrecking outfit so that we could get any information as to when track would be clear or make any arrangements to send relief train out. When it was found that track would not be clear until morning we made arrangements to send out another relief train and brought in the passengers a short time after midnight. These passengers were overlooked by a misunderstanding between the conductor of the train at Berwick and his brakemen. A number of the passengers walked over to the Inter-Urban and the conductor thought that he had all of his

passengers except those who had gone by the Inter-Urban. He went out on the train that was made up at Des Moines to connect with this delayed train, and did not know that he had missed anyone until after he had left town. While I regret very much the inconvenience caused to the passengers who missed the first transfer at Berwick, I do not think the delay can be attributed to any willful neglect or failure on the part of the company to do everything in its power to give them relief at the earliest possible moment. The cause was due solely to a misunderstanding between two trainmen, and the error was not discovered in time to have avoided the delay.

Yours truly,  
C. P. STEMBEL, Superintendent.

ACCIDENT ON IOWA CENTRAL RAILWAY, NEAR RICHLAND, JULY 14, 1905.

REPORT OF SUPERINTENDENT.

OSKALOOSA, IOWA, July 22, 1905.

Mr. Dwight N. Lewis, Secretary of the Iowa Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR,—Our train 93, north bound, engines 108 and 105, engineers Jess Long and C. K. Williams, firemen McMahon and Wm. West, brakemen S. Woolsey and H. B. Lawther, conductor E. S. Mabie, at a point about one and a half miles west of Richland, Iowa, 12:24 P.M., Friday, July 14th, was derailed. Derailment occurred about 150 feet east of trestle 699, a five-bent trestle. Both engines went into the bridge, followed by three cars. Speed of train probably twenty to twenty-five miles per hour.

Engineer Long of engine 106 was instantly killed, as were also Fireman West and Brakeman Woolsey, who were on the second engine. The bodies of Fireman West and Brakeman Woolsey were badly burned owing to the wreckage taking fire. Engineer Williams on the second engine was also badly burned and died about 6:00 P.M. on the date of the accident. Fireman McMahon remained on his engine when it turned over and was only bruised. No other personal injuries.

Engineer Long was about forty years of age; Engineer Williams about forty-five; Brakeman Woolsey about forty-seven, and Fireman West about twenty-five. All of the train crew lived at Oskaloosa.

Yours truly,  
C. S. HAYDEN, Superintendent.

ACCIDENT ON IOWA CENTRAL RAILWAY, NEAR MOORE, FEBRUARY 9, 1905.

REPORT OF SUPERINTENDENT.

OSKALOOSA, IOWA, March 15, 1905.

Mr. D. N. Lewis, Secretary Iowa Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR,—Referring to your communication of the 11th instant:

The following is a copy of my report to the Interstate Commerce Commission covering rear end collision near Moore, Iowa, on the Southern Division, above named company, at 2:25 A.M., February 9, 1905.

"Extra train south, engine 95, stopped at North Skunk water tank for water; while standing at tank, train extra engine 93, south bound, running at a rate of probably fifteen miles an hour, struck rear end of extra 95, breaking up cabooses, killing Conductor C. Bardgell on extra 95, and Head Brakeman L. O. Penn of extra 93. It was a bad, stormy night and snowing. The rear brakeman of extra 95 did not go back to flag, and was not sent back by his conductor, Bardgell, as soon as the train stopped; when he did start back it was not until after he had heard the approach of train extra 93; he was then able to get back only a distance of four or six car lengths."

The estimated damage to equipment is as follows:

Engine No. 93.....	\$506.00
Iowa Central coal car No. 01121.....	70.00
Iowa Central coal car No. 01971.....	60.00
Iowa Central coal car No. 01237.....	175.00
Illinois Central box car No. 37132.....	50.00
Minneapolis & St. Louis box car No. 3348.....	120.00
Iowa Central coal car No. 2267.....	80.00
Chicago & Alton coal car No. 11373.....	250.00
Iowa Central caboose No. 39.....	450.00
Iowa Central coal car No. 02883.....	3.50
Iowa Central stock car No. 02081.....	3.50
Iowa Central stock car No. 05918.....	4.25
Iowa Central coal car No. 07553.....	3.50
Iowa Central coal car No. 01795.....	2.00
Iowa Central coal car No. 01649.....	2.00
Iowa Central coal car No. 0971.....	3.00
Minneapolis & St. Louis box car No. 2442.....	.75
Iowa Central box car No. 5080.....	7.50
Iowa Central coal car No. 01555.....	3.00
Total damages to locomotives.....	500.00
Total damage to cars.....	1,293.00

Train extra 93 was in charge of Conductor A. H. Nehring and Engineer E. Nehring, Head Brakeman I. O. Penn, Rear Brakeman D. J. Cochrane, Fireman L. Stuart.

Train extra 95 was in charge of Conductor C. Bardgell and Engineer E. M. Anderson, Head Brakeman J. V. Pugh, Rear Brakeman E. J. Atchison and Fireman A. S. Fisher.

Yours truly,  
C. S. HAYDEN, Superintendent.

DERAILMENT OF PASSENGER TRAIN ON ROCK ISLAND ROAD, FEBRUARY 20, 1905.

By the Commission.

In the matter of derailment of train on the Chicago, Rock Island & Pacific Railway at Wiota, Iowa, February 20, 1905.

Engine No. 810, 132,000 lbs. Chas. Rast, engineer.  
C. Nichols, conductor.

Train:

- One baggage car.
- One smoking car.
- One chair car.
- One dining car.
- Two sleeping cars.

Engine and baggage car partially off track west; smoking car, two chair cars and dining car turned over and partially outside of right of way, badly damaged; two rear sleepers partially off embankment, slightly damaged.

Speed of train at time of accident, about forty miles per hour.

Derailment caused by track spreading. Indications that there was something dragging under engine, cutting the bolts causing the track to spread. It was not learned that any part of the engine was missing.

Track off embankment about 300 feet and practically torn from ties. Embankment from eight to ten feet high on tangent of one mile or more, one mile west of Wiota station.



Condition of rail good, 90 lbs. Condition of ties poor—mostly hemlock and very badly decayed.

Cause, in the judgment of the Commissioners, lack of durable ties sufficient to hold track in place under such conditions. They found that a large number of ties in the immediate vicinity of this wreck had been spotted for replacement with new ties the previous year, therefore, it is the opinion of the Board that the company had not used proper diligence in the care of their tracks for the heavy motive power and equipment in use for the large business of this line.

#### WRECK AT MELBOURNE ON THE C., M. & ST. P. RY.

The Commission was advised February 9, 1905, that a derailment had taken place near a bridge on the C., M. & St. P. R. R. at or near Melbourne, Iowa. The Commission found that the track was in good condition; the bridge timbers were sound and in good condition, the track in the vicinity of the wreck was in first class shape, except for a broken rail which caused the derailment about 300 feet east of the bridge which is about 200 feet in length, and was destroyed by the momentum of the train.

The train consisted of two engines, one mail car, one baggage car, one coach, one chair car, four sleepers, one observation car, all of which laid in the opening except two sleepers which had rolled down the embankment; the observation car was on the embankment but derailed. Property destroyed about \$200,000; number of passengers on train about 68. One killed, four or five slightly injured.

Engine 931 first, H. E. Nichols, engineer.

Engine 923 second, Wm. Bloomfield, engineer.

Frank Cornelius, conductor.

First engine not derailed. Second engineer says his engine left track before reaching bridge, about 300 feet east, at the broken rail.

The train was made up as follows: At rear of engine, one mail car, one baggage car, one coach, one chair car, four sleepers, one observation car.

So far as could be ascertained the accident was caused by the broken rail, which from close observation, was unaccountable, hence the accident unavoidable—far beyond the power of the operating department of the railroad to prevent.

#### DERAILMENT OF PASSENGER TRAIN ON ROCK ISLAND RAILROAD, HOMESTEAD, IOWA, MARCH 23, 1905.

By the Commission.

Train No. 41.

One mail car.

One combination B. & B. car.

One drawing room car.

Three sleepers.

Conductor, J. W. Scaffird.

Train running about fifty miles per hour.

Wreck two miles west of Homestead on tangent. Down grade to the west. Embankment from twenty to forty-five feet at place of derailment. In conversation with section foreman, Mr. E. Panker, it was learned some one had taken from his toolhouse one claw bar and nut wrench. This, together with other evidence referring especially to the conditions of the steel rails at the place where the derailment occurred, all of which leads to the impression the track had been tampered with by some one for malicious purposes. The track both ways from the wrecked train for a distance of more than one thousand feet was in good condition, good rails, eighty lbs. steel, well spiked to average good ties, holding spiked well on a good and well ballasted road bed, in the judgment of the Board in every way substantial and sufficient for the traffic of the road. From all that could be seen and learned regarding the conditions surrounding this accident the Board is led to believe the cause was by some preconceived plan by some party or parties to derail the train, therefore, with these conditions and information, it is the judgment of the Board the C., R. I. & P. Ry. Co. should in no way be censured, as under the circumstances the accident was unavoidable.

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Decisions of the Commissioners

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## DECISIONS

No. 3087—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the proposed viaduct on West Seventh street in the City of Des Moines, Iowa.

On the 25th day of March, 1901, the city of Des Moines passed an ordinance known as ordinance No. 1111, which is as follows:

ORDINANCE NO. 1111.

An ordinance declaring the necessity for the construction and maintenance of a viaduct and approaches thereto over and across the tracks of certain railway and railroad companies herein named along and upon Seventh street, West Des Moines, Iowa, and providing for submission\* to the Board of Railroad Commissioners.

*Be It Ordained by the City Council of the City of Des Moines:*

SECTION 1. That for the safety and protection of the public it is deemed and hereby declared necessary to construct and maintain a viaduct, and approaches thereto, on West Seventh street, and over and across the railway tracks crossing said street, and owned and operated by the following named companies, to wit:

The Chicago, Burlington & Quincy Railroad Company,  
The Wabash, St. Louis & Pacific Railway Company,  
The Chicago, Rock Island & Pacific Railway Company,  
The Des Moines & Keokuk Railway Company,  
Des Moines & Fort Dodge Railway Company,  
Chicago Great Western Railway Company,  
Keokuk & Western Railway Company,  
Chicago, Milwaukee & St. Paul Railway Company,  
Des Moines, Northern & Western Railway Company,  
Chicago, St. Paul & Kansas City Railway Company,  
Des Moines & Northwestern Railway Company,  
St. Louis, Des Moines & Northern Railway Company,  
Wabash Western Railway Company, and  
Des Moines Union Railway Company.

The intention being to require the construction of a viaduct over the tracks of all railroads or railways crossing said Seventh street, between the north side of Cherry street and the south side of Elm street.

SEC. 2. The City Clerk is hereby directed to forthwith transmit a certified copy of this ordinance to the Board of Railroad Commissioners of the State of Iowa, who are respectfully requested to view officially the site of said proposed viaduct, and to hear, consider and determine whether the proposed viaduct is necessary for the public safety and convenience.

On April 11, 1901, a certified copy of ordinance No. 1111 was filed in the office of the Railroad Commission, and on the 18th of April, 1901, the Board advised the City Clerk of Des Moines that no plans for the viaduct provided for in ordinance No. 1111 had been filed before it, and suggested that such plans should be so filed before a day for hearing was fixed. No plans, however, were filed, and the Board issued notice for a hearing May 29, 1901. This hearing was postponed, however, and on June 22, 1901, certified copy of the following resolution passed by the City Council of Des Moines was filed with the Board:

WHEREAS, The Council heretofore passed an ordinance declaring the necessity for a viaduct upon West Seventh street, which matter is now pending before the Honorable Board of Railroad Commissioners of the State of Iowa; and,

WHEREAS, Since said matter was submitted to said Railroad Commissioners, the question of changing the location of said viaduct has been discussed before the Council, and it is now under consideration; be it

Resolved, That the said Board of Railroad Commissioners be requested to defer action upon the ordinance heretofore submitted to it until July 2, 1901.

The Commissioners, in accordance with the wishes expressed in the foregoing resolution, took no further action, and on July 2, 1901, Mr. Milo Ward, secretary of the Commercial Exchange of Des Moines, wrote the Board as follows:

I was out of the city at the last hearing of the viaduct question, and so partially lost track of the matter. I notice, of course, that the Railway Commissioners had very kindly consented to an extension of the time of final hearing until such a time as our Council shall have considered to stick to Seventh street or consent to a change to Eighth street.

If you have read the daily papers on this subject you have probably noticed that the Council have not gone on record yet as favoring another street than Seventh, but various ordinances looking to a change are now before them. You might say the matter now is *in statu quo* so far as the Council is concerned, and according to our understanding the Commissioners are agreeable to grant us further time to come to some agreement as to location. This is the way the committee which the Commercial Exchange named regards the matter and so as it seems to be agreeable to the Commission to wait for the action of the Council, we will let it rest for the present.

Replying to the foregoing, the Commissioners, on July 3, 1901, said:

This Commission, of course, does not wish to take any action that might embarrass the city in its determination of what street should have the viaduct, and will probably take no further action until the City makes its final wishes known.

The Commissioners heard nothing further from the city concerning this case until June 24, 1905, when it was furnished a certified copy of the following resolution:

No. 696. *Be It Resolved by the City Council of the City of Des Moines*, That the plans and specifications for a viaduct over the railway tracks on Seventh street submitted by the engineer with the approval of the Board of Public Works be and the same are hereby approved, accepted and adopted. Be it further

Resolved, That the Board of Public Works be and it is hereby instructed to submit the same to the Board of Railroad Commissioners of the State of Iowa for its inspection and approval.

On July 1, 1905, certain blue prints in accordance with the above resolution were filed with the Board. Before a day was fixed for hearing, Mr. W. H. Bremner, City Solicitor, requested the Commission to postpone any further proceedings until the city should file a plat showing the proposed location, surrounding territory, etc.

The Board appointed a hearing for September 29, 1905, and notified all parties interested in the construction of the viaduct. Upon request, however, the Des Moines Union Railway Company, stating reasonable grounds therefor, the hearing was postponed until October 24, 1905. The case was again postponed until November 7, 1905, for the reasons as stated by the attorneys representing the railway companies that they had been unable to have furnished them by the city plans of the proposed viaduct. On November 6, 1905, the Board granted a further continuance until November 28, 1905, and upon that day, after viewing the site of the proposed viaduct, the Commissioners repaired to their office and called the hearing at 10:50 A. M.

There appeared before the Board Mr. W. H. Bremner, City Solicitor; Mr. M. Cohen, Assistant City Solicitor, and Mr. John Read, representing the city of Des Moines. Mr. Carroll Wright appeared for the C. R. I. & P. Ry. Co. and the Des Moines Union; Judge John L. Dille for the M. & St. L. Ry. Co. and the Des Moines & Fort Dodge; Mr. A. G. Briggs and James P. Hewitt for the C. G. W. Ry. Co., and Mr. E. H. Hunter for the C. B. & Q. Ry. Co., no one appearing for the C. M. & St. P. Ry. Co.

On November 28, 1905, and at the beginning of the hearing, the following objections were filed herein, and to facilitate a better understanding of the issues such objections are set out in full:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the Seventh Street viaduct, Des Moines, Iowa.

Comes now the Chicago, Rock Island & Pacific Railway Company and respectfully protests against the approval of the plans for viaduct on Seventh street, Des Moines, Iowa, because:

1. There is no necessity for a viaduct on Seventh street.
2. The City Council of the City of Des Moines has made no provision by ordinance or otherwise, for the vacation of a grade crossing on Seventh street or adjacent streets and the Board of Railroad Commissioners has no power to compel the railway company to incur the expense of the construction of a viaduct unless the City shall relieve the railway company from the burden of grade crossing.
3. The object of a viaduct is to reduce, and so far as possible eliminate, the danger to human life and property at grade crossing, and nothing has been submitted by the City of Des Moines, in connection of the proposed viaduct which would reduce in any manner the traffic at grade, either on Seventh street or adjacent streets.
4. Heretofore plans were submitted for a viaduct on said street with the promise on the part of the City that a bridge would be built across the Raccoon river, commencing at the southern terminus of said proposed viaduct, and because of such promise, such viaduct was ordered. The Board is now presented with new plans for a viaduct on the same street with no promise of any kind or character that any bridge would be built connecting said viaduct with the property south of the Raccoon river.

5. Under the plans submitted, the proposed viaduct would end on the south at about Murphy street, and in order to reach Ninth street, on which there is a bridge, from the south end of said proposed viaduct, it would seem to be necessary for parties using said viaduct to cross at least two railroad tracks, and then cross a railway track very much used at the south end of the bridge across the Racoon river, Ninth street; or in order to reach Fifth street it would be necessary to cross one track and then after crossing the bridge at Fifth street over the Racoon river, immediately cross another track at grade.

It is respectfully submitted that under such circumstances the proposed viaduct would in no manner serve the purpose for which viaducts can be ordered.

6. The proposed viaduct on Seventh street would not materially reduce the crossings at grade on any of the adjoining streets, because the said viaduct would not be used except for the convenience of parties traveling in buggies or carriages to reach a territory with a small population south of the Racoon river.

7. The proposed viaduct is unnecessarily wide. A much less expensive structure would certainly accommodate the claimed needs of the parties demanding the same. The plans of the proposed viaduct contemplate a structure wider than any bridge that has been constructed by the city connecting the different parts of the City of Des Moines. It is not fair to the railroads who are to bear a large proportion of the cost of the construction of the proposed viaduct, to compel them to build one of the proposed width to accommodate the small number of people who will have occasion to use the same.

8. The plans of the proposed viaduct apparently contemplate that the same shall be paved with brick, which creates an unnecessary expense, both because of the cost of brick paving and the increased cost of structure rendered necessary by the increased weight occasioned by the use of brick.

9. The plans proposed seem to contemplate a structure of sufficient strength to carry the weight and jar of cars and motors to be used by the Interurban Railway.

It is respectfully submitted that the railway companies, in the construction of a viaduct, should not be required to incur the expense of the construction of a structure sufficient in character to support the weight and operation of an Interurban Railway line, and that the railway companies can not be required, under any circumstances, to incur the expense of any viaduct except such as is necessary to accommodate ordinary street travel.

10. It is respectfully submitted that no plans should be approved by the Railroad Commissioners which would involve a structure made unnecessarily expensive to accommodate the possible use of the same by Street or Interurban Railway, when there is no Street or Interurban Railway line at present in operation upon the street upon which the viaduct is proposed to be located.

11. We submit herewith a communication from L. E. Holt, one of the engineers of the Chicago, Rock Island & Pacific Railway Company, in reference to this structure, which should be considered in connection with this protest and these objections.

12. The plans of the proposed viaduct seem to indicate that it is contemplated by the city that the railway companies should pay the entire cost of the structure, including those portions thereof as are to be built between the streets occupied by the railway companies.

It is submitted that the railway companies can be required to pay for no portion of the viaduct except such portion as is immediately over the ground occupied by the tracks of the said railway companies, and that all portions of the viaduct not so immediately over said tracks must be considered as approaches, for which the city must make provision to build.

13. It is submitted that the city of Des Moines has no money with which to pay either the damage to abutting property holders nor for its proportion of the cost of construction, and that as a matter of fact the City of Des Moines today has no funds out of which it could pay even the cost of the preparation of the completed plans for the proposed viaduct.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,  
By CARROLL WRIGHT and J. L. PARRISH,

*Its Attorneys.*

*Mr. Carroll Wright, Attorney for Iowa and South Dakota, Des Moines, Iowa:*

DEAR SIR,—Complying with the request of Mr. J. M. Brown, I hand you herewith my report on the suggested viaduct for Seventh street, Des Moines, Iowa, as outlined on the inclosed plans. These plans are a fair picture of the proposed structure but fail to give the detailed information needed to make a satisfactory report. The plans should show the results of careful borings and soundings and at the pier and abutment locations and more complete details shown of the floor system of the bridge superstructure.

#### FOUNDATIONS.

The plan indicates that the masonry piers shall be placed only three feet below the surface of the ground, which is too shallow to prevent the action of the frost and the same can be said of the retaining wall foundations, which are but two feet below the top of the ground. From the experience of those who have erected structures south of the C. B. & Q. Railway it will be necessary to use pile foundations under that part of the structure, which I note are not indicated on the plan. The size of the pier foundation indicates that a pressure of about three and one-half tons per square foot may be exerted. This is too great for a structure subjected to vibration as this would be.

#### EXCESSIVE LOADING AND CONSEQUENT STRENGTH OF STRUCTURE.

The structure is designed to carry a very heavy dead load, consisting of a brick pavement of concrete arches sprung between the floor stringers, which would weigh about ten times more than a wooden floor ample for all of the traffic. In addition to this the iron work is shown sufficiently strong to carry a moving load of one hundred pounds per square foot of surface and also four forty-ton trolley cars. This loading, both dead and live, is unusual for a structure intended for street traffic and calls for a bridge much heavier and more expensive both in iron work and in foundation than is customary. The weight of the cars would indicate that Interurban passenger and freight service was contemplated.

#### EXCESSIVE WIDTH.

The plan calls for a clear width of fifty-four feet between railings, which is twelve feet wider than the new city bridge erected over the Des Moines River on West Sixth street and is twenty-two feet wider than the new East Sixth street bridge.

This indicates that an unreasonable demand is being made upon the railway companies, the city asking them to build wider structures than it is furnishing at the present time. In this connection I call attention to the fact that the street car tracks are indicated fifteen feet, center to center, while on the city streets the tracks are placed as close as nine feet, center to center. By altering the floor system of the truss and girders it would be possible to eliminate the center truss and girders and place the car tracks nine feet, center to center, and narrow up the bridge to forty-eight feet without reducing the servicable roadway width in the least, for it must be remembered that the extra six feet space between the car tracks could never be used by teams as they would be caught between passing cars. This change would complicate the construction of the truss floor but if the excessively heavy brick pavement is dispensed with it would be possible to make the change.

#### SURFACE DRAINAGE.

I note that no provision is made for the taking care of the surface water on the structure. The length of the structure makes it necessary to do this, especially at the foot of the north approach on Mulberry street.

#### REPAVING SEVENTH STREET.

Since Seventh street is now well paved it hardly seems possible that the abutting railway property could again be assessed for the new paving on the bridge.

## DAMAGE TO RAILWAY PROPERTY.

The erection of this bridge would spoil plans which have already been drawn up for the construction of a team track-yard on the C., R. I. & P. Ry. property south of Vine street and east of Seventh street. This would have the effect of rendering the land practically useless for the purpose for which it was secured.

## WILL NOT BELIEVE RAILWAY OF SURFACE TRAVEL.

The travel over this bridge would be made up entirely of people wishing to pass from the retail business section north of Mulberry street to points south of Raccoon River and this means that some of the travel over the First and Ninth street crossings to the Raccoon bridges would be diverted to the proposed viaduct on Seventh street, but the use of the grade crossing in the territory south of Mulberry street and between First and Ninth streets would remain as it is at present. It is absurd to expect any teamster in the vicinity of Cherry street to drive north one block to the end of the viaduct approach, then climb the elevation of twenty-five feet and after reaching the street surface one-half mile distant, retrace his course on one of the surface streets to his destination at one of the wholesale houses near Elm street. The railways will receive no real relief from the surface crossings in this territory.

(Signed) L. B. HOLT.

## BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the Seventh street viaduct in Des Moines, Iowa.

Comes now the Chicago, Rock Island & Pacific Railway Company and in no manner waiving any of the objections and protests filed herewith in reference to the necessity and plans for the proposed viaduct on Seventh street, says:

1. It specifically insists that the Board of Railroad Commissioners has no authority to act in connection with the proposed viaduct because:

The statute of the State of Iowa, section 773, Supplement to the Code, provides:

"The Council shall fix a time and place where it will consider such matters and any objections that may be made to the construction of such viaduct and approaches thereto. Not less than twenty days' written notice of such hearing shall be given to the company or companies owning or operating the track or tracks over or under which it is proposed to construct such viaduct. Said notice may be served in the same manner and upon the same persons or officers as in the case of an original notice."

This company respectfully represents that no notice was served upon it in any form or manner, fixing the time and place when any hearing should be had in connection with the construction of the viaduct provided for by the plans submitted by the City Council to the Board of Railroad Commissioners.

2. This Board has no jurisdiction to act upon the proposed plans for said viaduct because no notice was given to the said railway company or any other railway company or party in interest of any hearing to be had by the City Council of the City of Des Moines, Iowa, in reference to the plans for such viaduct or the approaches thereto.

Before the proposed plans could be submitted to the Board of Railroad Commissioners, it is necessary that their hearing should be had before the City Council, after notice service as provided by section 773 of the supplement of the Code.

3. There is nothing in the plans of the proposed viaduct, nor in any resolution or ordinance passed by the City Council of the City of Des Moines, which regulates the use of such viaduct or authorizes or forbids its use by

street railway companies, nor is there any provision by ordinance or resolution as to the compensation that should be paid by a street or any other railway company, for the use thereof.

The Chicago, Rock Island & Pacific Railway Company files this, its protest against the jurisdiction of the Board of Railroad Commissioners to make any order in reference to the necessity for such viaduct, or the plans presented in reference thereto.

4. The Chicago, Rock Island & Pacific Railway Company further protests that there is no evidence or certification that any plans now before the Board of Railroad Commissioners have been approved or accepted by the City Council of the City of Des Moines or the Board of Public Works. It therefore protests and objects to any consideration thereof.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,

By Carroll Wright and J. L. Parrish, Its Attorneys.

## BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the Seventh street viaduct, Des Moines, Iowa.

The Minneapolis & Saint Louis Railroad Company and the Des Moines & Fort Dodge Railroad Company respectfully protest against the construction of the proposed viaduct across Seventh street in the City of Des Moines, Iowa, for all of the reasons given in the protests this day filed by the Chicago, Rock Island & Pacific Railway Company, which are by reference made a part of this protest.

Dated the 28th day of November, A. D. 1905.

THE MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY,

DES MOINES & FORT DODGE RAILROAD COMPANY,

By Geo. W. SeEVERS and John I. Dille, Their Attorneys.

## BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the Seventh street viaduct, Des Moines, Iowa.

Comes now the Des Moines Union Railway Company and protests and objects to the plans of the proposed viaduct on Seventh street in Des Moines, Iowa, because:

1. It joins in the objections and protest filed by the Chicago, Rock Island & Pacific Railway Company and in each of the same.

2. It specifically protests and objects to the plans of the proposed viaduct for the reason that the same do not give sufficient overhead clearance over the track of the Des Moines Union Railway Company and that the building of such viaduct according to said plans would unnecessarily interfere with the operation of trains and engines upon its track, and necessarily hazard the lives of employes of said railway company in handling cars upon its tracks.

3. That the proposed plans for said viaduct because of the failure to furnish sufficient overhead clearance would prevent the widening of the yards of the said Des Moines Union Railway Company to the north and render wholly impossible the construction of tracks for yard purposes upon property now owned by said railway company, and which has been purchased for yard purposes.

4. The said Railway Company herewith submits a report by its engineer pointing out certain specific objections to the proposed plans for such viaduct, showing in detail the practical objections to said plans and the reasons why the same should not be adopted by the Board.

THE DES MOINES UNION RAILWAY COMPANY,

By Carroll Wright, Its Attorney.

DES MOINES, IOWA, November 4, 1905.

Mr. J. W. Wagner, Superintendent D. M. U. Ry., Des Moines, Iowa:

DEAR SIR,—Any objections made to the proposed viaduct on West Seventh street, Des Moines, will have to be general, as the plans are only in outline. They will also have to deal wholly with future conditions as the present condition of streets south of proposed viaduct would bar all traffic over viaduct and so such a structure would simply serve as a barrier to deflect the light traffic now on Seventh street to other streets.

To make the objections which I see to the proposed viaduct I will have to make the two assumptions, first, that the streets south of the proposed viaduct are good and that there is urgent demand for the viaduct; second, that there is a street railway on Seventh street.

After granting these two assumptions there are six reasons why the proposed viaduct does not conform to the demands made upon it, either from point of utility or economy of construction.

1. The width of the bridge is excessive, the total width being 54 feet with a roadway 40 feet wide. This roadway could be reduced one-fourth, thus materially reducing the cost of the structure, and yet be as wide as the roadway of the Sixth Avenue bridge just completed by the City, and supposed to have a life of centuries.

The Sixth Avenue bridge has to care for a more congested traffic from a greater and more densely populated district than does the proposed viaduct. The designers had before them the future growth of the City of Des Moines, when this structure was built.

The district depending upon the proposed viaduct must of necessity be very limited on account of the physical conditions adjacent to its location, namely:

The viaduct at West Eighteenth street over the Raccoon River and railroad tracks, the bluffs south of the Raccoon River tending to deflect travel to West First street, or to East Des Moines, lack the bridge on West Seventh street over the Raccoon River and the travel on Ninth street will follow the line of least resistance, thus leaving a light and uncongested traffic for the proposed viaduct.

To illustrate further the excessive width of the proposed viaduct the City has just completed a bridge at East Sixth street over the Des Moines River, width of roadway twenty (20) feet, one-half width of roadway of viaduct.

The following are widths of bridges, over the Des Moines River, which connect East Des Moines with West Des Moines:

Walnut Street bridge, width of roadway 22 feet.

Locust Street bridge, width of roadway 19 feet.

Both of these bridges carrying double street railway tracks.

Grand Avenue bridge carrying double street railway tracks.

2. The loading for the Street Railway is excessive, being two (2) \$0,000 pound motor cars coupled together on each track, and intended to meet the requirements of interurban traffic, thus adding excessive cost of construction to the railway companies to satisfy the anticipated needs of a competitive railway.

The distance between railway tracks is excessive. The tracks of the City Railway in Des Moines are nine and one-half feet, center to center; the viaduct plans call for tracks to be fifteen feet, center to center. These centers could be reduced to eleven feet and maintain the same design of structure (three girders), and by so doing reduce the width of viaduct four feet, as the space between tracks over clearance distance is unavailable and simply a waste of money.

The plans give the Street Railway an exclusive right of way; no bridge constructed by the City of Des Moines does this.

If the Street Railway were eliminated from the viaduct it would reduce the cost of steel twenty per cent.

3. The foundations shown in plans are insufficient and hence any estimated cost on structure is low. It is a fact positively known that for a portion of the site of the viaduct foundations are obtained only by the use of piling or excavation to depths far exceeding those shown in plans.

4. The floor is a brick pavement on corrugated plate. This floor is objectionable on account of its excessive weight and cost of maintenance. A floor of creosoted plank and blocks will weigh one-third less per square foot, thus making a saving of about ten per cent in the cost of steel for the structure and it is conceded to be as durable as the brick on corrugated plate. The floor of the new East River bridge, between Brooklyn and New York, is of creosoted block.

The creosoted planking does not require painting on the lower side and for that reason the cost of maintenance is less.

The corrugated plate, even with frequent painting, is rapidly deteriorated by the gases contained in the coal smoke of the city.

5. The plan makes no provision for the storm water falling on the viaduct. The storm water from about one-half mile of paved roadway should be taken care of by some sewer system.

6. The matter of overhead clearance has been ignored by the designer at the north limit of the Des Moines Union right of way, which is the south line of Cherry street. The overhead clearance here is about nineteen feet, five feet less than our standard clearance of twenty-four feet. This clearance cuts out the north portion of the Des Moines Union property for railroad purposes. It is apparent from the plans that this was done by the designer to prevent the north approach of viaduct from extending across Mulberry street.

The length of span immediately north of truss span gives clearance for only one track, where a span six feet longer would give available space for two tracks. These two objections are of special importance to the Des Moines Union Railway Company.

As a whole it appears that the designer has been following instructions demanding an elaborate structure without regard to traffic, location or damage to property.

A saving of one-fourth could be made in the cost of the structure and yet have a viaduct that would meet all the demands made upon it from congested traffic.

Yours very truly,

A. L. MORGAN,  
Chief Engineer.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the Seventh street viaduct, in Des Moines, Iowa.

Comes now the Des Moines Union Railway Company, and in no manner waiving any of the objections and protests filed herewith in reference to the necessity and plans for the proposed viaduct on Seventh street, says:

1. It specifically insists that the Board of Railroad Commissioners have no authority to act in connection with the proposed viaduct on Seventh street, because:

The statute of the State of Iowa, section 773, Supplement to the Code, provides:

"The Council shall fix a time and place where it will consider such matters and any objection that may be made to the construction of such viaduct and the approaches thereto. Not less than twenty days' written notice of such hearing shall be given to the company or companies owning or operating the track or tracks over or under which it is proposed to construct such viaduct. Said notice may be served in the same manner and upon the same person or officers as in the case of an original notice."

This company respectfully represents that no notice was served upon it in any form or manner, fixing the time and place when any hearing should be had in connection with the construction of the viaduct provided for by the

plans submitted by the City Council to the Board of Railroad Commissioners.

2. This Board has no jurisdiction to act upon the proposed plans for said viaduct because no notice was given to the said railway company or any other railway company or parties of interest in any hearing to be had by the City Council of the City of Des Moines, Iowa, in reference to the plans for such viaduct or the approaches thereto.

Before the proposed plans could be submitted to the Board of Railroad Commissioners, it is necessary that their hearing should be had before the City Council, after notice served as provided by section 773 of the Supplement of the Code.

3. There is nothing in the plans of the proposed viaduct, nor in any resolution or ordinance passed by the City Council of the City of Des Moines, which regulates the use of such viaduct or authorizes or forbids its use by street railway companies, nor is there any provision by ordinance or resolution as to the compensation that should be paid by a street or any other railway company for the use thereof.

The Des Moines Union Railway Company files this, its protest against the jurisdiction of the Board of Railroad Commissioners to make any order in reference to the necessity for such viaduct or the plans presented in reference thereto.

4. The Des Moines Union Railway Company further protests that there is no evidence or certification that any plans now before the Board of Railroad Commissioners, have been approved or accepted by the City Council of the City of Des Moines, or the Board of Public Works, it therefore protests and objects to any consideration thereof.

THE DES MOINES UNION RAILWAY COMPANY,  
By Carroll Wright, Its Attorney.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS IN AND FOR THE STATE  
OF IOWA.

In the matter of the proposed construction of a viaduct on Seventh street  
in the city of Des Moines.

The Chicago Great Western Railway Company respectfully objects to the approval of the proposed plans and the determination of the necessity of a viaduct on Seventh street in Des Moines, Iowa, by the Commission.

1. There is no necessity for a viaduct on Seventh street in Des Moines. The amount and the character of the travel on said street does not justify the expense which would be incurred in the construction of such viaduct and the intersections of Seventh street with the tracks of the various railway companies are now properly and adequately protected by gates and flag men and in other ways. The safety and protection of the public is amply provided for.

2. Seventh street is not the street where the greatest amount of surface travel or the greatest movement of trains is located, and a viaduct if located on Seventh street would not materially diminish the amount of surface travel across the railway tracks in the vicinity where the viaduct is proposed. It would not diminish the travel sufficiently to justify the construction of the viaduct because there are other streets and other crossings in close proximity to Seventh street where there is a much greater amount of surface travel and larger number of movements of trains than there are at Seventh street crossing. If a viaduct over the various railway companies' tracks at some point is a public necessity, the crossing at Seventh street is not that point.

3. The proposed viaduct, if constructed on Seventh street, will accommodate but a small locality situated between the south end of the proposed viaduct and the Raccoon River and a very limited number of persons who may possibly cross the Raccoon River upon bridges across the same, both at the ends of Fifth and Ninth streets, and it is denied that the persons are suffi-

cient in number or freight business sufficient in value to create the necessity of a viaduct or justify the expense of the same. The construction of the proposed viaduct will subject this company and other companies' interests to a great and unnecessary expense disproportionate to the benefits that will be derived therefrom.

4. The construction of a viaduct over the tracks of the various railway companies in Des Moines should be for the mutual benefit of railway companies and the public. They should contemplate the safety of the traveling public upon railways and the safety and convenience in the conduct and operation of such railways as well as the safety and convenience of those who travel upon the highways of the City. Plans as submitted and proposed on behalf of the City of Des Moines do not contemplate the abandonment of the surface way on Seventh street or the abandonment of the surface way in any of the adjoining streets, but contemplate that the public shall use the surface way of both Seventh street and of the neighboring streets. The viaduct will drive both more persons and teams to the present surface way on other streets than it will draw from them. The plans contemplate an enormous expense to the railway companies with no benefits in return.

5. The plans for the proposed viaduct are objectionable for the following reasons, viz.:

A. The bridge is of unnecessary width and of very costly construction throughout.

B. The viaduct as proposed occupies practically the whole width of the street. If the proposed viaduct is constructed the roadway of the bridge should be reduced to twenty-four feet, and between Cherry and Mulberry streets it should be so constructed that there will be space in the streets for a six-foot sidewalk and a twelve-foot roadway on each side of the approach to the viaduct. Teams and persons on Mulberry street must travel three to four blocks out of their way to get on the viaduct, which amounts to a prohibition of its use by them.

C. The construction of the piers or trestle bents supporting the viaduct south of Mulberry street should be of such design that they will permit the free passage of teams on the street underneath the viaduct between Mulberry street and the first railway track crossing Seventh street south of Mulberry street.

D. The viaduct should be carried on two lines of girders and trusses materially reducing the cost of construction, and at the same time permitting a sufficient roadway and sidewalk.

E. The brick floor on corrugated steel plates carried by steel stringers should be abandoned and in place of them a wooden plank floor carried on wooden stringers should be substituted. Steel construction has a very short life over a railroad track because of the sulphur smoke to which it is exposed. The load which such steel construction and brick floor would place on the viaduct is excessive, and adds greatly to the cost.

F. The proposed construction is intended to carry very much heavier weight than ordinary or legitimate street or highway traffic will furnish, thus adding excessive cost of construction to the railway companies.

G. The distance between the street railway tracks is excessive. There is no reason why the tracks should be farther apart on the viaduct than they are on the streets, or nine and one-half feet, center to center.

H. The cost of the construction, if figured according to the plans, will not show its actual cost, because to support the structure foundations much heavier and more costly than those shown by the plans must be constructed, and in some places piling or excavating much more expensive than indicated by the plan will be required.

I. The clearance of the viaduct between Cherry street and the alley in the block south of Cherry street is inadequate, being but nineteen feet clearance, when there should be not less than twenty-two feet clearance.

6. The damage to property abutting on Seventh street by the construction of this viaduct will be enormous. For the damage to the Great Western Railway Company's freight house and team track, it can never be properly compensated. The viaduct as planned will cut off access to the main part of the city from the freight house and team tracks of this company.



7. The plans and the provisions so far made do not contemplate payment by the City of any part of the cost of this viaduct. The City should pay its share of the costs of constructing the viaduct based upon the distances between the railways spanned by the viaduct. Provision covering this should be made before this Commission's approval is asked or given for the construction of the viaduct.

8. The proper location for the viaduct is the street on which the most travel now is. It is unfair to the owners of property abutting on Seventh street to be required to stand the loss and damage to their property for which they never will be properly compensated, to relieve the property owners on other streets.

It is therefore respectfully submitted that this honorable Commission should withhold its approval as to the necessity of the proposed viaduct as well as its approval of the plans proposed and submitted.

CHICAGO GREAT WESTERN RAILWAY COMPANY,  
By A. G. BRIGGS, Carr, Hewitt, Parker & Wright, Its Attorneys.

The Chicago, Burlington & Quincy Railway Co. urges the following objections to the construction of a viaduct at Seventh street, Des Moines, Iowa:

#### 1. LACK OF NECESSITY FOR A VIADUCT.

While an inspection of conditions indicates that an appreciable amount of delay to teams occurs, it will be found that almost all of these teams are hauling to and from commercial establishments and industries located on Seventh street. The construction of a viaduct would result in no additional convenience to this traffic, but would prove a hindrance to it because of the obstruction of team ways by viaduct supports.

The population of Des Moines to the south is not sufficient, moreover, to require a viaduct, and it is the contention of this company that the requirement on the part of the City of Des Moines of the construction of a structure of such a character as proposed would be both unjust and unreasonable, when the actual needs of the City are impartially considered.

#### 2. EXTRAVAGANCE OF DESIGN OF PROPOSED VIADUCT.

The City of Des Moines has submitted a general plan of a viaduct proposed to be built. The character of these plans demonstrates plainly that no consideration of cost or economy of construction has been entertained. The width of roadway provided for is sufficient for the needs of a city of a million inhabitants, instead of a situation where not more than twenty to fifty teams per day would use the structure.

The proposed plan provides for the use of the viaduct by a street railway, thus necessitating increased strength and cost. It is manifestly unjust to compel one company to provide facilities for another, free of charge. It is also a fact that no street car line exists on Seventh street at present, and it is evidently fair that should any be built it should pay a just proportion of the cost of the viaduct.

The plans made by the City provide for street railway tracks on the viaduct and the railway companies are asked to pay the cost of carrying them, by inference, at least.

The extravagance of the submitted plan is most clearly manifested in the provision for brick pavement. This is beyond all reason or precedent. A brick pavement is so heavy in comparison with other forms of pavement that its use on a viaduct would increase the weight and consequently the cost to a serious degree. The writer, Bridge Engineer of the Chicago, Burlington & Quincy Railway Co., has seen a considerable number of viaducts, and has designed and superintended the construction of a considerable number of others for the railway company and has never yet seen or built one with so extravagant a floor as is proposed by the City of Des Moines for the purpose of traffic originating south of the Raccoon River.

The whole purport of the City plans seems to be to provide a structure of monumental character, without regard to the needs of the case, present or reasonably probable.

With all the extravagance of the plans there is a lack of the most important provision for safety—that of adequate foundation. The plan shows the footings to the piers at a depth of from three to five feet below the present surface.

The subsoil underlying the present grade of Seventh street is the silt and sand of Raccoon River bottoms. On this has been deposited the miscellaneous rubbish from the city, bringing the street to its present grade. It will be evident that neither of these can be depended on to furnish support for a structure of the weight and character proposed, but that the foundations must be carried to a point where wooden piling will not be subject to decay, and the piling driven to support them.

The omission of any provision for foundation is evidence of the superficiality of the plans. Additional evidence is shown in the carrying of the fill out to an elevation above the tracks of about twenty-six feet, where a little calculation would have demonstrated the economy of using a steel structure for a great portion of its length.

Should the viaduct be built it will be necessary to extend Seventh street across Raccoon River, involving an expense to the City of from \$60,000.00 to \$75,000.00, in addition to land damages caused by the construction of the viaduct proper. Unless this extension of Seventh street be made, the viaduct would be absolutely useless, as no teamster would drive up a grade and down again to cross the river at Ninth street bridge when he could drive the entire distance on the level grade of Ninth street.

C. W. CARLIDGE,  
Engineer.

The representatives of the city presented their views of the matter to the Board, as did the representatives of the railway companies, and an adjournment was taken until December 7, 1905, for further arguments. Upon the date named there appeared before the Board representing the city, City Solicitor Wm. H. Bremner and John Read; for the Chicago, Rock Island & Pacific Railway Company, Des Moines Union Railway Company and the Chicago, Burlington & Quincy Railway Company, Carroll Wright; for the Chicago Great Western Railway Company, Jas. P. Hewitt, attorney; for the Minneapolis & St. Louis Railway Company, John I. Dille, attorney. At this hearing a full discussion was had with reference to the plans and specifications, the necessity of a viaduct, etc., etc.

#### DECISION.

Section 770 of the Code of 1897, provides as follows:

Viaducts—When Required: Cities having a population of seven thousand or over shall have power to require any railroad company, owning or operating any railroad tracks upon or across any public streets of such city, to erect, construct, reconstruct, complete, and maintain, to the extent hereinafter provided, any viaduct upon or along such streets, and over or under such tracks, including the approaches thereto, as may be declared by ordinance of such city necessary for the safety and protection of the public. The approaches to any such viaduct shall not exceed a total distance of eight hundred feet, but no such viaduct shall be required no more than every fourth street running in the same direction, and no railroad company shall be required to build or contribute to the building of more than one such viaduct, with its approaches, in any one year; nor shall any viaduct be required until the Board of Railroad Commissioners shall, after examination, determine the same to be necessary for the public safety and convenience, and the plans of said viaduct, prepared as hereinafter provided, shall have been approved by said Board.

Section 772 of the Code of 1897 is as follows:

Specifications: The width, height and strength of any viaduct and the approaches thereto, and the material and manner of construction thereof, shall be such as may be required by the Board of Public Works and approved by the Mayor and Council, but if there is no Board of Public Works, then such as may be required by the Council.

Section 771 of the Supplement Code of Iowa of 1902, is as follows:

Assessment of Damages: When a viaduct shall be by ordinance declared necessary for the safety and protection of the public, the Council shall provide for appraising, assessing and determining the damages which may be caused by the construction of the same and its approaches. The proceedings for such purpose shall be the same as are provided in case of taxing private property for works of internal improvement, and the damages assessed shall be paid by the city out of the general bridge fund, or in cities having a population of fifty thousand or over from any other fund or funds legally available therefor.

Section 773 of the Supplement Code of Iowa of 1902 is as follows:

Apportionment of Cost—Use—Compensation—Repairs: When two or more railway companies own or operate separate lines of track to be crossed by a viaduct, the proportions thereof, and the approaches thereto to be constructed by each, or the cost to be borne by each, shall be determined by the Council. The Council shall fix a time and place where it will consider such matters, and any objections that may be made to the construction of such viaduct and the approaches thereto. Not less than twenty days' written notice of such hearing shall be given to the company or companies owning or operating the track or tracks over or under which it is proposed to construct such viaduct. Said notice may be served in the same manner and upon the same persons or officers as in the case of an original notice. Such cities shall have power to regulate the use of such viaducts and to authorize or forbid the use thereof by street railway companies and to require the payment of compensation for such use. After the completion thereof, any revenue derived therefrom by the crossing thereon of street railway lines shall constitute a special fund, and shall be applied in making repairs to said viaduct. One-half of all ordinary repairs to such viaduct or its approaches shall be paid out of such fund, or be borne by the City, and the remaining half by the railroad company; and if the track of more than one company is crossed, the costs of such repairs shall be borne by such companies in the same proportion as was the original cost of construction.

There seems to be a very wide and marked difference between the city of Des Moines and the respective railroads with reference to the meaning of these different sections of the law concerning the procedure which may be necessary with reference to the adoption of an ordinance requiring the construction of a viaduct. It was urged with much force by the City Solicitor and his associate upon the hearing, that the railroad companies were entitled to no notice of the proposed adoption of the ordinance in question, and with equal force it was urged by the respective railroads they were entitled to such notice, and that without such notice the Board is without jurisdiction and has no authority to determine the question of the public necessity or its approval or disapproval of the plan submitted with such ordinance.

This is not an entirely new question before this Board. The same question was presented with reference to the Sloux City viaduct, and the Board did not attempt at that hearing to express any opinion with reference to what decision it might make if that question alone was presented.

Under the provisions of the Code of 1897, no notice seemed to be required where a viaduct was under consideration or was about to be by ordinance ordered constructed. Subsequently, section 771 of the Supplement Code of Iowa, 1902, was enacted which provided that when a viaduct shall be declared by ordinance necessary for the safety and protection of the public, the city council shall provide for appraising, assessing and determining the damages which may be caused to any property by reason of the construction of the same, and its approaches.

Section 773 seems to contemplate that when two or more railway companies own or operate separate lines of track to be crossed by a viaduct, the proportion thereof and the approaches thereto to be constructed by each, or the cost to be borne by each, shall be determined by the city council.

It was urged with much force on the part of the City Council that all of these proceedings may be had after the ordinance has been passed by the city council, and the public necessity being first determined by the city council, and also after this matter has been submitted to the Board of Railroad Commissioners. It must be conceded that there are no express provisions of the statute authorizing such a construction of the statute.

Following a little further with reference to section 773 of the Supplement, it provides that the council shall fix a time and place where it will consider such matters and any objections that may be made to the construction of such viaduct and the approaches thereto. It seems to be clear that at that meeting the railroads interested may urge objections either to the location of the viaduct, or its public necessity, or its safety. Certainly the railroads, under this section of the statute, would have the right at some time to urge as an objection the fact that there was no public necessity, and that public safety did not require the construction of the viaduct. This the City Solicitor and his associate admitted might be done, but not until the city had first passed on the public necessity and safety and convenience, and not until after the Railroad Commission had passed upon the same question, and they took the position in the argument that the railroad companies had no right to be present and urge any objection whatever to the proceedings thus had before the Board of Railroad Commissioners.

If we read with care section 771 of the Supplemental Code, it may be inferred therefrom that when the city council declares the viaduct is necessary for the safety and protection of the public, that then and in that event the city council shall also provide, before proceeding farther, for the appraisement, assessment and determination of the damages which may be caused to any property by reason of the construction of the viaduct and its approaches. If this be true, then it might not be unreasonable to say that section 773 contemplates that the railway companies, before proceeding further, shall be duly notified, as provided in said section 773, of the time and place fixed by the council, where the railroad companies may, upon the consideration of said matters by the city council, urge such objections as it may deem proper, to the construction of said viaduct and its approaches, as well as the plans and specifications.

There is much force and logic in the position taken by the railroad companies that they should have an opportunity at some time in the proceedings to be heard with reference to all of the questions which may be involved in the construction of the viaduct and its approaches. Surely this is not an unreasonable or inconsistent contention on the part of the railroad companies, and this case is a very good illustration of the reason why the Legislature may have thought proper and wise to have given the railroad companies such an opportunity.

The estimated cost of this viaduct is from \$175,000 to \$200,000, which cost and expense to that extent must be borne by the railroad companies. It would be difficult to conceive of a case where the public or a municipality claims, as in this case, the right to appropriate and take from the different railroad companies that sum of money without permitting the railroad companies to be heard respecting the same, and yet that is what the city of Des Moines contends for in this hearing.

It becomes necessary, under the statute, that a city council shall declare by ordinance that the construction of a viaduct is a public necessity for public safety and convenience, and shall have prepared and pass upon plans and specifications for the viaduct, which shall be approved, and then submitted to the Board of Railroad Commissioners. If it shall have been determined by both the city council and the Railroad Commission that the public necessity and safety demands and requires the construction of such viaduct, and after the approval of plans and specifications, then such viaduct may be constructed and the cost thereof assessed and recovered of the railroads. Without such determination the viaduct could not be constructed and the cost thereof assessed against the railroad companies. It seems to this Board that the mere statement of conditions is a forcible illustration of the fact that railway companies are certainly interested in such proceedings. While it may not be clear at what time during the proceedings the railroad companies may be entitled to notice, and as the Board is not called upon to determine that question now, as this case will be referred to the City Council for other reasons, yet we can not refrain from saying that we believe that it would be for the best interest of all parties who may be interested in the construction of this viaduct, that an opportunity should be given to the railroad companies to meet with the City Council, and in a business way try to reach as near an amicable adjustment as all of the parties may be able to do.

There are serious objections to the place where this viaduct is to be constructed. There are objections made to the plans and specifications which, in the judgment of the Commission, the City Council should be advised of. They do not seem to be light or trivial objections, but objections that have more or less merit in them. From the record as disclosed in this case, these questions were never seriously discussed before the City Council. In fact, it does not appear that the City Council ever knew anything about the character of the plans and specifications.

There were many statements made by interested parties residing in Des Moines concerning the necessity, and public safety, requiring a viaduct to be constructed on Seventh street. One of the most prominent reasons which was assigned by those interested in favor of the viaduct

was that an agreement had been made between the federal authorities and certain citizens of Des Moines, that if an army post was located where it is now, that a viaduct would be constructed over these different railway tracks between the city of Des Moines and the army post. We might say in this connection that this agreement, or understanding, or representation made by the citizens of Des Moines is not a very essential element in determining the question of the public necessity for this viaduct, as we view it. The establishment of the army post, however, is. It appears that the post attracts a large number of people residing in Des Moines and within the state, and that a great number of people have occasion to visit the post and its surroundings, and that it is a point of interest. We find that upon many days of the year a large number of people travel to and fro over these railroad tracks, and we have reached the conclusion in this case that there is a public necessity requiring the construction of a viaduct over the different railways. We find, as a matter of fact, that the railroads daily operate a great many trains to and fro over these railroad tracks, and that there is the ordinary and usual danger and hazard to passengers and vehicles in crossing the tracks. We find, as a matter of fact, that Ninth street is the street which has the greater number of foot passengers and vehicles passing over and upon it over these tracks, which are at grade.

We may say in this connection that the Board is not very favorably impressed with the location of this viaduct over Seventh street, where it is proposed to construct it. We find that on the southward, where the south end of this proposed viaduct and its approach would terminate, that there is no well-defined or recognized thoroughfare extending further south on Seventh street than where this viaduct terminates. Pedestrians and vehicles going southward, when they reach the south end of this viaduct, would be obliged to turn to the right or left and continue their journey on some other street, and if they turned westward they would have to cross two railroad tracks at grade. It may be said that the Board of Railroad Commissioners ought not to suggest or point out where the viaduct should be constructed, which may be true, but if the City Council should order the construction of a viaduct upon a street where there is no substantial travel, then it may be said that the street and its surroundings, and the amount of travel which would likely pass over the viaduct, should be taken into consideration in determining whether the viaduct in question is a public necessity, and one providing safety to the public.

Much was said by those who contended for the viaduct, that the travel would be diverted from Eighth street and Ninth street to Seventh street. We might suggest that that is largely a matter of opinion. Pedestrians and the public, as a rule, are inclined to take the most convenient and direct street or roadway, even if it is more dangerous. In many cases, in determining whether or not the viaduct should be constructed, the city council does not always consider where it will accommodate the greatest number of pedestrians and vehicles, but, ignoring that point, determine some point or place where it will be the least expense to the city and adjoining property owners. We are not criticising this method of some city councils, but we suggest that when they do that, they may jeopardize

more or less, the favorable action when it comes to be determined whether or not at the point suggested the viaduct may be a necessity and safe protection to the public.

It appears without dispute in this case that there is intervening property not owned by or used for railroad purposes between some of the rights of way and tracks of the different railways. The question suggests itself to the Board of Railroad Commissioners as to the right or authority to order a viaduct over that part of the street abutting on what might be termed the property of private property owners, where it is not used for railway purposes. The query is, whether or not the cost of the construction of the viaduct over that part of the street would be assessed against the railroads, or whether the city would be required itself to pay for that part of it.

If this viaduct is constructed at an expense of \$175,000 it ought to be upon some street or place where the public would find it directly convenient to use and travel upon. Another question which the Board deems essential in cases of this kind is that adjacent streets, as well as that part of the street upon which the viaduct may be constructed, should be closed, when the viaduct is constructed, against public travel by pedestrians, and vehicles and other conveyances. This has not been done in this case, and no provision is made for it. How many streets should be closed is a matter that the city council is better able to judge, perhaps, than anyone else, but it may be understood, for the guidance of those who have to deal with this question, that the Board of Railroad Commissioners are in favor of the construction of viaducts when public necessity demands them, but when they are constructed they ought to be at a place where they will accommodate the public, and where the public may be, as nearly as may be, compelled and obliged to use the viaduct.

Another question which appears in this case is that of the right of the street railway to use the viaduct. We believe there ought to be some provision of the Legislature determining the rights of a street railway in the use of a viaduct. Such street railway is a common carrier of passengers, and may be in a short time that of freight, also. In this case the plans of the viaduct show with no uncertainty that it is contemplated that street railways of a most modern character may use this viaduct. The width of it and the strength of it would indicate that. It provides for double tracks; the strength and weight of it would indicate that engines and cars of much more than the ordinary weight of street cars would be perfectly safe in using it. If this was a viaduct constructed for an ordinary steam railway, under the decisions of many courts, it is thought that they uniformly hold the junior road should bear all or nearly all the expense and cost of such crossing. There is no provision, by ordinance or otherwise, in the event of the construction of this viaduct, that any railroad, steam or electric, will have the right to use it. As we understand the present law, before the street railway shall have the right to occupy streets and obtain a franchise therefor, it will only be after the vote of the citizens has been taken upon it, and also action by the city council. We recognize that some action must be first taken in matters of this sort. It would not, perhaps, be safe to obtain this franchise to operate a street railway upon Seventh street without knowing first

whether a viaduct might be constructed. Possibly there ought to be some action of the council that, in case a viaduct is constructed, that the street railway company shall have the right and be obliged to carry on its traffic over and upon this viaduct. This has not been done, nor any representations made that it will be done, other than the mere assertion that the viaduct is for that purpose, and that the plans show it is larger and more expensive than is necessary for an ordinary viaduct. The railroad companies have made strenuous objections to the additional cost of this viaduct because of its great weight and strength, and the fact that they ought not to be obliged at their own expense to provide for another common carrier a means of crossing over their tracks upon the proposed viaduct.

The statute provides that the specifications shall show the width, height and strength of the viaduct and the approaches thereto; and the material and manner of construction thereof shall be such as shall be required by the board of public works, and approved by the mayor and council; but if there is no board of public works, then such as may be required by the council.

Section 771, heretofore quoted, provides that when a viaduct shall be by ordinance declared necessary for the safety and protection of the public, the council shall provide for appraising, assessing and determining the damages which may be caused to any property by reason of the construction of the same and its approaches.

Section 773 of the Supplement provides that when two or more railway companies own or operate separate lines of track to be crossed by viaduct, the proportion thereof and the approaches thereto to be constructed by each, or the cost to be borne by each, shall be determined by the city council. The council shall fix a time and place where it shall consider such matters, and any objections that may be made to the construction of such viaduct and the approaches thereto.

It would seem as though the plans and specifications submitted for the construction of this viaduct ought to show in a clear and concise way everything that may be necessary in order to construct the viaduct and the cost thereof. The plans and specifications submitted in this case are intended, we believe, to be a fair and correct statement in a general way of the construction of this viaduct. Objections were made by the railroad companies, at the time of the hearing, that the foundations of this viaduct were not below the frost line, and were not substantial enough to carry the weight of this viaduct, and in order to make it safe and permanent for the use of the public. Upon examination of this, we find there is some merit to this objection. We are not advised as to how much the additional cost and expense would be, but we withhold our approval from these plans and specifications upon this ground.

We are not prepared at this time to say whether or not the plans show a viaduct of a greater width than the public may require or demand, or whether or not the same is of greater strength than may be necessary. We are disposed to say, however, that in the opinion of the Board, the city is justified in assuming the position that the growth of the city of Des Moines will materially increase from year to year, and that the tendency of all railways, steam and electric, is to increase the capacity of

their rolling stock, and thereby require much stronger bridges and viaducts than have heretofore been in use. If we are correctly informed, these foundations are not of sufficient capacity. Neither are they sufficiently imbedded so that they may be considered substantial foundations. The question of closing up the street under the viaduct certainly should be disposed of before this commission is asked to pass upon the right to construct this viaduct. We have suggested that Sixth and Eighth streets should be closed. This the city council has taken no action upon. We mean by the closing of these streets the closing against team traffic, pedestrians, and other means of travel.

It is the opinion of this Board that the plans and specifications should show definitely, or as nearly as may be, the cost and expense of the construction of the viaduct. It would seem that under section 773 the city council is required to apportion the expense and cost of the viaduct over the different railways over which it is constructed. If this is true, then it would seem to follow that the plans and specifications must show definitely the cost of such construction. It is the wish of the Board in this case that the city council with the railways take up and discuss the different objections which have been made before the Commission, and when that is done then this Board would attach much more weight to the opinion and judgment of the city council.

For the reasons herein set forth, we withhold our approval of the plans and specifications, and the location and construction, of the viaduct on Seventh street.

Des Moines, Iowa, Jan. 24, 1906.

No. 3088—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn certain lands in Marshall county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Marshall county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A part of the southeast quarter of section two, township eighty-two north, range seventeen west, more particularly described as follows:

Commencing at a point where the new center line of the Chicago, Milwaukee & St. Paul Railway, as now surveyed and staked out for a change of line, intersects the east line of said section two; thence due north, fifty feet to a point; thence westerly, on a line parallel to and fifty feet northerly, measured at right angles, from said new center line, a distance of thirteen hundred and fifty feet, more or less, to intersect the present northerly right of way line of said railway company; thence southeasterly, along said northerly right of way line, to the east line of said section two; thence north, to the place of beginning; also: commencing at a point where the aforesaid new center line, as now surveyed and staked out, intersects the north and south quarter line of said section two; thence south, on said quarter line, fifty feet to a point; thence easterly, on a line parallel to and fifty feet southerly, measured at right angles, for said new center line, a distance of twelve hundred feet, more or less, to intersect the present southerly right of way line of said railway company; thence westerly along said southerly right of way line, to intersect the north and south quarter line of said section two; thence southerly to the place of beginning. Containing in all seven and fifty-five hundredths acres.

Also: All that part of lot three of lot one of the northwest quarter of the southwest quarter of section one, township eighty-two north, range seventeen west, lying southerly of a line drawn parallel to and fifty feet northerly, measured at right angles from the new center line of the Chicago, Milwaukee & St. Paul Railway, as now surveyed and staked out for change of line, and extending from the east side to the west side of said lot three of lot one of the northwest quarter of the southwest quarter of said section one.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its Secretary, with the instruction that the same be filed with the clerk of the District Court of Marshall county, Iowa.

Des Moines, Iowa, April 26, 1906.

No. 3089—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

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

In the matter of the petition of the Chicago Great Western Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Warren county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago Great Western Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the

opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A strip of land 30 feet wide and about 530 feet long, adjoining the present westerly right of way line of the Chicago Great Western Railway Company, extending southerly from the south bank of Middle River to Station No. 924 of said railway, in the northwest  $\frac{1}{4}$  of the northwest  $\frac{1}{4}$  of section 28, township 76 north, range 25 west, Warren county, Iowa, containing 37 hundredths of an acre.

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

Des Moines, Iowa, September 6, 1906.

No. 3090—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands in Linn county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Linn county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

All that part of lots eight, nine and ten, of the irregular survey of the northeast quarter of section two, township eighty-three, range seven, Linn county, Iowa, lying between the north side line of the present right of way of the Chicago, Milwaukee & St. Paul Railway Company and a line drawn parallel to and seventy-five feet northerly from, measured at right angles to the proposed new center line of main track of said railway company, as now surveyed and staked out over and across the said lots; containing 3.76 acres.

All that part of the northeast quarter of the northwest quarter of section two, township eighty-three, range seven, Linn county, Iowa, lying between the north side line of present right of way of the Chicago, Milwaukee & St. Paul Railway Company and a line drawn parallel to and seventy-five feet northerly from, measured at right angles to the proposed

new center line of main track of said railway company, as now surveyed and staked out over and across the above described property, and extending seven hundred fifty-three feet westerly from a line which is parallel to and one hundred forty-seven feet westerly of the east side line of said northeast quarter of the northwest quarter of said section two; containing 1.14 acres.

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

Des Moines, Iowa, July 28, 1906.

No. 3091—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Atchison, Topeka & Santa Fe Railway Company, for permission to condemn certain lands in Lee county, Iowa.

In the matter of the petition of the Atchison, Topeka & Santa Fe Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Lee county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Atchison, Topeka & Santa Fe Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

All that part of the north 33 1-3 feet of the northwest quarter of section 1, township 66 north, range 6 west, in Lee county, Iowa, lying within 100 feet of the original center line of main track of the railroad now owned by the Atchison, Topeka & Santa Fe Railway Company.

Also all that part of the north one-half of the northeast quarter of the northeast quarter of section 2, said township and range lying between two lines, the same being 50 feet and 100 feet southeasterly of and parallel with the original center line of main track of said railway company. The land above described containing one and two-tenths acres of land, more or less.

Also, all that part of the south one-half of the southeast quarter of section 4, township 66 north, range 6 west, of the fifth P. M. in Lee county, Iowa, lying between the two parallel lines, the same being 50 feet and 75 feet southeast of and parallel with the original center line of main track of the railroad now owned by the Atchison, Topeka & Santa Fe Railway Company across said section 4; and extending southwestwardly for a distance of 500 feet, more or less (measured along the easterly line of

the strip of land) from the north line of said south one-half of southeast quarter of section 4, to a line drawn southeast at right angles to said original center line of main track at profile station 782 plus 50, and containing 0.29 of an acre of land, more or less.

Also, all that part of said south one-half of southeast quarter of section 4, lying between two parallel lines, the same being 50 feet and 100 feet southeasterly from and parallel with said original center line of main track of said railway company across said section 4; and extending north-eastwardly for a distance of 80 feet, more or less (measured along the northwesterly line of this tract of land) from the south line of said section 4 to a line drawn southeast at right angles to said original center line of main track at profile station 793 plus 50, and containing 0.07 of an acre, more or less. Both tracts containing 0.36 of an acre of land, more or less.

All that part of the southwest quarter of section 3, township 66 north, range 6 west of 5th P. M. in Lee county, Iowa, lying between two parallel lines, the same being 100 feet and 125 feet south of and parallel with the original center line of main track of the railroad now owned by the Atchison, Topeka & Santa Fe Railway Company across said section 3, and extending eastwardly for 600 feet from a line drawn southerly and radial to said original center line of main track at profile station 762 plus 00 to a line drawn southerly at right angles to said original center line of main track at profile station 756 plus 00. Said profile station 762 plus 00 being 1,127 feet eastwardly of, measured along said original center line of main track, from the intersection of said original center line of main track with the west line of said section 3 at profile station 773 plus 27. Containing 0.35 of an acre of land, more or less.

Also, all that part of the northeast quarter of section 9, township 66 north, range 6 west in said Lee county, lying between two parallel lines, the same being 50 feet and 100 feet southerly of and parallel with said original center line of main track of said railway company across said section 9, and extending southwestwardly for a distance of 175 feet, more or less (measured along the south line of the tract of land hereby conveyed) from the north line of said section 9 to a line drawn southeastwardly at right angles to said original center line of main track at profile station 795 plus 50, and containing 0.16 of an acre of land, more or less. Both tracts containing 0.51 of an acre of land, more or less.

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

Des Moines, Iowa, September 13, 1906.

No. 3092—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands in Linn county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Linn county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to wit:

A strip of ground, twenty-five feet wide, lying southerly of and adjoining the right of way of the Chicago, Milwaukee & St. Paul Railway Company, and described as the northerly twenty-five feet of that part of block one of Whipple's Addition to Marion, Iowa, described as beginning on the north line of Sixth avenue, one hundred ten feet easterly from the southwest corner of said block one; thence easterly, on the north line of Sixth avenue, one hundred seven feet, more or less, to the southeast corner of said block one; thence northerly, along the east line of said block one, one hundred seventy-nine and four-tenths feet, more or less, to the south line of the right of way of said railway; thence westerly, along the southerly line of said railway right of way, one hundred twenty-three feet, more or less, to a point on said right of way line one hundred twenty-four feet easterly from the northwest corner of said block one; thence southerly by line to the place of beginning; said strip being twenty-five feet wide and one hundred twenty-three feet long, containing seven-hundredths of an acre.

Also a strip of land, fifty feet in width, on the southerly side of and contiguous to the present right of way of the Chicago, Milwaukee & St. Paul Railway Company, and extending westerly one hundred sixty feet from the east side line of lot two of irregular survey of the northwest quarter of section one, township eighty-three north, range seven west; also, beginning at a point in the center of northerly main track of the Chicago, Milwaukee & St. Paul Railway Company, nine hundred ninety-three feet westerly from the east side line of the northwest quarter of section one, township eighty-three north, range seven west, measured along the center line of said northerly main track; thence southerly, at right angles, fifty feet to place of beginning of land to be described; thence westerly, at right angles, one hundred feet, to a point; thence southerly at right angles, fifty feet to a point; thence easterly, at right angles, one hundred feet to a point; thence northerly, at right angles, fifty feet, to place of beginning; also, beginning at a point on the east side line of said lot two, fifty feet northerly, measured at right angles, from the center line of said northerly main track; thence westerly, along said northerly side line of right of way, one hundred ten feet to a point; thence northerly, at right angles, forty feet to a point; thence easterly, at right angles, about one hundred two feet to the east side line of said lot two; thence south about forty and eight-tenths feet to place of beginning; also begin-

ning at a point in the center line of said northerly main track, nine hundred ninety-three feet westerly from the east side line of the northwest quarter of section one, township eighty-three north, range seven west, measured along the center line of said northerly main track; thence northerly, at right angles, fifty feet to place of beginning of land to be described; thence continuing northerly on last described course produced, fifty feet to a point; thence westerly, at right angles, about sixty-one feet to the westerly side line of said lot two; thence southerly, along the westerly side line of said lot two to the north side line of said right of way; thence easterly along the said northerly side line of right of way, about fifty feet to place of beginning, being a part of lots two and fifteen of the irregular survey of the northwest quarter of section one, township eighty-three north, range seven west, Linn county, Iowa; containing in all forty-six hundredths of an acre.

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

Des Moines, Iowa, July 17, 1906.

No. 3093—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Chicago, Burlington & Quincy Railroad Company, for permission to condemn certain lands in Page county, Iowa.

In the matter of the petition of the Chicago, Burlington & Quincy Railroad Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Page county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Burlington & Quincy Railroad Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to wit:

A tract of land, described as follows:

Beginning at a point in the north line of block thirty-six (36), in Frazer's addition to the city of Clarinda, Page county, Iowa, two hundred ten and nine-tenths (210.9) feet west of a monument marking the northeast corner of said block, said distance being measured along the north line of said block; said point of beginning being also the northeast corner of lot number four (4) in said block; thence south along the east line of said lot four (4), one hundred fifty and five-hundredths (150.05) feet to the south line of said lot; thence west along the south line of said lot

sixty-five and sixty-three hundredths (65.63) feet; thence northeasterly one hundred fifty-four and thirty-nine hundredths (154.39) feet to a point in the north line of said lot two hundred thirty-seven and eight-hundredths (237.08) feet west of a monument marking the northeast corner of said block thirty-six (36); thence east along the north line of said lot four (4) twenty-six and eighteen hundredths (26.18) feet to the point of beginning, containing six thousand eight hundred eighty-six and three-tenths (6,886.3) square feet.

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

Des Moines, Iowa, July 11, 1906.

No. 3094—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands in Marshall county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Marshall county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to wit:

A part of the south one-half of the southeast quarter of section two, and a part of the south half of the southwest quarter of section one, in township eighty-two north, range eighteen west, in Marshall county, Iowa, and more particularly described as follows:

A strip of land, one hundred feet in width, being fifty feet of such width upon each side of the new center line of the Chicago, Milwaukee & St. Paul Railway Company's right of way, as now surveyed and staked out for a change of right of way, and extending from the east side line of said section two to the north line of the south half of the southeast quarter of said section two.

Also an additional strip of land, twenty-five feet in width, lying northerly of and adjoining the aforesaid one hundred foot strip of land, and extending southeasterly twelve hundred feet from the north line of the south half of the southeast quarter of said section two.



Also a strip of land, twenty-five feet in width, lying southerly of and adjoining the aforesaid one hundred-foot strip of land, and extending westerly five hundred feet from a point which is one thousand feet, measured along said center line, from the east side line of said section two.

Also commencing at a point where the north line of the present right of way of said railway company intersects the west line of said section one; thence north, on said west line, three hundred feet, more or less, to a point which is fifty feet northerly, measured at right angles, from the aforesaid new center line; thence northeasterly, on a line parallel to and fifty feet northerly, measured at right angles, from said new center line, six hundred fifty feet, more or less, to intersect the present right of way of said railway company; thence southwesterly along the north line of the aforesaid right of way, to the place of beginning; containing in all eight acres.

A part of the southwest quarter of section two, township eighty-two north, range eighteen west, in Marshall county, Iowa, and more particularly described as follows:

A strip of land, one hundred feet in width, being fifty feet of such width upon each side of the new center line of the Chicago, Milwaukee & St. Paul Railway, as now surveyed and staked out for a change of line, and extending from the west side line of said section two to the north and south quarter line of said section two; also, two strips of land, each fifty feet in width, one lying on the northerly side of and adjoining and the other lying on the southerly side of and adjoining the above described one hundred feet strip of land, and extending easterly five hundred and fifty feet from the west line of said section two; containing in all seven and three-tenths acres.

A part of the west half of section three, township eighty-two north, range eighteen west, in Marshall county, Iowa, more particularly described as follows:

A strip of land one hundred feet wide, being fifty feet of such width upon each side of the new center line of the Chicago, Milwaukee & St. Paul Railway, as now surveyed and staked out for a change of line, and extending from the west side line of said section three to the north and south quarter line of said section three; also a strip of land, twenty-five feet wide, lying southerly of and adjoining the above described one hundred-foot strip of land, and extending from the west line of said section three, in an easterly direction, to intersect the east and west quarter line of said section three; also a strip of land, twenty-five feet wide, lying northerly of and adjoining the above described one hundred-foot strip of land, and extending easterly nine hundred feet from the west line of said section three; containing in all seven and seven-tenths acres.

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

Des Moines, Iowa, March 9, 1906.

No. 3095—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

IN the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands in Benton county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, for permission to condemn certain lands, as provided by section 1998 of the Code of Iowa, in Benton county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to wit:

A part of the northeast quarter of section seventeen, township eighty-three north, range twelve west of the 5th P. M. in Benton county, Iowa, and more particularly described as follows:

A strip of land seventy-five feet in width, lying southerly of and adjoining the present right of way of the Chicago, Milwaukee & St. Paul Railway Company, and extending easterly one thousand four hundred and twenty-five feet from the north and south quarter line of said section seventeen, township and range aforesaid; and containing two and four-tenths acres.

A part of the northwest quarter of section seventeen, township eighty-three north, range twelve west of the 5th P. M., in Benton county, Iowa, and more particularly described as follows:

Commencing at a point where the north line of the present right of way of said Railway Company intersects the west line of said section seventeen; thence north on said west line two hundred feet, more or less, to a point which is fifty feet northerly, measured at right angles, from the new center line of said railway, as now surveyed and staked out on the ground for a change of line; thence east, on a line parallel to and fifty feet northerly, measured at right angles, from said new center line, a distance of nineteen hundred feet, more or less, to intersect lands now owned by said railway company; thence south, at right angles, to intersect the present center line of said railway; thence southwesterly along said center line, to the west line of said section seventeen; thence due north to the place of beginning; excepting so much of said premises as is now owned by said railway company; also a strip of land seventy-five feet in width, lying southerly of and adjoining the present right of way of said railway company and extending westerly four hundred and seventy feet from the north and south quarter line of said section seventeen; containing five acres.

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

Des Moines, Iowa, March 9, 1906.

No. 3096—1906.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Dubuque & Sioux City Railroad Company for permission to condemn certain lands in Black Hawk county, Iowa.

In the matter of the petition of the Dubuque & Sioux City Railroad Company, for permission to condemn certain lands, as provided by section 1993 of the Code of Iowa, in Black Hawk county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Dubuque & Sioux City Railroad Company to the Board, stating the desire of said company to condemn the property hereinafter more particularly described, for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such company, to wit:

A parcel of ground described as follows: Bounded on the north by the south section line of section twenty-three, township eighty-nine, north range thirteen west of 5th P. M., on the northeast by Water street, on the southeasterly side by Park avenue, on the southwesterly side by Cedar river in the City of Waterloo, Black Hawk county, Iowa, containing one hundred and seven one thousandths acres more or less, (107-1000 acres.)

Part of block opposite block four in the City of Waterloo, described as follows: Beginning at the intersection of the south line of Water street with the east line of Park avenue (Main street), thence easterly on said south line of Water street one hundred and twenty-three feet; thence southerly at right angles to said south line of Water street to Cedar river; thence westerly along the east bank of the Cedar river to the east line of Park avenue; thence northerly forty-eight feet to point of beginning. Same containing seventy-six one thousandths acres more or less (76-1000 acres).

The fractional lot opposite block five in the original plat of Waterloo on the east side of the Cedar river and lying between Water street and the Cedar river and lying northwest on Main street (Park avenue), and southeast of Third street in the City of Waterloo, County of Black Hawk and State of Iowa, containing one hundred and seventy-six one thousandths acres, more or less. (176-1000 acres).

All the foregoing to include all the property described to low water mark along the Cedar river.

In witness whereof this Board of Railroad Commissioners has caused this certificate to be executed and duly signed and attested by the Secretary, with the instruction that the same be filed with the Clerk of the District Court of Black Hawk county, Iowa.

Des Moines, Iowa, August 7, 1906.

No. 3097—1906.

To All Whom It May Concern:

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

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 14th day of February, 1906.

No. 3098—1906.

To All Whom It May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western Railway Company with its own tracks, at or near Otis Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and

shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 2d day of April, 1906.

No. 3099—1906.

*To All Whom It May Concern:*

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

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 3d day of April, 1906.

No. 3100—1906.

*To All Whom It May Concern:*

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western Railway Company at the Cedar River bridge, at or near Otis Station, Iowa,

having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 18th day of June, 1906.

No. 3101—1906.

*To All Whom It May Concern:*

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago Great Western Railway Company and the Chicago, Rock Island & Pacific Railway Company, at or near Clarksville Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 20th day of July, 1906

No. 3102—1906.

*To All Whom It May Concern:*

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Milwaukee & St. Paul Railway Company at the drawbridge across the Mississippi River, at or near Sabula Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 30th day of July, 1906.

No. 3103—1906.

*To All Whom It May Concern:*

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Burlington & Quincy Railway Company, at or near Fairfield Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 12th day of September, 1906.

No. 3104—1906.

*To All Whom It May Concern:*

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago Great Western Railway Company and the Chicago & North-Western Railway Company, at or near Eagle Grove Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 17th day of September, 1906.

No. 3105—1906.

*To All Whom It May Concern:*

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western

Railway Company and the Chicago, Milwaukee & St. Paul Railway Company, at or near Beverly Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device.

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 1st day of October, 1906.

#### No. 3106—1906.

##### To All Whom It May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago Great Western Railway Company and the Illinois Central Railroad Company, at or near Waverly Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 18th day of December, 1906.

#### No. 3107—1906.

##### To All Whom It May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Burlington & Quincy Railway Company and the Iowa Central Railway Company, at or near Maxon Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device.

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 31st day of December, 1906.

#### No. 3108—1906.

##### IN THE MATTER OF THE REVISION OF RAILROAD COMMISSIONERS' RATES AND CLASSIFICATION.

Upon January 2, 1906, the Board gave notice that it would, on Tuesday, January 30, 1906, meet at its office in Des Moines at 10:00 A.M., for the purpose of making such changes or revisions in its schedule of rates and classification of freights as it might determine just and reasonable, and all persons were invited and requested to appear before the Board on that day, if interested in such proposed changes or revisions. The notice was published according to law and copies thereof forwarded to interested parties. The following were designated as some of the changes that had been requested:

Minimum weights C. L.	Application for adjustment as to
Advertising matter, in bundles	Flour, Grain and other freights
Threshers	L. C. L. 2
Sugar beets, and sugar beet pulp for feeding purposes	Same as Western
Paper boxes, Item 2, page 15, add "in bundles."	Not classified
Item 3, page 15, should read, "not nested, but boxed, crated or in bundles"	Item 3, page 15, should be eliminated
Cement burial vaults	Not classified
Coffin stock, sawed to shape, not further finished	K. D. lumber rates
Canned goods, in open top boxes	Rating as to rate applicable
Breeding crates S. U.	Not classified
Acid, N. O. S., in carboys	Should be protected
Cooling room material, K. D., min. wt. 20,000 lbs.	C. L.
Barrels S. U.	Same ruling as Western
Beer barrels	Rule 6 B of Western should apply
Eggs in cases	Same as Western
Telephone cross-arms, wooden	L. C. L. 4
Furniture, all kinds, C. L.	Min. Wt. 20,000 lbs.
Rate Clinton to Sioux City should be same as Clinton to Council Bluffs	
Spring beds and woven wire mattresses, N. O. S.	C. L. 5
Music cabinets	First class
China closets	One and one-half
Sash and doors glazed with leaded glass	Second class
Toilet soap	Same as Western
Hardware, N. O. S.	Third class
Galvanized and painted sheet metal (plain and roll cap ridging)	L. C. L. 2 C. L. 4
Screen doors and window frames, S. U.	Fourth class
Sash or doors if glazed with glass, other than with common window glass, exclusive of leaded plate	Second class
Sash and doors glazed with plate glass	Second class
Soft wood for manufacture of excelsior	Same as wood for fuel
Grain and seed cleaners	Same as Western
Cement building blocks (sidewalk blocks)	Class E
Crushed stone	Lump coal rates
Sewer pipe (cement)	Misunderstanding
Iron pumps, N. O. S. loose	L. C. L. 3
Sand	Slack coal rate
Farm scales (no limit to number when shipped with implements in car lots)	L. C. L. 4 C. L. A.
Screens	Fourth class
Crushed clam shells (in burlap bags)	Class E
Clam shells, C. L.	Class D or E
Tents and fixtures, C. L.	Class B
Wagon boxes, K. D.	L. C. L. 3
Woven wire refrigerator shelf	L. C. L. 4
Spilled beer, in wood, returned to brewers, 4 fourth class at wts. provided for beer	
Gasoline engines, mixed with C. L. of agricultural implements	Not allowed at present
Agricultural implements, returned for repairs	Rule as per Western
Beer, beer tonic, hop tonic, etc., in bottles packed in casks containing 8 dozen pts.	Provision for an estimated wt. of 220 lbs. per cask
Lime and sulphur solution, min. wt. 30,000 lbs.	L. C. L. 4 C. L. C.
Corn picker and husker	Include with agricultural implements in C. L.; 3d class L. C. L.

Cement machinery, usually known as cement stone machines, concrete block machines, cement building block machines, etc.	L. C. L. 2
Cast iron pallets for cement stone machines	L. C. L. 4
Steam dryers	First class
Pad bottoms (used in manufacture of harness)	Fifth class
Shale	Fifty per cent of class D
Wagon dump and portable elevator combined K. D. packed	Third. S. U. I.
Sash and doors glazed with leaded glass	Inconsistence
Voting machines	Same as Western
Steam coal	No classification
Contractors' outfits	No classification
Cotton piece goods, cut only and ready for manufacturer	Not classified.

On the day named, January 30, 1906, the Board met at its office and considered such classification and rate matters that might come before it. Commissioners Palmer, Dawson and Ketchum were present.

The railway companies represented were the Chicago, Burlington & Quincy Railway Company by W. B. Hamblin, General Freight Agent, and W. H. Hill, Division Freight Agent; Illinois Central Railroad Company by W. R. Bascom, Assistant General Freight Agent; Chicago, Milwaukee & St. Paul Railway Company by H. E. Pierpont, Assistant General Freight Agent, and E. C. Nettles, Division Freight Agent; Hannibal & St. Louis Railway Company by M. J. Hannam, General Commercial Agent; Wabash Railroad Company by F. C. McMillan, Division Freight Agent; Chicago & North-Western Railway Company by F. P. Eymann, Assistant General Freight Agent, and L. F. Berry, General Agent; Chicago Great Western Railway Company by E. E. Watson, Assistant General Freight Agent, and J. A. Ellis; Chicago, Rock Island & Pacific railway company by F. J. Schubert, Assistant General Freight Agent; Des Moines, Iowa Falls & Northern Railway Company by S. L. Strauss, General Freight Agent.

The shippers present and those representing them were W. B. Martin, Commissioner Dubuque Commercial Club; J. H. Osborne, Commissioner Sioux City Commercial Club; O. D. Collis, of Collis Manufacturing Company, Dubuque; Sumner Miller, of Guttenburg Excelsior Company; John Knapp, Dubuque Mattress Factory; J. J. and J. A. Wilson, of Harvey; B. S. Hutchins, of Des Moines; F. F. Balzer, of Des Moines; G. H. Carlon, of Oskaloosa; Robers Scribner, of Des Moines, Secretary Millers' Association; W. D. Tower, for Agar Packing Company, Des Moines; J. H. Cochran, for Des Moines Paper Box Company; C. M. Gould, for Roach & Musser Sash and Door Company, Muscatine; D. L. Howard, of Iowa Stock Food Company; G. R. Slater, Manager Western Electrical Company; R. L. Clements, for Acme Manufacturing Company.

The board did not finish the hearing until too late to consider any of the subjects presented on date of hearing and took the matters presented under advisement. On February 8, 1906, the Board ordered an amendment to be issued covering the changes agreed upon, such amendment to be effective February 24, 1906, and to be known as Amendment No. 1 to Iowa Classification No. 13. In accordance therewith notice was published according to law and amendment as follows was promulgated:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA

AMENDMENT No. 1, TO IOWA CLASSIFICATION No. 13

DATED FEBRUARY 8, 1906

EFFECTIVE FEBRUARY 24, 1906

Page	Item	Article	L. C. L.	C. L.
6	24	Advertising Matter, consisting of almanacs, circulars and pamphlets for advertising purposes only, value not exceeding five cents per pound and so receipted for, in bundles or boxes.	2	In C. L. include with Item 2, page 6
6	6	Agricultural Implements, Windmills, and parts thereof, returned to manufacturers or original points of shipment, provided the same are accompanied by an order from the manufacturer authorizing a return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff rates will be charged. All charges to be prepaid.	2	
7	1	(Foot Note: With shipments of Threshers, Separators, Traction Engines and Hay Presses there may be included Canvas Covers, Hoisting Jacks, Boiler Tubes, Fire Brick, Hose, Belting and Pumps to equip such implements)		
7	37			
8	57			
7	104	Combined Corn Picker and Husker, K. D., in packages.	3	A
8	8	Hay Tedders, K. D. flat and tied in bundles	3	A
9	174	Wagon Dumps and Elevators, combined, K. D., castings boxed, other parts in bundles.	3	A
11	154	Animal and Poultry Food, prepared, in cartons weighing 14 pounds each or over, boxed, in bulk, boxed, in pails, veneered drums, barrels or bags.	4	B
15	2	Boxes, etc., nested, boxed, crated or in bundles	D 1	
15	3	Not nested, but boxed, crated or in bundles	D 1	
15	3	Note—Paper Boxes, S. U., in cartons, minimum weight 5,000 pounds	11 t 1	
15	34	Cancelled		
16	634	Burial Vaults, cement, K. D., crated.	3	Lumber tariff rates
16	65	Coffin Stock, not further finished than sawed, dressed and cut to shape, not bent (except woods of value)	3	Lumber tariff rates
26	15	†Barrels, Casks, Tierces, Drums and Well Buckets, exclusive of beer packages, empty		
26	16	Minimum weight 14,000 pounds NOTE—36-foot car, inside measurement, the standard, 3 per cent to be added for each foot in excess of 36 feet and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.		D
26	17	Cancelled		
30	22	Include Cotton Piece Goods, cut to shape, not further finished		
32	264	Cross Arms, etc., without pins inserted	4	Lumber tariff rates
32	264	Cross Arms, wooden (for telegraph, telephone and electric light poles)	4	Lumber tariff rates
48	3	Cancelled		
49	484	Horse Collars, other than leather, in burlap sacks or boxed	3	4
54	174	Iron Pallets for Cement Stone Machines.	4	
58	64	Beer, etc., packed in casks containing eight dozen pints, estimated weight 220 pounds		
58	91	Beer, spoiled, in wood, returned to brewers, at estimated weight provided for beer, one-half 4th class		
65	211	Cement Machinery, Stone Making Machines, Concrete Block Machines, etc., machines for molding artificial stone.	2	
67	17	Include Grain and Seed Cleaners and Separators, S. U. crated		

AMENDMENT No. 1, TO IOWA CLASSIFICATION No. 13—CONTINUED

Page	Item	Article	L. C. L.	C. L.
71	361	Voting Machines, boxed	D 1	3
74	384	Shale		E
85	12	Include "Cement Building and Sidewalk Blocks"		
85	191	Iron Ridge Caps or Rolls and Valleys, galvanized and painted sheet metal, nested, boxed or crated		4
86	53	The word "Cement" should be in parentheses		
89	47	Iron Pumps, N. O. S.	3	
89	48	Cancelled		
89	49	Cancelled		
94	401	Sand, in bulk		Soft Coal (slack) Rates
94	47	*Scales, N. O. S.		
		*Note—Farm Scales shipped with car of agricultural implements, same rate as agricultural implements, not more than five such scales to each car		
94	47	Scales, N. O. S., etc., minimum weight 21,000 pounds		4
	49			
	554	Sheep Dip, liquid, N. O. S. Invoice value not exceeding 6 cents per pound and so receipted for	4	C
	70	Clam Shells, etc., ground or crushed		E
	71	Clam Shells, not crushed, etc.		E
	117	Paraffine Wax may be shipped in mixed C. L. with Petroleum and its products.		
119	194	Woven Wire Refrigerator Shelf	3	Wood (fuel) Rates
119	394	Soft Wood, for manufacture of excelsior		

By order of the Board of Railroad Commissioners of the State of Iowa,  
Des Moines, Iowa, February 9, 1906.

DWIGHT N. LEWIS, Secretary.

On February 23d the Commissioners agreed on further changes and amendment to the classification and ordered that an amendment to be known as Amendment No. 2 to Iowa Classification No. 13, effective March 15, 1906, be promulgated. In accordance with such direction, notice was published as required by law and the following amendment issued:

BOARD OF RAILROAD COMMISSIONERS, STATE OF  
IOWA

AMENDMENT No. 2, TO IOWA CLASSIFICATION No. 13

DATED FEBRUARY 23, 1906

EFFECTIVE MARCH 15, 1906

Page	Item	Article	L. C. L.	C. L.
V and VII				
7	366	NOTE—Soft coal passing through an inch and a half screen, will be classed as pea and slack.		
18	474	Engines, etc. Gasoline, boxed or crated, or with light and easily breakable and detachable parts removed and boxed or protected by crating, C. L. (with agricultural implements)....	D 1	
26	10	Breeding Crates S. V.		
34	19	Cooling Room Material, etc., C. L., minimum weight 20,000 pounds.	3	B
38	10	Wire fencing and materials, including staples, nails, bolts, wood and iron or steel posts, tubular railing, rough lumber and wire fence gates, mixed C. L.	4	5
48	23	Spring Beds and woven wire mattresses minimum weight C. L. 12,000 pounds.		3
48	23	Syrup (flavoring) Crushed Fruit and Fruit Syrups in casks, boxes or kegs.		4
49	341	Pad Bottoms, in boxes or barrels.		
52	23	NOTE—Agricultural Implement Castings: Not further finished than being cleaned and drilled, with bolt holes, when shipped in straight car loads may be rated as fifth class as castings N. O. S.		
63	12	Doors, glazed with plate, leaded or stained glass (exclusive of leaded plate), released.	2	
63	14	Doors, etc.: Black Walnut, Cherry, Holly or Mahogany.	2	
63	19	Sash or Doors, glazed with plate, leaded or stained glass, exclusive of leaded plate, released.	2	
67	194	Grain Dryers, steam, for drying or heating corn, wheat and other grains.	1	
77	324	Dry Sweeping Compounds (not disinfectants) in barrels or drums.	4	E
85	51	Some (all kinds) cranes, etc., cancel words "for road building"		
104	57	Tents and Fixtures should be included in bracket with items 54, 55 and 56.		B
115	67	Wagon beds, etc., K. D., in bundles.	2	
117	22	Washing Machines, Hand, etc., minimum weight 14,000 pounds, subject to following rule:		
24		NOTE—36-foot car, inside measurement, the standard, 3 per cent to be added for each foot in excess of 36 feet, and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.	4	
119	42			
120	43			
	1			
	2			
	3			
	4			
	5	Wooden and Fibre Ware, minimum weight 14,000 pounds, subject to the following rule:		
	6	NOTE—36-foot car, inside measurement, the standard, 3 per cent to be added for each foot in excess of 36 feet, and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.	4	
	7			
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By order of the Board of Railroad Commissioners of the State of Iowa.

Des Moines, Iowa, February 23, 1906.

DWIGHT N. LEWIS, Secretary.

THE FOLLOWING MATTERS WERE PASSED FOR FURTHER CONSIDERATION.

Minimum weights on flour, grain, etc.  
Carload rating on contractor's outfits.  
Rates on sugar beets and sugar beet pulp in carloads.  
Furniture rates.  
Eggs in cases.  
Hardware N. O. S.  
Screen doors and window frames, set up.  
Screen doors and windows.

THE FOLLOWING ITEMS WERE REJECTED.

Ruling for permitting butter to be shipped in barrels with cloth tops tacked on, same rate for butter in barrels with tops fastened under top hoop.  
Ruling for acid N. O. S. in carboys requiring certain detailed description of protection to package.  
Ruling applying on canned goods in open topped boxes.  
Des Moines, Iowa, February 23, 1906.

No. 3169—1906.

In the matter of amendment of Iowa classification No. 13.

The Board, on August 13, 1906, caused notice to be published as required by law, for a classification hearing, to be held in its office on September 5, 1906. Notice was also sent to interested parties, including railway companies, as follows:

STATE OF IOWA—BOARD OF RAILROAD COMMISSIONERS

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

To Whom It May Concern:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa, will on Wednesday, September 5, 1906, at 10 o'clock A.M., meet at its office in Des Moines, for the purpose of making such changes or revision in its schedules of rates and classification of freights as it may determine just and reasonable, and any and all persons who may be interested therein are invited and requested to appear before the Board on that day.

THE BOARD OF RAILROAD COMMISSIONERS,  
Des Moines, Iowa, August 13, 1906. BY DWIGHT N. LEWIS, Secretary.



The following changes, among others, have been requested:

	L. C. L.	C. L.	
Pork scraps, etc., ruling asked for, that will include all fresh pork cuts.			
Bridge cylinders or caissons.....	4	5	
Smoke stacks.....	4	5	
Culvert pipe.....	4	5	
Potato diggers, K. D.....	3		
Stoneware.....			D
Clay.....			Stack
Eggs in cases, estimated weight 53 pounds each.			Coal rates
Sectional boilers (cast iron), K. D.....	4		
Macaroni, noodles, spaghetti and vermicelli.....	4	5	
Folding steel couches, S. U.....			D 1
Backs folded flat on sides or against seat.....	1 1/2		
Folded flat.....	2		
Completely K. D., boxed, hoop iron in bundles.....	3		
Meat meal, "ground refuse meats".....	4		E
Sectional book cases, K. D., flat, boxed or crated.....	2		
Crockery with rolled oats, etc., ruling permitting.....	3		
Cardboard.....	3		
Folding camp chairs, second hand.....	3		
Steel or iron grave vaults.....	3		
Phonographs and other talking machines and records for same.....	1	3	
Hen nest device (boards sawed to box size).....	4	5	
Liquor packages, barrels, etc., empty returned.....	4		
Rag paper, wrapping.....	4		B
Nursery stock, minimum weight 15,000 pounds, on car 36 feet, 6 inches long; 36 feet, 6 inches to 45 feet, 6 inches, 20,000 pounds; over 45 feet, 6 inches, 21,000 pounds.			
"Petroleum (including crude petroleum) should also include the following oil products: Benzine, benzole, carbon, gasoline, grease, axle grease, kerosene, lubricating oils, naphtha, miners' oil and compound lubricating oil, having a petroleum base, but exclusive of floor oil, wool oil and bicycle oil."			
Automobiles, in carloads, min. weight 10,000 pounds, 1st class.			E
Hay and straw, minimum weight 30,000 pounds.....			rate and minimum
Boxes set up.....			
Stone, rough quarried, consideration of rate on.			
Wagons, common farm, consideration of rate on.			

The board met on the date named in the notice and considered all questions coming before it. The following persons attended the hearing, representing the interests as noted:

W. C. Slater, of Mennig & Slater, Des Moines; W. U. Turpin, C. S. Wise and Hon. R. M. Wright, representing the Western Stone Ware Company; C. M. Gould, of the Mississippi Box Company; J. W. Burroughs, A. J. Galvin, Wm. N. Gattiman, J. W. Crowley and Henry Able, representing stone quarry, clay, etc., interests; E. S. Root, of the Des Moines Casket Company; W. G. Wagner, Commercial Agent, Chicago, Burlington & Quincy Railway Company; W. H. Hill, Division Freight Agent, Chicago, Burlington & Quincy Railway Company; F. C. McMillan, Division Freight and Passenger Agent, Wabash Railroad Company; H. E. Pierpont, Assistant General Freight Agent, Chicago, Milwaukee & St. Paul Railway Company; E. C. Nettles, Division Freight and Passenger Agent, Chicago, Milwaukee & St. Paul Railway Company; E. J. Seymour, Assistant General Freight Agent, Chicago & North-Western Railway Company; L. F. Berry, General Agent, Chicago & North-Western Railway Company; F. J. Shubert, Assistant General Freight Agent,

Chicago, Rock Island & Pacific Railway Company; E. E. Watson, Assistant General Freight Agent, Chicago Great Western Railway Company; J. A. Ellis, Division Freight Agent, Chicago Great Western Railway Company; W. R. Bascom, Assistant General Freight Agent, Illinois Central Railroad Company.

After hearing on all items upon which a change in classification had been asked, the Board, on September 18, 1906, ruled that the following amendment should be issued to be known as Amendment No. 3 to Iowa Classification No. 13, dated September 18, 1906, effective October 1, 1906, which was done, due notice of which being given as provided by law:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

AMENDMENT No. 3 TO IOWA CLASSIFICATION No. 13.

DATED SEPTEMBER 18, 1905.

EFFECTIVE OCTOBER 1, 1906.

Page	Item	Article	L. C. L.	C. L.
8	53	Potato Diggers, Wheeled:	D 1	
54	55	Setup K. D., wheels on or off, other detachable parts removed and in packages.		
16	63	Grave Vaults, iron or steel	3	
19	2	NOTE—Liquor packages which have been used may be shipped to others than original consignors at 4th class L. C. L.	3	
31	11	Eggs: Eggs, in cases, will be taken at the following estimated weights, exception to Rule 1: Cases containing 30 dozen or less may be received and charged for transportation at an estimated weight of 53 pounds per case; cases containing 36 dozen at an estimated weight of 65 pounds per case, any excess number of eggs above 36 dozen to be rated at 2 pounds for each additional dozen. Eggs in heavy pine boxes or cases containing 30 dozen or less may be received and charged for transportation at an estimated weight of 60 pounds per case, any excess number of eggs above 30 dozen to be rated at 2 pounds for each additional dozen. Carriers or cases to be of wood of not less than the following dimensions: Sides, tops and bottoms 3-16 of an inch in thickness; ends and centers 7-16 of an inch in thickness; end cleats 11 by 7-16 of an inch in thickness; cement wire nails, three-penny fine, 12 nails on each side, bottom and top; 24 lb. hard calendar medium filers, consisting of 10 trays and 12 dividing boards, to be used. On and after January 1, 1907, 15 nails will be required on each side and bottom of case, 10 nails at the top, and second hand cases must be strapped. Eggs packed in cases other than as above prescribed will be charged one class higher.		
34	10	Cement, Clay or Tile Posts	4	E
38	46a	Sectional Book Cases, K. D., flat, boxed or crated	2	
39	8	Cancel words "wrapped or crated"		
41	8	Cancel words "or steel folding"		
41	3a	Folding Steel Couches, S. U.	D 1	
		Backs folded flat on sides or against seat	2	
		Folded flat	2	
		Completely K. D., boxed, hoop iron in bundles	3	
47	33	Macaroni, Noodles, spaghetti and Vermicelli, boxed	4	5
50	30	Hens' Nest trap, S. U.	1	
		Hens' Nests and Roosts and Stationary Chicken Coops, completely K. D., crated	3	5
52	12	Bridge Piers, iron tubular: 16 gauge and over in thickness	2	
		Less than 16 gauge in thickness	D 1	5
		Caissons	D 1	
64	9	Include "waste Excelsior from Excelsior Mills"		E
64	10	Shavings N. O. S. in packages	3	E
74	7	Clay, common, C. L.		Soft coal (slack) rates

AMENDMENT No. 3 TO IOWA CLASSIFICATION No. 13—CONTINUED.

Page	Item	Article	L. C. L.	C. L.
76	11	Nursery Stock: P. P. or guaranteed, invoice value not exceeding \$5.00 per 100 pounds and so receipted for, min. weight on all car load shipments, N. O. S. as follows: Length of Car 36 feet, 6 inches or less ..... 16,000 Over 36 feet, 6 inches and not over 45 feet, 6 inches ..... 20,000 Over 45 feet, 6 inches ..... 24,000 Cancel items 21, 22, 39, 36, 37, 38, 39, 40, 41, 42, 43 and 46.		
76	37	Trees, Dormant Cuttings, Seedlings, Scions and Shrubbery, N. O. S.		
38		Boxed, when same can be loaded in box or stock cars....	3	
39		Boxed, when too large to be loaded in box or stock cars in bales, or in bundles with roots wrapped, actual weight, consignments no less than 100 pounds each....	1	B
40				
76	41	Trees, in bundles, bottoms boxed, tops wrapped in straw, each weighing 100 pounds or over, loaded in box or stock cars.....	1	
78	6	Petroleum Change item to read as follows: "Petroleum (including crude petroleum) should also include the following Oil Products: Benzine, Benzole, Carbon, Gasoline, Grease, Axle Grease, Kerosene, Lubricating Oils, Naptha, Miners' Oil and Compound Lubricating Oil, having a petroleum base, but exclusive of Floor Oil, Wool Oil and Bicycle Oil."	3	
8	15a	Digester Tankage, Blood Meat Meal and Blood Flour, in packages	4	E
83	39	Include "Cardboard and Bristol Board"		
83	40	Include "Rag Wrapping Paper"		
85	51	Stone (all kinds), rough or crushed, C. L.		Soft coal (slack) rates
87	24	Culverts: Riveted Plate Iron (16 gauge or over in thickness)..... Sheet Iron (less than 16 gauge in thickness).....	3	5
94	71	Talking Machines and Talking Machine Records (Disc and Cylinder), boxed	D 1	
95	49	Pench Seed or Peach Pits	1	3
95	50	(Steam Heating Apparatus):	4	5
99	56a	Sectional Bolders (Cast Iron), K. D., flat.....	4	5
100	12	Stone, block, rough, quarried, value restricted to 20 cents per cubic foot, and so receipted for (see Rule 4); C. L.		Soft coal (slack) rates
100		Cancel items 36 and 37.		
101	1-10	Stoneware, C. L., minimum weight 30,000 pounds.....	D	
111	6	Automobiles, minimum weight 10,000 pounds, C. L. Subject to the following rule: Minimum weights provided in classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by note, whether loaded in box cars or on open cars. Upon such light and bulky articles the standard car will be 36 feet, inside measurement, 3 per cent per foot to be added for each foot in excess of 36 feet and 3 per cent to be deducted for each foot less than 36 feet, with a minimum of 91 per cent, all per centages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.	1	

By order of the Board of Railroad Commissioners of the State of Iowa.  
Des Moines, Iowa, September 18, 1906.

DWIGHT N. LEWIS, Secretary.

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Cases Closed By Correspondence

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## CASES CLOSED BY CORRESPONDENCE

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No. 3110—1906.

CITIZENS OF ARION

vs.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY CO.

} *Petition for new depot.*

Complaint filed June 7, 1901.

This was petition for a new depot at this town on the C., M. & St. P. Ry. After an investigation the Board did not deem that an order at that time should be made.

Des Moines, Iowa, December 3, 1906.

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No. 3111—1906.

H. G. McMILLAN, Cedar Rapids,

vs.

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

} *Farm crossing.*

Complaint filed July 25, 1901.

This was an application for cattle-pass on farm. The matter was taken up by the Board, the railway company arranging for a conference between complainant and the company and the case was closed.

Des Moines, Iowa, December 3, 1906.

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No. 3112—1906.

WM. M. BOYD ET AL., Mingo,

vs.

CHICAGO GREAT WESTERN RAILWAY  
CO.

} *Drainage.*

Complaint filed August 7, 1902.

Complaint in this case follows:

*To the Honorable Board of Railroad Commissioners of the State of Iowa:*

We, the undersigned resident freeholders of Jasper County, Iowa, respectfully represent and show that during the year 1901 the Great Western Railway Co.

filled in several openings in the grade where it crosses the bottom of Clear Creek and Indian Creek, in Poweshiek Township, Jasper County, Iowa, so as to prevent the water passing through and going into its natural course, whereby the back-water during the time of high water this summer was about two to four feet higher on the upper side of the track than it was on the lower side of the track; and at or about the same time of the filling of the grade they removed two embankments east of the creek, one on each side of their track, so as to allow the water to flow along said railroad track, and by reason thereof has greatly damaged the growing crops on about 360 acres of land belonging to your petitioners and that the same will be a perpetual injury to said land unless said embankments are replaced and the grade reopened.

Wherefore your petitioners respectfully ask your honorable body, at the earliest possible time, you have said Great Western Railway Co. remove the filling placed in said opening in said grade, and rebuild the embankments which they removed, in order that the water may flow in its natural course without being obstructed and the land be not injured thereby in the future. All of which is respectfully submitted.

Dated at Colfax, Iowa, this 6th day of August, A. D. 1902.

WM. M. BOYD,  
JERRY O'MERA,  
JOHN MAHER,  
JEFFERSON O. STARK,  
JOHN GANNON,  
HUGH GANNON,  
F. B. LOWRY,  
P. B. LOWRY,  
J. H. CRAWFORD,  
WM. BYAL.

The railway company in reply to this said:

ST. PAUL, MINN., September 8, 1902.

Mr. Dwight N. Lewis, Secretary Board Railroad Commissioners, Des Moines, Iowa:

DEAR SIR,—Replying to your letter of August 7th, enclosing letter of G. M. Tripp of Colfax, Iowa, and copy of petition of Wm. M. Boyd et al.

I have to say that the actual levels, instead of being from two to four feet difference between the upstream and downstream sides of the embankment at our bridges, are only from .6 to 1.2 feet.

Every narrowing of the channel of a stream creates a difference in level on the upstream and downstream sides of the narrowing. This difference in level exists at every bridge. It is merely a question as to how much a difference is permissible during the short duration of extreme high water. If a difference of .6 of a foot to 1.2 feet under such extreme conditions is not permissible, then almost every bridge on our own and every other railroad and highway will need to be rebuilt. It seems to us that the length of the bridges we have is sufficient and that they should not be increased.

Yours truly,

S. C. STICKNEY, General Manager.

A great deal of correspondence passed between the Board, the petitioners and the railway company, several personal investigations were made by the Commissioners upon the premises and the Board made many efforts to adjust the case to the satisfaction of the complainants. Finally upon February 9, 1906, the Board rendered the following opinion:

February, 9, 1906.

Mr. G. M. Tripp, Colfax, Iowa:

DEAR SIR,—After due consideration of the questions involved submitted by your claim against the C. G. W. Ry. Co. respecting their construction of their roadbed across the property wherein it is claimed it causes an impediment to

the flow of the surface water, it is the opinion of the Board that thus far it is not shown that a public question exists respecting the same; it not appearing that the railway company has in anywise improperly or unnecessarily constructed its roadbed across and over the land in question.

Before the Board could assume to take jurisdiction of this question it must clearly appear that a public question may be involved. If the proper construction of the railway across the land in question causes an overflow of surface water upon the lands involved in this complaint, it would seem that each property owner may be entitled to personal damages therefor. If this is true, assuming that this may be the extent of such claim, then the Board could not, under its power and authority derived from the statute, take jurisdiction of this question. So far as the facts are disclosed by a personal inspection of the Commissioners and in the discussion of the case and objections made by the complainants, it does not clearly appear that in the reconstruction of this roadbed these waterways have been unnecessarily or improperly reduced or closed, for the safe operation of its trains over the embankments in controversy.

A common carrier is charged with providing a safe roadbed in order to protect the public against damage or apparent danger, and the common carrier being charged with the duty should not be interfered with, unless it clearly appears that they have constructed their roadbed in a manner that is unnecessarily injurious to the public. Whatever damage may occur by reason of the construction of this roadbed in a proper and safe manner, the parties who may be damaged may have recourse in the courts.

By order of the Board.

Very truly yours,

DWIGHT N. LEWIS, Secretary.

Des Moines, Iowa, December 3, 1906.

No. 3113—1906.

JOHN GATES, Marble Rock,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.

} Farm crossing, undergrade.

Complaint filed November 19, 1902.

This was a request for an undergrade farm crossing connecting the two portions of land owned by Mr. Gates and crossed by the respondent's railway line. The Commissioners made this case the subject of much correspondence and many investigations, but finally on May 15, 1906, the Commissioners were advised that all arrangements had been made and perfected for an undergrade crossing for Mr. Gates upon an arrangement satisfactory both to the complainant and the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3114—1906.

CITIZENS OF VAN METER AND DESOTO  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.

} Highway crossing near DeSoto.

Petition filed November 28, 1902.

Petition in this case was as follows:

To the Hon. Railroad Commissioners for the State of Iowa:

We, the undersigned citizens of Van Meter, DeSoto and vicinity do hereby represent that a certain railway crossing of the public highway between Van

Meter and DeSoto crossed by the Chicago, Rock Island & Pacific Ry., in Dallas County, Iowa, in our opinion is at present located at a point and in a manner maintained dangerous to the public safety thereof.

We earnestly ask that said crossing be examined by the proper authorities to the end that a safe and suitable location and crossing be ordered and maintained.

Respectfully submitted,

OTTO C. COE, Van Meter.  
G. H. COOK, Van Meter.  
P. H. MITCHELL, Van Meter.  
O. V. WHITE, Van Meter.  
M. D. MEEHEM, Van Meter.  
W. M. BALES, Van Meter.  
CHAS. SYLVESTER, Van Meter.  
E. C. TINDLE, Van Meter.  
C. A. ENGLAND, Van Meter.  
J. C. BALES, Van Meter.  
N. G. GRIFFITH, Van Meter.  
H. M. MONTGOMERY, Van Meter.  
I. V. MURPHY, Van Meter.  
ISAAC NOCH, Van Meter.  
E. D. BLACKMAN, Van Meter.  
R. C. RAYLOR, DeSoto.  
JOHN CANINE, DeSoto.  
NEIL VAN METER, DeSoto.  
W. E. MOORE, Van Meter.

The Board desired further information and a letter was addressed to petitioners who replied on January 24th through Mr. John P. Stark as follows:

The crossing mentioned in the petition is about one mile east of DeSoto. It crosses the C. R. I. & P. track at the east end of a large cut. It is impossible to see an east bound train more than 50 feet until you are right on the track. What we wanted when we got up that petition and sent it to you, is, we want an overhead crossing just west of the present crossing. The lay of the land for an overhead crossing is a most excellent place. The reason we did not designate in our petition just what we wanted was that we expected one or all of your Honorable Body to come out here and look the situation over and some of us could meet you and give what information you want.

I live one-fourth of a mile from the crossing and know to a certainty there have been some narrow escapes at this crossing.

The matter was taken up by the Board with the railway company and considerable correspondence was had. On May 4, 1903, the Board received the following from Mr. Carroll Wright, attorney for the C. R. I. & P. Ry. Co.:

Referring to the highway between Van Meter and DeSoto about which we have had some correspondence, I have to say that after an examination of the location it is likely that this road will be willing to pay \$250.00 toward the expense of building an overhead crossing. Under the circumstances I do not believe we ought to be expected to do more than this.

The matter run along for some time without anything being done further until January 19, 1905, when the Board, after due notice to all parties went upon the premises and looked the situation over. The Board at that time made suggestions to the parties with reference to the legal status of the matter, etc., and advised the complainants to have the county attorney take it up with the Board. As this has never been done the case is closed without prejudice.

Des Moines, Iowa, December 3, 1906.

No. 3115—1906.

J. H. PEARSALL, Centerpoint,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } Site for coal house and elevator.  
RAILWAY CO.

Complaint filed February 12, 1903.

This was an application for a grain house and coal house, but the Board, after investigating the matter, found for the year 1902 there were but 67 cars of grain shipped from this place and did not, at the time complaint was made, believe an additional elevator was needed at this station.

Des Moines, Iowa, December 3, 1906.

No. 3116—1906.

W. L. JOHNSON, Muscatine,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } Abandonment of road.  
RAILWAY CO.

Complaint filed March 4, 1904.

This complaint was with reference of the failure of the respondent railway company to operate what was known as the Lime Kiln switch and branch line running from Wilton Junction to the quarry. Later a petition was filed:

CHICAGO, March 4, 1904.

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

DEAR SIR:—I herewith enclose petition of Walter L. Johnson, asking an investigation of the facts alleged therein, of the refusal of the C. R. I. & P. Ry. Co. to receive and transport for him on its Lime Kiln Branch, lime and stone from the kilns and quarries of said petitioner.

I do not know whether you have special times and terms for taking up and considering these petitions, but would be glad to comply with the rules you have adopted and notify the railway company of a time when the evidence could be presented in support of the facts alleged in the petition.

I do not know if these petitions are required to be verified. If so, I will have Mr. Johnson verify the same.

Mr. Johnson is anxious to get as speedy action in this matter as is agreeable to and will suit the convenience of the Board.

You kindly sent me a copy of the compiled railroad laws of your State last December. I have, since the receipt of your letter and the receipt of those laws, endeavored by negotiations to get the railroad company to take some steps to operate this road and carry the freight offered to it by Mr. Johnson, but such negotiations and efforts have been fruitless, and in their last letter they informed me that they have a perfect right to refuse to operate the Lime Kiln Branch and to carry any freight for Mr. Johnson.

Very respectfully yours,

M. H. BEACH,

To the Board of Railroad Commissioners of the State of Iowa:

Your petitioner, Walter L. Johnson, a citizen of the State of Iowa, residing in Muscatine in said State, complaining of the Chicago, Rock Island & Pacific Railway Company, states:

That he is the owner of ninety-three (93) acres of land in Cedar county, Iowa, on which is located a stone quarry and lime kilns. The stone quarry and lime kilns have been in operation for a number of years and lie upon what is sometimes called "The Lime Kiln Branch" of the Chicago, Rock Island & Pacific Railway Company, extending from Wilton Junction on its main line to the said quarry and lime kilns. The track on said branch was laid about 1883, and your petitioner built kilns and developed the quarry on his land and operated the same for a number of years, shipping lime and stone over the said branch, and had established a large and lucrative business in manufacturing and selling lime and in quarrying and selling stone, shipping the same to customers over said branch of the said railway company. He continued to conduct said business profitably until about three (3) years ago, when the said railroad company refused to receive and transport the lime manufactured, and stone quarried, by him. For the last three (3) years the said railway company has refused and still refuses absolutely to receive and transport the freight offered by your petitioner to it for transportation, and has refused and now refuses absolutely to comply with this demand to receive and transport freight from said kilns and said quarry as aforesaid, to his great injury and damage. He is thus deprived of the facilities to which he is legally entitled and which the railway company is legally required to furnish him in order that he may transport the products of said kilns and said quarry and supply his customers.

That by said refusal of the railway company to receive and transport the products of his quarry and of his kilns, his business has been destroyed, there being no demand for said products in their immediate vicinity. The said railway company, in response to the request and demand of your petitioner, that it receive and transport the freight offered by him for transportation, states that it has "a perfect right to refuse to operate the branch road mentioned," and also the right to refuse to receive and transport freight for your petitioner.

Your petitioner further states that said railway company has for the last three (3) years, and now deliberately, absolutely and defiantly refuses to comply with the laws of the State of Iowa, prescribing and declaring in section ten (10) of chapter seventy-seven (77) of the acts of the Seventeenth (17th) General Assembly of the State of Iowa, that it shall furnish suitable cars to any and all persons who may apply therefor, for the transporting of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, etc.

Wherefore, your petitioner respectfully asks your honorable body to appoint a time for hearing and considering the facts alleged in this petition, and receiving evidence in support thereof, and upon hearing the same, order the said railway company to comply with the laws of the State of Iowa, and discharge their duty as prescribed in the section aforesaid, and to receive and transport the freight of your petitioner.

WALTER L. JOHNSON,  
By M. H. BEACH, His Attorney.

The matter was taken up by the Board with the railway company and on June 6, 1904, the railway company filed the following answer:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF IOWA,  
IN THE MATTER OF THE COMPLAINT OF W. L. JOHNSON.

Comes now the Chicago, Rock Island & Pacific Railway Company and for answer to the complaint filed herein states:

That whether or not the complainant is the owner of the property described in petition herein it has no knowledge nor information.

It states that it is true that in 1883 the defendant commenced the construction of a line or railway from Wilton on its main line to Tipton, Iowa, the intention being to connect its main line with the town of Tipton, and in pursuance of said purpose used its part it constructed said line of railway partially, but in the course of its construction the owners of the lime kiln referred to in petition requested that a stub track be constructed to the lime kiln and

accordingly the line was deflected or a stub was constructed to said property; that thereafter the said railway company operated said branch line to said lime kiln and continued to so operate the same up to and including the year 1902; that said line of road was about six (6) miles in length; that there was no commercial business carried along said line except lime and stone delivered to it by the parties interested in said lime kiln; that while the said road was operated it was at a loss to said railway company, there not being sufficient revenue therefrom to pay the cost of operation and maintenance; that the total receipts from said branch during the year 1901 were \$2,183.99 and total receipts during the year 1902 were \$2,655.21; that these receipts were almost entirely derived from the charges for hauling the lime and rock from said kiln and quarry; that the receipts during these two years were much larger than the average because during said years there was a large local demand for the rock or stone to be used at Wilton and Muscatine in connection with street improvements in said cities; that the average of the income derived from the operation of said branch or stub is about \$1,500.00 a year; that there is not and has not been a demand for either the lime or rock from said kiln and quarry except a small local demand at towns like Wilton and Muscatine.

That the income from the operation of said road has not been sufficient to warrant the keeping of said stub or branch in repair; that it is now in such condition as to its ties, rails and bridges that trains can not be operated thereon; that engines can not pass over said track; that cars can not be hauled over the same; that because of said condition of said track defendant has refused to attempt to haul any of the output from said quarry or kiln since 1902.

That it would require an expenditure of at least \$12,000 to repair said track by the use of new ties and the construction of new bridges, etc., in order to place said stub track in condition so that freight could be safely hauled over the same.

That the defendant company is under no obligation to operate said line at a loss and under no obligation to expend any money to repair said track so that the same can be so operated.

That the defendant has offered to enter into an agreement with the complainant whereby he could purchase the rails and material still on the ground in connection with said stub track so that he might repair said track at his own expense and place the same in condition for use and that when so repaired the defendant would make a fair and reasonable arrangement with him for the hauling of any freight over said track so owned and repaired by him from said lime kiln and quarry.

This defendant respectfully shows that it does not believe that it is under any legal or other obligation to maintain a side or stub track of this character and operate the same at a constant loss; that so believing it has refused to make any improvements or repairs upon said track and because of its unsafe condition has refused to accept any freight and refused to haul any cars over the same.

Having thus answered fully the complaint filed herein, the defendant respectfully asks that there be a hearing at some convenient time and place and that the Board of Railroad Commissioners on some day to be fixed at its convenience, make an inspection of the track in controversy herein, giving notice of such time to all parties interested herein so that they may be fully represented and heard in reference to all matters arising under this complaint.

CARROLL WRIGHT,  
JOHN I. DILLE,  
Attorneys for Defendant.

Replying to the answer of the railway company the complainant filed the following:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF IOWA,  
IN THE MATTER OF THE PETITION OF WALTER L. JOHNSON.

Now comes Walter L. Johnson, petitioner in the above entitled matter, and for reply to the answer of the Chicago, Rock Island & Pacific Railway Company filed herein, states:

That he has no knowledge whether it was the intention or purpose of the said railroad company to connect its main line at Wilton with the town of Tipton; that one M. G. Mills, owned a limestone quarry located about six miles northwest of Wilton or Wilton Junction, a station on the main line of the Chicago, Rock Island & Pacific Railway Company and constructed lime kilns in connection therewith, and in the forepart of the year 1883, effected the corporation of a company under the name of the United States Lime Company, to which company the said quarry and kilns were conveyed, and requested the said railway to build a railway from its main line to said stone quarry and lime kilns. The said company agreed so to do if the right of way for such road were acquired for and granted to it.

The boundary line between Muscatine County, in which Wilton or Wilton Junction is, and Cedar County in which Tipton is, lies one mile north of the main line of the said Rock Island Railway. The right of way from the Rock Island road lying in Muscatine County, was acquired from J. F. Morolf, Imbert Morolf, Adam Noll, Christian Batschelet and H. C. Perry, and deeds were executed by the said named persons as grantors to the said railway company therefor, and the right of way in Cedar County to said stone quarry of the United States Lime Company was acquired from John Grunder, Andrew Kauffman, Jacob Witmer, Henry Kauffmann and James C. Walton, and conveyances were duly executed by said named persons of said right of way to the said Chicago, Rock Island & Pacific Railway Company; that the consideration in cash for said right of way so granted and conveyed to the said railway company, was paid or advanced by the said M. G. Mills.

That the road so built to the said United States Lime Company's quarry and kilns was, in 1884, extended about three-quarters of a mile to the quarries and lime kilns of the Sugar Creek Lime Company, of which the petitioner was president and over and upon the right of way conveyed to the said railway company.

The allegation in the answer of said railway company that "in the course of its construction the owners of the lime kilns referred to in the petition, requested that a stub track be constructed to the lime kiln and accordingly the line was deflected or a stub was constructed to said property," is absolutely untrue. There was no deflection. There is no stub. It is a continuation or a straight extension in a line of the road constructed before from Wilton or Wilton Junction to the quarries and kilns of the United States Lime Company.

That the said company being in doubt whether the traffic or business of such extension would be sufficient to pay for the construction or operation of said extension to said Sugar Creek Lime Company's property, demanded and received a note of said Sugar Creek Lime Company dated the first day of April, 1884, in which it agreed to pay to the order of the said Chicago, Rock Island & Pacific Railway Company at its treasurer's office in the city of Chicago, the sum of ten thousand dollars in five years after the date thereof with interest thereon at the rate of 6 per cent per annum, payable annually, which note contained the following provisions:

"Provided—That an amount equal to thirty-three and one-third per cent of the net freight on lime hauled for the company is to be credited on account of this note every two months until date of maturity."

The freight furnished by the Sugar Creek Lime Company to the said railway company after the construction of said extension to its property, was sufficient to pay said note before its maturity, and the same was fully paid to and discharged by the said railway company, showing that within the five years, the period for which the note ran, the net freight rates on the lime and other material hauled for the Sugar Creek Lime Company, amounted to at least thirty thousand dollars within the five years, that is between 1884 and 1889.

That said railroad company never extended said line beyond the quarry and kilns of the Sugar Creek Lime Company.

The allegation in the answer of said railway company "that there was no commercial business carried on said line except lime and stone delivered to it by the parties interested in said lime kiln" is denied.

The allegation in the answer of said railway company "that while said road was operated it was at a loss to said railway company, there not being sufficient revenue therefrom to pay the cost of operation and maintenance," is also denied.

While it is not definitely stated what period is intended to be embraced in said allegations, the inference is that it was during the period the road was operated, from and including 1884 to 1902. During said period the following named persons, among others, are personally known to the petitioner to have been shippers over said road:

Somon Sinkhouse shipped stone out and also engine on one occasion.  
 Freeman Hahn, corn.  
 Nebergall Bros., corn and lumber.  
 Daut, corn.  
 Isaac Kiser, tile.  
 Dr. Foster, walnut logs.  
 Henry Kauffmann, corn, household goods, stock, etc.  
 J. C. Walton, grain and wood.  
 Peter Daut, lumber at different times.  
 Theo. Benjamin, household goods and stock.  
 Peter Peterson, household goods and stock.  
 Fred Leet, household goods and stock.  
 Henry Christenson, household goods and stock.  
 John Osbaugh, household goods and stock.  
 John Rocholz, household goods and stock.  
 J. T. Musman, merchandise.  
 G. Wilkinson, merchandise.  
 John Rocholz, merchandise.  
 C. C. Councilmean, Chicago, 20 cars of oats.

The note which was given by the Sugar Creek Lime Company, and paid as above stated, shows that in less than five years of the operation of the road from its extension to the quarry and kilns of the Sugar Creek Lime Company, the net revenue received by the said railway company from the shipments of the Sugar Creek Lime Company alone amounted to over thirty thousand dollars.

The books of the Sugar Creek Lime Company show shipments of lime, stone and coal as follows:

Year.	Carloads.	Year.	Carloads.
1884	338	1894	508
1885	495	1895	458
1886	494	1896	290
1887	594	1897	135
1888	406	1898	201
1889	427	1899	289
1890	491	1900	230
1891	556	1901	311
1892	514	1902	488
1893	587	1903	60

In 1896 the condition of said road extending from the main line to the quarry and kilns of the Sugar Creek Lime Company, had become so bad that orders were given to the station agent at Wilton to allow no trains to pass over that line of road after a rain, until the section boss had fully examined to see that it was safe.

The usual number of miles given to a section boss is about six. The section boss, George Warren, had not only the usual section on the main line, but in addition to his duties on such main line, had also the road from Wilton Junction to Lime City, the terminus of the road or branch under construction, and strict instructions were given to him to be at no expense in either work or material in making repairs thereon.

In the shipments made in 1901, 1902 and 1903, the said railway company furnished no motive power, the petitioner himself hauling the cars from Lime City to the main line by horse-power, the railway refusing to run an engine over the road.



If, therefore, the total receipts from the said road from shipments over the same during the year 1901 were but \$2,183.99, and for 1902 \$2,655.21, the reason was that the railway company refused to receive and carry the freight that was offered for transportation, and all that was carried was that which was hauled by horse-power, as above stated, from the quarry and kilns to the main line.

The allegation in the answer "That there is not and that there has not been a demand for either the lime or rock from said kiln and quarry except a small local demand at towns like Wilton and Muscatine," is untrue.

Orders for lime from Des Moines, Davenport and intermediate points, and also from Kansas, were received, which could not be filled because transportation was not furnished by the railway company. Lime is perishable and car loads were prepared to fill orders and cars requested for shipment, and by reason of the railway company refusing to receive and transport the lime so ordered, the orders were unfilled and the lime for shipment became worthless.

The allegation in the answer that the road "is now in such condition as to its ties, rails and bridges that trains can not be operated thereon; that engines can not pass over said track; that cars can not be hauled over the same," is admitted to be true.

"That it would require at least an expenditure of \$12,000 to repair said track by the use of new ties and the construction of new bridges, etc., in order to place said stub track in condition so that the freight could be safely hauled over the same," is no excuse for the failure of said railway company to comply with the laws of the State of Iowa as a common carrier, to receive and carry freight that is offered to it for transportation, and is a confession of its negligence and violation and continued disregard and violation of the duties and obligations imposed upon it as a common carrier.

The declaration in said answer "that the defendant company is under no obligation to operate said line at a loss and under no obligation to expend any money to repair said track so that the same can be so operated" is not an allegation of fact but a defiant declaration that it is under no obligation to comply with or observe any of the laws of the State of Iowa imposing upon it the duties of a common carrier.

The said railway company has never made any definite proposition, or offered to enter into any agreement having definite terms, for the turning over of its said line of railway from its junction with the main line to Lime City. The petitioner has offered to purchase the material of said line at a fair and reasonable valuation, if the said railway company would turn over the whole of said line which they have for so long a time ceased to operate.

Wherefore your petitioner prays as in his original petition.

WALTER L. JOHNSON,  
By MYRON H. BEACH, His Attorney.

The Board had conference with the complainant's attorney and the attorney for the C., R. I. & P. Ry. Co. on October 13, 1904, and had a regular hearing in the case on November 17, 1905. At this time the C., R. I. & P. Ry. Co. amended its petition as follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF IOWA.

IN THE MATTER OF THE COMPLAINT OF WALTER JOHNSON.

The Chicago, Rock Island & Pacific Railway Company, for amendment and in addition to the answer of the said railway company heretofore filed in this proceeding, SAYS:

1st. That on or about August 29, 1905, the said Walter L. Johnson commenced an action at law against the said railway company in the district court of Iowa in and for the county of Muscatine, and filed his petition therein in the office of the clerk of the said district court. In which he alleged, in substance and legal effect, the same matters alleged in his complaint in this proceeding, to wit: That the said railway company in or about the year 1883 built a branch road from Wilton, in said Muscatine County, to Lime City and the stone quarry and lime kilns described in his complaint, and subsequently operated the same and transported thereon stone and lime for the then owners

of the said quarry and lime kilns, and afterwards for the said Johnson, and that some three or four years ago the said railway company refused to transport the said products on said branch, and ceased to operate said branch—and that by reason of such refusal the said Johnson has sustained great loss and damage, to wit, in the sum of fifty thousand dollars—for which he prays judgment. And the said action, and the subject-matter thereof, and the parties thereto are within the jurisdiction of the said district court, and the said action is still pending in said court and undetermined.

2d. And further, said railway company says that on or about August 29, 1905, the said Johnson brought a suit in equity against said railway company in said Muscatine district court, and filed his petition therein, alleging in substance and legal effect the same matters by him alleged in his said action at law and in his complaint in this proceeding, and praying a writ of mandamus against the said railway company, requiring and commanding the said company to repair the said branch railroad and to operate the same, and transport the said products and property of the said Johnson thereon. And the said suit in equity is still pending and undetermined in said district court.

3d. And the said railway company further says that the said action at law and the said suit in equity are now pending; that the parties in said action and suit and in this proceeding are the same; that the relief sought by said Johnson in this proceeding is covered by and included within the relief sought by him in his said proceedings in said district court, and that any order made by the Board of Railroad Commissioners in this proceeding would be subject to the control and judgment of the district court, and could only be enforced, if at all, by a proper proceeding thereof.

Wherefore the said railway company says that this proceeding should abate and be dismissed.

CARROLL WRIGHT,  
CARSKADDEN & BEACH,  
Attorneys for C., R. I. & P. Ry. Co.

At a later date the complainants filed notice of their petitions in the district court of Muscatine County.

The Board had considerable correspondence in this matter, heard both sides exhaustively, but before reaching a conclusion were advised that the parties had reached an amicable adjustment of their differences.

Des Moines, Iowa, December 3, 1906.

No. 3117—1906.

LEVI NERNES AND MARGARETTA  
NERNES  
vs.  
NEWTON & NORTHWESTERN RAILROAD  
Co. } *Private crossing.*

Complaint filed September 23, 1904.

The complainants and the railway company could not agree upon location and construction of a farm crossing. Through the efforts of the Board, however, an agreement was reached between the parties.

Des Moines, Iowa, December 3, 1906.

No. 3118—1906.

CITIZENS OF MELBOURNE

vs.

CHICAGO GREAT WESTERN RAILWAY  
Co.} *Opening of depot.*

Complaint filed March 20, 1905.

Complaint in this case was as follows:

February 27, 1905.

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

GENTLEMEN,—We the undersigned do hereby call your attention to the service of the C. G. W. Railway Co. at this place. After having made many requests as citizens and patrons of the C. G. W. Ry. Co. and getting no relief we beg to refer our grievances to you, hoping through your good offices to reach our requirements. The Great Western Railroad is our most serviceable and convenient railroad, as it is a direct line to our county seat, Marshalltown, and capital of our State, Des Moines. We especially require better station service for trains No. 1 and No. 6, as at the hour of the arrival of these trains the station is without an agent or anyone to care for passengers. Being a junction with the C. M. & St. P. Ry. Co., passengers are discharged here and no one to direct them or any facilities for their comfort at the station. (Depot locked.) But if not locked fire would be out, depot cold and generally disagreeable and unsatisfactory to the patrons of the C. G. W. Ry. Co. Therefore we, your petitioners, ask that you take the matter up with the C. G. W. Ry. Co. and if possible get for us the relief asked for on those two trains, No. 6 going north at 3:46 and No. 1 going south at 5:13 A.M.

J. E. RETZ,  
HUNT & WALLACE,  
T. H. WALLACE,  
C. F. SILY,  
G. W. DORNELL,  
M. E. VANDERVOO,  
H. P. SCHNEIDER,  
H. F. STOFFER,  
W. H. BOLLENBACHER,  
A. SOUBMEN,  
and 17 others.

Replying to this complaint the railway company through its general manager said:

Upon investigation, we find an average of one person per day per train leaving No. 1 and No. 6 at Melbourne, and no passengers being picked up at that station. Under the circumstances, it hardly seems justifiable for us to put on a night man at Melbourne. His salary would amount to more than the gross earnings of the passengers who would see him.

Further correspondence was had with reference to this case and on November 15th General Manager Stickney said:

Regarding the subject of your letter of September 14th, we find that the gross revenue on business to and from Melbourne on No. 6, which passes at 3:45 A.M., and on No. 1, which passes at 5:15 A.M., is not sufficient to justify putting on a night operator, and to avoid any further complaints we have decided to discontinue stopping those trains at that station. There are other through trains in both directions at 10 A.M., which is a much more seasonable time.

Des Moines, Iowa, December 3, 1906.

No. 3119—1906.

THOMAS BURNS, JR., Breda,

vs.

CHICAGO & NORTH-WESTERN RAILWAY  
Co.} *Drainage.*

Complaint filed May 15, 1905.

The complaint in this case was as follows:

I asked the superintendent of bridges of the C. & N.-W. Ry. Co. for a culvert through the right of way so the water would not overflow my land but he never answered my letter at all. If they would put in a culvert it would save about fifteen or twenty acres of my land from overflow. I hope you will attend to this matter at once as it is very necessary. Please let me know about it as soon as possible.

The Board wrote the railway company in reference to this complaint and Mr. James C. Davis, attorney for Iowa, answered the same on June 1st:

Referring to the communication which you have received from Thos. Burns of Breda, Iowa, who has requested a culvert through the right of way of this company on his farm, I desire to say that that matter has been referred to this office. As a result of careful examinations and surveys, we find the condition of Mr. Burns' farm, through which our right of way runs, with regard to surface water, the same as it has been for nearly thirty years, during which time permanent rights in regard to same have undoubtedly been established. It is very doubtful if the culvert requested by Mr. Burns would furnish him any substantial relief, while on the other hand it would so radically change the flow of surface water as, in times of high water, to constitute an element of danger to us, and possibly create new liabilities and obligations which we think we should not be required to undertake.

A copy of the above statement was sent to the complainant and on June 4th Mr. Thomas Burns, Jr., wrote the Board asking whether something could not be done so that he could have the culvert desired. The Commissioners again called the attention of the railroad company to the case and on July 27th the Board was advised that further investigations would be made. On August 26th Mr. Davis, for the railway company, said that the company could not undertake to change the situation as it had been the same now for thirty years, and that the surveys show that such culvert would not be of material benefit to Mr. Burns.

Des Moines, Iowa, December 3, 1906.

No. 3120—1906.

PIONEER IMPLEMENT Co., Council  
Bluffs,

vs.

CHICAGO & NORTH-WESTERN RAILWAY  
Co.} *Discrimination in rates.*

Complaint filed July 7, 1905.

This was a complaint alleging that the C. & N.-W. Ry. Co. discriminated in rates from Council Bluffs to points on their line in Iowa. It

arose over the fact that some of the shipments were routed on lines through Nebraska, making the shipment interstate.

Des Moines, Iowa, December 3, 1906.

No. 3121—1906.

F. M. SUTTON, Marshalltown,  
vs.  
CHICAGO GREAT WESTERN RAILWAY } *Farm crossing.*  
Co.

Complaint filed July 10, 1905.

This was request for farm crossing at a point where the railway company did not wish to construct it, but after much correspondence was had and several personal investigations made by the Railroad Commissioners the matter was closed to the satisfaction of the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3122—1906.

F. M. CAMPBELL, Woodbine,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Claim for overcharge.*  
Co.

Complaint filed July 14, 1905.

Complainant in this case objected to charges that were made on extra stock in cars of emigrant movables. It was found upon investigation that owing to some misunderstanding a slight overcharge had been made which was refunded to complainant.

Des Moines, Iowa, December 3, 1906.

No. 3123—1906.

H. H. CARTER ET AL., Corydon,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL- } *Train service on Centerville and*  
WAY CO. } *Van Wert branch.*

Petitions filed September 4, 1905.

Mr. H. H. Carter of Corydon, Iowa, sent the Board petitions from the towns of Corydon, Prairie City, Le Roy, Plano, Brazil, Cambria and Humeston asking for better train service upon this branch. The petitions were similar—a copy of which follows:

We, the undersigned, residents of Humeston, Iowa, and vicinity, respectfully ask that the Chicago, Burlington & Quincy Railway Company be directed to provide us with better passenger service, and as reasons for such request respectfully show:

That until about two years ago the Keokuk & Western Railroad Company, the then owner of said line of railroad, provided two passenger trains per day between Keokuk and Des Moines, for the accommodation of the traveling public, and the same was perfectly satisfactory, and as your petitioners are advised and believe the same was a source of profit to said railroad company.

Your petitioners further say that since said time we have been provided with only one passenger train per day each way, and as a result it requires two days to go by rail from Humeston to Cambria, a distance of only six miles, and conditions are nearly as bad going west. That this condition of the passenger service is a great detriment to the business interests of this community and seriously interferes with the reasonable convenience and necessities of the traveling public.

Your petitioners further say that said railway company now operates daily, except Sunday, two passenger trains each way from Keokuk to Centerville, also two passenger trains daily, except Sunday, each way from Van Wert to Des Moines, leaving the territory between Centerville and Van Wert, a distance of about sixty miles, with only one passenger train each way per day.

Your petitioners further say that in their opinion the territory above described could be provided with two passenger trains each way per day, as is now given to the territory between Keokuk and Centerville, and between Van Wert and Des Moines, at little additional expense, and they believe the same would prove a source of profit, and they know it would be a great accommodation to the business interests of said community and to the traveling public.

Your petitioners therefore respectfully ask that said railway company be required to provide the passenger service requested herein.

The matter was taken up by the Board with the railway company, but falling in an adjustment the Board fixed Friday, January 15, 1906, for a trip over the line stopping at each station along this branch to hear the complaints of the people. Upon date named the Board gave all citizens upon this branch opportunity to present their grievances, Mr. P. S. Eustis, Passenger Traffic Manager of the C. B. & Q., accompanying them upon the trip. On July 5th the Commissioners received the following letter from Mr Eustis:

Since we had the privilege of visiting the communities on our Centerville Division, with your honorable Board, and heard the discussion about the need of the people living between Centerville and Van Wert, for additional train service, careful consideration has been given to the subject.

I understand, from the Commission, and from what I heard from the people interested, that they particularly desire an early morning train, from Centerville west to Van Wert, and return, practically a restoration of the train which was taken out of service in May, 1903; that regardless of whether or not that train was profitable when it was run, it is believed it would be profitable if run now, and for many reasons, which need not be detailed here, such a service would be a very great added convenience to the people of that region.

We are proud of the fact that there is a good feeling usually existing toward the Burlington Company, in the communities served by the road, and we particularly desire to go to any reasonable extent in supplying their needs with such passenger and freight service as is necessary.

Out of deference to the very earnest wishes expressed by all the people who spoke on the day of the hearing, and in deference to the wishes of the Iowa Railroad Commission, it has been decided to restore in service, the train in question, on Monday, July 9th.

I hope both the Commission and our host of friends in the territory in question are right in their belief that this train may prove reasonably profitable. We shall run the train for a long enough period to give it a good trial, and, of course, if the expressed hope is realized, it will continue to run, but times now are very good, and in the not far distant future things may change materially, and if it should prove, at any time, that the expected traffic of the train does not warrant its continuance, we shall hope that the trial of the

added train service will have demonstrated our sincere desire to comply with the desires of the Commission, and the communities that we serve, and there would then be no serious objection to withdrawing the train, and we have reserved the right to take that step after such time as the train has had a fair trial.

The petitioners from the different towns were furnished copies of the letter from Mr. Eustis and on July 9th the Board received from H. H. Carter and Hon. Lewis Miles of Corydon and Mr. Geo. N. Ayres of Weldon, letter thanking the Board for the adjustment made in this case.

Des Moines, Iowa, December 3, 1906.

No. 3124—1906.

MRS. MARY MYERS, Gladbrook,  
vs.  
CHICAGO GREAT WESTERN RAILWAY } *Undergrade farm crossing.*  
Co.

Complaint filed September 7, 1905.

This was a complaint that a bridge which complainant had fixed for a stock-pass was to be filled up to which she objected. The railway company stated that they had found it necessary to close this bridge but were willing to furnish an adequate crossing at such reasonable place as complainant might direct; that an undergrade crossing was not needed for the reason that a highway ran alongside the farm crossing the highway, etc.

Des Moines, Iowa, December 3, 1906.

No. 3125—1906.

EGBERT, FIDLAR & CHAMBERS, DAVEN-  
PORT,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Overcharge for storage.*  
Co.

Complaint filed September 11, 1905.

Complainant stated that he had been required to pay storage on a small shipment under conditions that he thought unreasonable. The matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3126—1906.

G. J. EMERY, Pleasant Plain,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Farm crossing.*  
RAILWAY Co.

Complaint filed September 18, 1905.

Complainant desired the railway company to repair an undergrade crossing and upon the attention of the company being called to it the matter was adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3127—1906.

H. RICKEL ET AL., Cedar Rapids,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Discrimination in passenger rates.*  
RAILWAY Co.

Complaint filed September 19, 1905.

This complaint was filed alleging that the respondent railway company was making less rates on passenger business on some portions of its line than on others. The matter was taken up by the Board with the railway company and such adjustment made as removed cause for complaint.

Des Moines, Iowa, December 3, 1906.

No. 3128—1906.

M. M. UTLEY, New Hampton,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Drainage.*  
RAILWAY Co.

Complaint filed September 20, 1905.

Complainant stated that by some construction work of the railway company water had been allowed to accumulate forming a pond and that during heavy rains the overflow had cut into his farm land. The matter was taken up by the Board and the railway company removed the cause for complaint.

Des Moines, Iowa, December 3, 1906.

No. 3129—1906.

KEOKUK ELECTRIC RY. AND POWER  
Co.

vs.

CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY Co.} *Removal of side track.*

Complaint filed October 5, 1905.

The complainants stated they understood that the railway company was contemplating the removal of their switch. The matter was taken up by the Board with the railway company and later the Board informed the complainants that the switch would probably not be removed at all and certainly not until after more notice had been given.

Des Moines, Iowa, December 3, 1906.

No. 3130—1906.

CARNEY, BRANDE & CLARK, Grinnell,  
vs.CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY Co.} *Industry track.*

Complaint filed October 13, 1905.

Complainants stated that threat had been made by the railway company through the Illinois & Iowa Car Association that unless they unloaded cars more promptly on their industry track, cars would not be shipped to such siding but would be left on team tracks. The matter was taken up by a member of the Board and satisfactorily adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3131—1906.

LOFTUS-HUBBARD ELEVATOR Co., St.  
Paul, Minn.,

vs.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY Co.} *Shortage of cars.*

Complaint filed October 16, 1905.

This company claimed they were unable to get hay shipped to them from Iowa points. The matter was taken up for them with the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3132—1906.

CITIZENS OF SAWYER

vs.

CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY Co.} *Depot service.*

Petition filed October 17, 1905.

This was complaint that the respondent railway company did not provide an agent and sufficient depot accommodations to accommodate the public at their station. Considerable correspondence was had which resulted in an arrangement mutually agreeable.

Des Moines, Iowa, December 3, 1906.

No. 3133—1906.

DANIEL BUCKLEY, Alta Vista,

vs.

CHICAGO GREAT WESTERN RAILWAY  
Co.} *Farm crossing.*

Complaint filed October 25, 1905.

This was request for crossing by Mr. Buckley which was adjusted to the satisfaction of the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3134—1906.

CITIZENS OF LU VERNE

vs.

MINNEAPOLIS & ST. LOUIS RAILROAD  
Co.} *Depot service.*

Petition filed November 7, 1905.

This was request that the M. & St. L. Railroad Co. keep its depot open at night for passenger trains stopping at that point. The matter was taken up with the railway company which notified the Board that the station would be kept open for the trains as requested.

Des Moines, Iowa, December 3, 1906.

No. 3135—1906.

F. M. WILSON, Templeton,

vs.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY Co.} *Train service.*

Complaint filed November 10, 1905.

Complaint was made that the railway company in rearranging its schedule had cut out some of its train service that the town had enjoyed

to which the citizens objected very much. The Board took the matter up and the respondent railway company adjusted the complaint to the satisfaction of all concerned.

Des Moines, Iowa, December 3, 1906.

No. 3136—1906.

S. WARBURTON, Germania,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Car shortage.*  
RAILWAY Co.

Complaint filed November 11, 1905.

This was complaint of scarcity of cars for hay shipment. The Board took it up in the usual way.

Des Moines, Iowa, December 3, 1906.

No. 3137—1906.

J. H. Low, Lytton,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Depot service.*  
RAILWAY Co.

Complaint filed November 17, 1905.

Complainant in this case stated that the depot at that town was closed up at 7 o'clock although there was a train due there at 8 o'clock in the evening. The matter was taken up by the Board with the railway company and satisfactory arrangements provided for passengers waiting for the 8 o'clock train.

Des Moines, Iowa, December 3, 1906.

No. 3138—1906.

H. T. BUREKER, Brighton,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Condition of track.*  
RAILWAY Co.

Complaint filed November 14, 1905.

This was complaint that there was about ten miles of the respondent's track in Washington County not in proper condition to insure public safety. The matter was taken up at once with the railway company and report from the superintendent was received as follows:

TRENTON, MO., November 17, 1905.

Dwight N. Lewis, Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR.—This will acknowledge receipt of your letter of November 14th, handing me a letter from Mr. H. T. Bureker of Brighton, Iowa, concerning condition of Rock Island track between Skunk River in Washington County and Perlee in Jefferson County, Iowa.

Beg to advise that I inspected this track yesterday. While I had inspected it on numerous occasions in the past six months, I wanted to inspect it again after the receipt of your letter.

I want to take issue with Mr. Bureker that this track is unsafe, and in dangerous condition to the traveling public.

As you are probably aware, we are building a new cut-off between Skunk River and Perlee. We expected to have this cut-off completed by September 1st but owing to the inability of the contractors to secure labor and the great amount of rain which fell in the summer they retarded the work so that it can not be completed before the 1st of June, 1906.

When this cut-off is completed the present line between Brighton and Perlee will probably be abandoned. For this reason we have not felt justified in doing an extensive permanent work but we have kept it in such repair that it has been in absolutely safe condition at all times.

The statement that not a week has passed in the last three months that there has not been from two to four accidents, wrecks, etc., is not stating facts. There has not been a single wreck or accident which involved more than a pair of wheels off track on this track which has been chargeable to its condition.

For information will advise that at the present time I have a gang of twenty-five men in addition to the two regular section crews, working on this track, inserting ties, surfacing it up, and putting it in a proper condition to carry through the winter. There is no question but what this track is absolutely safe for operation.

Yours truly,

W. M. WHITERTON, Superintendent.

Des Moines, Iowa, December 3, 1906.

No. 3139—1906.

Mrs. AL STOWELL, Peru,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Loss in transit.*  
RAILWAY Co.

Complaint filed November 22, 1905.

Complainant stated that a box of merchandise had been shipped but not received. The matter was taken up by the Board with the railway company and Freight Claim Agent Elliott stated that they had been unable to locate the box and desired that the complainant send value of box and list of contents. The complainant was advised to take her claim direct with the railway company for adjustment.

Des Moines, Iowa, December 3, 1906.

No. 3140—1906.

BOARD OF TRUSTEES, MOUNT PRAIRIE  
TOWNSHIP, Metz,  
vs.  
NEWTON & NORTHWESTERN RAILROAD } *Condition of highway crossing.*  
Co.

Complaint filed November 22, 1905.

Township trustees complained that crossing had not been placed in proper condition and the railway company promised to attend to it at once.

Des Moines, Iowa, December 3, 1906.

No. 3141—1906.

STANDARD LUMBER CO., Dubuque,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Loss of goods in transit.*  
Co.

Complaint filed November 23, 1905.

Complainants insisted that on shipments of coal from eastern points some of the coal had been removed from the car. The matter was taken up by the Board with the railway company although it was interstate in character and a claim for money damages.

Des Moines, Iowa, December 3, 1906.

No. 3142—1906.

CHAS. R. RICHARDSON, Cambridge,  
vs.  
NEWTON & NORTHWESTERN RAILROAD } *Farm crossing.*  
Co.

Complaint filed November 23, 1905.

Complainant stated that he had to cross the railroad track with his stock and desired to have cattle-guards and wing fences. The matter was taken up with the railway company but objection was made that the construction of such a crossing would be dangerous to the operation of trains, etc. November 23d the Board advised the complainant that such a crossing would be an element of danger.

Des Moines, Iowa, December 3, 1906.

No. 3143—1906.

FARMERS INCORPORATED CO-OPERATIVE  
SOCIETY, Joice,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Site for elevator.*  
Co.

Complaint filed November 29, 1905.

Complainants in this case said they desired a site for an elevator which they had been unable to obtain. The Board took the case up with the railway company and the site was furnished.

Des Moines, Iowa, December 3, 1906.

No. 3144—1906.

T. W. YATES, Glidden,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Farm crossing.*  
Co.

Complaint filed December 4, 1905.

Complainant in this case stated that his cattle-pass underneath the railway track was in such condition on account of mud that it was impossible to use it. The Commissioners took this matter up with the railway company and the crossing was repaired.

Des Moines, Iowa, December 3, 1906.

No. 3145—1906.

CEDAR RAPIDS OIL CO., Cedar Rapids,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Shortage of cars.*  
RAILWAY CO.

Complaint filed December 4, 1905.

Complainants stated that their shipments were held up from five to fifteen days, causing loss and much annoyance. The matter was taken up with the railway company and satisfactorily adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3146—1906.

W. H. SHOVE, Milwaukee, Wis.,  
vs.  
ILLINOIS CENTRAL RAILROAD CO AND } *Depot service at Dow City.*  
CHICAGO & NORTH-WESTERN RAILWAY  
Co.

Complaint filed December 5, 1905.

Complainant in this case stated:

A number of traveling men were at Dow City, November 27th; had to take the Illinois Central local east, which was over two hours late. It was raining and cold, the depot was locked, not even a light at or around the depot. The C. & N.-W. has a local west at 10 P.M. They keep their depot locked.

Hope a change can be made so we can get under shelter the cold winter evenings.

The Board took this case up with the railway companies interested and were advised by the officers of the C. & N.-W. Ry. Co. that they had arranged to keep the depot open an hour before the arrival of the one train stopping at that place at night.

Des Moines, Iowa, December 3, 1906.

No. 3147—1906.

F. BRANDON, President Commercial  
Club, Sidney,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY CO. } *Branch line train service.*

Complaint filed December 5, 1905.

Complaint in this case was as follows:

In behalf of the Commercial Club and citizens of Sidney, Iowa, I write you complaining of the railroad accommodations we are and have been receiving for years past—look at the time card and see our situation. A mixed train arriving at 7:45 A.M. departs at 7 A.M.—“that’s all.” Live stock for the Omaha market (of less than six cars) leave here at 7 A.M., arrive in Omaha the next day (lay over at Hastings, Iowa). Is the Sidney branch receiving just service? Is there anything we can do for ourselves? Is there anything you can do for us?

The matter was taken up at once by the Board with the railway company. On March 15th Mr. Brandon wrote the Board as follows:

In reply to your letter of March 7th, will say after consulting with numerous citizens of our town and some of the farmers living in the vicinity, we make the following suggestion:

1st. That train No. 6 (passenger) on the main line of the Burlington, we think ought to stop at Hastings, Iowa, for passengers east for the reason No. 6 coals there.

2d. The present facilities for the shipment of stock from here is not favorable to our farmers. Our train now leaves here 7 A.M. which is satisfactory so far as passengers are concerned, but stock must lay over night in cars at depot so that frequently they have been moved around from twelve to fourteen hours before loaded. Stock shipments for Omaha arrive at Hastings, Iowa, at 8:40 A.M. and must remain there until 9 P.M. and sometimes midnight, frequently arriving in Omaha too late for morning market.

This matter we understand was presented to the Commissioners heretofore by the farmers and stock men along this branch, and at one time the Commissioners suggested that they would meet here at Sidney and talk over the situation but for some reason the Commissioners failed to do so.

The citizens, farmers and shippers of this place would be glad to meet the Commissioners here and go over the matter with them.

You asked what we wanted in this matter of train service. We believe we are entitled to two trains each way per day. The Carson branch north of

Hastings gets two trains each way per day and we believe we are entitled to like service.

When we are demanding two trains per day each way we have in mind to accommodate shippers and freight traffic generally as well as passengers.

What we desire at this time is to meet the Railroad Commissioners here and talk with them face to face, and we would be pleased to hear from you as to whether or not arrangements of that kind can be made.

Replying to this last letter Mr. W. D. Eaton, for the railway company, said:

Replying to Mr. Brandon's letter to you of March 15th, about service on the Sidney branch:

It is a matter of regret to us that any community served by our railroad should feel dissatisfied with the service rendered. It is our earnest wish and purpose to do all for the towns located on our lines that the business will warrant. On this branch we have, as stated by Mr. Brandon, one train each way a day, leaving Sidney in the morning and returning in the evening. In addition we run extras whenever the business warrants it, these extras being run especially to accommodate the live stock shipments, which are largely handled in this way. Mr. Brandon states that extras are run for six cars of live stock or more, and I think the Commission and Mr. Brandon and the other good citizens of Sidney will, when they stop to think, fully realize that we are doing a good deal in making the minimum number for which the extra will be run only six. Surely no one would claim that we ought to run trains where the business offered was less than six cars per train. We are thus caring for the live stock on that branch in the most efficient way possible, our extras doing it better than any regular train could.

So far as the live stock for Omaha is concerned, there were only forty-six cars of stock shipped from this branch to Omaha during the past three months—a little over *three cars a week*. It is obvious that there is not sufficient business of this character to warrant additional train service.

We have been considering whether our friends on this branch would feel any better satisfied if we changed the train about and had it leaving Sidney in the afternoon or evening, and return to Sidney in the morning. This perhaps would accommodate a few shippers a little better but we believe the mass of the public would not like it. Now they can get from Sidney to Omaha and other similar places, and back, in the same day, accommodating many, and then, too, the present schedule has been one of long standing that the public has grown accustomed to, and we believe ought not to be changed. There is, however, one thing that we can do to help the people out, and that is stop No. 6 at Hastings, as they request. This is now being done in compliance with their wishes. We regret that we can not still further meet their desires in these matters. I wish we could make them realize that our desire to do so is sincere, and that when business conditions are such that we can afford to put additional trains on this branch, we shall welcome the time quite as gladly as they will.

In sending copy of the above to the complainant the Board said:

The Commissioners beg to call your attention to the enclosed copy of letter received from Mr. W. D. Eaton, attorney C. B. & Q. Ry. Co., with reference to your train service. Please note what the railroad company says with reference to the amount of business over and along this line. It seems to the Board that if the statements made are true, the business would hardly justify additional service as requested; no doubt the railway company would be glad to give the service requested, providing sufficient business could be obtained to pay it for doing so. Of course the Commissioners would not wish to be understood as holding that the train service was all that could be desired, but unless a sufficient amount of traffic could be furnished to make it pay, the Board does not feel it would be reasonable and fair for it to intercede in the matter, providing, of course, that the statements made by the railway company are true. What do you think you could show in case of a hearing along that line, as to



the amount of business that would be offered the additional train service requested? The Board also desires to call your attention to the closing paragraph of Mr. Eaton's letter. The Board would be pleased to hear from you further if it can be of any service to you in any way.

As nothing further was heard from the complainant the case was closed.

Des Moines, Iowa, December 3, 1906.

No. 3148—1906.

O. E. SHACK, SWAN,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL- } *Train service on Des Moines and*  
WAY Co. } *Albia branch.*

Complaint filed December 6, 1905

Complainant stated that train service on this branch was not adequate and especially that the trains were not run in such manner to best accommodate the patrons. The matter was taken up by the Board with the railway company and adjustment made satisfactory to the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3149—1906.

J. JONES ET AL., Ascot,  
vs.  
ILLINOIS CENTRAL RAILROAD Co. } *Depot service.*

Complaint filed December 9, 1905.

Complainants in this case wrote to the Governor complaining that the railway company was using an old box car with coal in one end and a stove in the other for a depot at Ascot. The matter was referred to the Board by the Governor and was immediately taken up with the railway company. On January 12, 1906, Mr. J. T. Harahan, Second Vice-President of the Illinois Central, wrote the Board as follows:

I have thoroughly investigated the station at that point, and find that the receipts from freight business for the fiscal year 1905 amounted to only \$870.00, and the passenger receipts were but \$15.00.

You will, therefore, readily appreciate that in view of the light business done we would not be justified in going to the expense of constructing even one of our cheapest station buildings, which would cost \$1,075.00.

We will, however, see that the present accommodations are improved, that seats are placed in the station, etc., and that it is kept in a neat and orderly condition.

As to the complaint of Messrs. Jones and Morrison that they can not go south and back the same day. We could not well afford to stop our fast trains at Ascot, as to do so would be to establish a precedent which would probably entail upon us the stopping of these trains at other small stations, and as a result it would delay us so much we would not arrive at Omaha in time to make connections west.

A copy of the foregoing was sent to the complainant and the case closed.

Des Moines, Iowa, December 3, 1906.

No. 3150—1906.  
W. N. HALL, Weldon,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL- } *Shortage of cars.*  
WAY Co.

Complaint filed December 9, 1905.

Complainant stated that he had been delayed in getting cars for shipment of hogs. The matter was taken up with the railway company and adjusted at once.

Des Moines, Iowa, December 3, 1906.

No. 3151—1906.

W. K. KARR, Brooklyn,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Lighting of depot platform.*  
RAILWAY Co.

Complaint filed December 11, 1905.

The complainant stated that the depot platform needed lights and the matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3152—1906.

A. STEPHENSON, Templeton,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY Co.

Complaint filed December 12, 1905.

Complainant stated that he was not being fairly treated in getting empty cars for shipment of grain. The matter was taken up by the Board and the company advised that during scarcity of cars all shippers should be treated fairly. The general manager of the railway company advised the Board that he had given orders that, although Mr. Stephenson was a track loader, he should not be discriminated against in the allotment of cars.

Des Moines, Iowa, December 3, 1906.

No. 3153—1906.

ED DAVIS, Defiance,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Shortage of cars.*  
RAILWAY CO.

Complaint filed December 16, 1905.

The complainant desired car for emigrant movables, which the company furnished as soon as possible.

Des Moines, Iowa, December 3, 1906.

No. 3154—1906.

J. W. BLACKFORD, Hillsboro,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL } *Train service on Fort Madison*  
WAY CO. } *branch.*

Complaint filed December 19, 1905.

Complainant stated that the trains on that branch carrying both passengers and freight left at the same point at the same time in the morning that is, 6 A. M. and 9 A. M., at Ottumwa, and returning left Fort Madison at 2 P. M. and 2:50 P. M.

The complainant thought the schedule should be rearranged. The railway company, in answering the complainant, said that if it could be shown that the majority of the patrons desired the change made they would be pleased to make it, for they desired to please their patrons.

Des Moines, Iowa, December 3, 1906.

No. 3155—1906.

J. J. GUYER, Buffalo Center,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY CO.

Complaint filed December 19, 1905.

This case was taken up by the Board in the usual way, and every effort made to relieve the situation.

Des Moines, Iowa, December 3, 1906.

No. 3156—1906.

GEO. A. IVEY, West Bend,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY CO.

Complaint filed December 19, 1905.

Complainant stated that he was unable to get cars for shipment, resulting in great loss to him. The matter was taken up by the Board with the railway company, and the Commissioners believed that everything possible would be done to relieve the situation.

Des Moines, Iowa, December 3, 1906.

No. 3157—1906.

GEO. W. BROWN, West Bend,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY CO.

Complaint filed December 19, 1905.

This was a complaint on account of failure to get cars for hay shipment. The Board took it up with the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3158—1906.

THOS. J. MILDREW CO., Dubuque,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Failure to receive foreign car.*  
RAILWAY CO.

Complaint filed December 21, 1905.

Complainant stated that they were having difficulty in obtaining cars for transportation of coal, and that it was causing great inconvenience and loss to them. The matter was taken up by the Board with the railway company and the differences adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3159—1906.

FARMERS CO-OPERATIVE SOCIETY, Bode,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY CO.

Complaint filed December 21, 1905.

Complainants stated that they had damp corn, which should be shipped at once, otherwise it would be a loss, and that they were unable to get

cars. The matter was taken up at once with the railway company and cars were furnished.

Des Moines, Iowa, December 3, 1906.

No. 3160—1906.

FARMERS' ELEVATOR Co., Rake,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY Co.

Complaint filed December 23, 1905.

Complainants stated that they needed more cars for their business, that they were compelled to turn away grain because of lack of cars, etc. The Commissioners took this up with the railway company, and it was shown they were making every effort to meet demands.

Des Moines, Iowa, December 3, 1906.

No. 3161—1906.

J. S. CULLEN, Whittemore,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Shortage of cars.*  
RAILWAY Co.

Complaint filed December 26, 1905.

Complainant stated that the elevators at that town were full of grain, and they were unable to get cars. Upon investigation it was disclosed that the station had not been discriminated against, and that the company was using every effort to fill orders for cars.

Des Moines, Iowa, December 3, 1906.

No. 3162—1906.

H. J. P. MULLER, Coon Rapids,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Refusal to place car for unloading.*  
RAILWAY Co.

Complaint filed December 26, 1905.

Complainant telegraphed the Board that the agent refused to place car of coal for unloading in the proper place. The Board took the matter up with the railway company, and was advised that the car had been properly placed on the team track, but that there was some misunderstanding between the agent and the shipper.

Des Moines, Iowa, December 3, 1906.

No. 3163—1906.

FARMERS' ELEVATOR & LIVE STOCK Co.,  
Stanhope,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Shortage of cars.*  
Co.

Complaint filed December 28, 1905.

Complainants stated that they were suffering loss on account of being unable to get cars for shipment of grain. The Board took this up with the railway company, and on June 10th the Board received the following from Mr. R. H. Aishton, General Manager:

I have looked into this matter and I find that the car situation at Stanhope as well as at all other stations in Iowa, has been quite tight, but we are making every effort to relieve the situation.

It is needless to explain to you the unprecedented demand for box car equipment during the past two months, and how impossible it is to take care of every order, but we have put forth an unusual effort to make an equitable distribution of box car equipment and to treat all shippers justly.

The car situation at the present time is a little easier and we hope for an improvement at Stanhope.

Des Moines, Iowa, December 3, 1906.

No. 3164—1906.

E. A. DOTY ET AL., Oxford,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Train service.*  
RAILWAY Co.

Petition filed December 28, 1905.

Petition in this case was as follows:

Your petitioners would respectfully solicit you to investigate our needs in having the Rock Island Company make a flag station of Oxford to stop No. 37, fast mail, going west through our town at 8:25 A.M. We state that we only have two trains daily taking passengers from this place (Oxford) west in the twenty-four hours, viz., No. 3 at 12:40 P.M. and No. 1 at 5:35 P.M., and it only runs as far as Des Moines. If we have business at our county seat (Iowa City) and are obliged to stay later than 5:06 P.M. can not get a train west until 12:15 next day.

The matter was taken up by the Board with the railway company, and on January 4, 1906, the railway company made the following answer, through Mr. Carroll Wright, their attorney:

Referring to the petition of the people of Oxford, asking us to stop No. 37 at that station.

I have to say that No. 37 is our fast mail train, which we run under a contract with the Government. Its schedule time from Rock Island to Des Moines is four hours and forty minutes. It stops at Davenport, Wilton, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell and Newton. It makes a flag stop at Victor, because this is the regular meeting place with train No. 38, and it also stops at Kellogg on flag, because we are required to stop at that station for water.

It is utterly impossible for us to make a stop at Oxford and still maintain the schedule time. If we should make stops at such stations we would lose our contract with the Government for handling mail between Chicago and Des Moines, which is practically the only reason for maintaining the train. We have west bound trains carrying passengers, stopping at Oxford as follows: No. 23 at 12:43 P.M., No. 1 at 5:30 P.M. and freight No. 71 at 2:10 P.M.

Under the circumstances I can not well see how we can grant their request.

Inasmuch as this was request for fast trains to stop, the Board made no order in the case.

Des Moines, Iowa, December 3, 1906.

No. 3165—1906.

COUNTY OF MUSCATINE  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. } *Drainage.*

Complaint filed December 29, 1905.

This was an application to the Board for action, as provided by section 18, chapter 68, Acts of the 30th General Assembly. The Board fixed January 12th for hearing and gave notices accordingly, but on January 9th the Commissioners received a telegram from the county auditor stating that the railway company and the county had reached an agreement.

Des Moines, Iowa, December 3, 1906.

No. 3166—1906.

W. O. ECKLEY, Maclay,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. } *Shortage of cars.*

Complaint filed December 29, 1905.

The complainant desired cars for shipment of hay. It was found upon investigation that he desired the large 40-foot cars, which were not easy to obtain. Later he was furnished the car desired.

Des Moines, Iowa, December 3, 1906.

No. 3167—1906.

CITIZENS OF LAPORTE  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. } *Train service.*

Complaint filed December 30, 1905.

This was petition that the respondent railway stop its night trains at that station. The matter was taken up by the Board with the railway company, and, after considerable correspondence and personal investigations had been made by the Board, the railway company, through Mr. Carroll Wright, said:

I have to say that a bulletin was issued to the trainmen on August 28th, providing for the stopping of trains 19 and 50 at LaPorte when flagged. It seems that this bulletin was not addressed to the agent, and for that reason, possibly, the agent has failed to recognize the order. Instructions have now been issued to all parties, which provides for the flagging of those trains at LaPorte and I think hereafter you will have no further annoyance from that source.

Des Moines, Iowa, December 3, 1906.

No. 3168—1906.

Shortage of cars on Iowa division of the C., M. & St. P. Ry. during winter of 1905-1906.

The Board had many complaints during this period of time concerning inability of shippers to obtain cars for shipment of grain, etc., and in March requested statements from the company showing the number of cars furnished the Iowa division from October 1, 1905, to February 28, 1906, which statements were furnished and ordered on file.

Des Moines, Iowa, December 3, 1906.

No. 3169—1906.

C. W. KING, Kennedy,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. } *Shortage of cars.*

Complaint filed January 2, 1906.

The complainant desired an emigrant car, but had been disappointed in obtaining it, and asked the assistance of the Board, which was given him.

Des Moines, Iowa, December 3, 1906.

No. 3170—1906.

FARMERS' GRAIN AND COAL CO., Pocahontas,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO. } *Shortage of cars.*

Complaint filed January 6, 1906.

The matter was taken up with the railway company and cars finally furnished.

Des Moines, Iowa, December 3, 1906.

No. 3171—1906.

GRAIN GROWERS' INCORPORATED Co. OPERATIVE SOCIETY, Melvin, vs. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co.	}	<i>Shortage of cars.</i>
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Complaint filed January 8, 1906.

This was the usual complaint alleging inability to get cars, and was taken up by the Board at once with the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3172—1906.

FARMERS' ELEVATOR Co., Ottosen, vs. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co.	}	<i>Shortage of cars.</i>
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Complaint filed January 12, 1906.

Complainants stated that the respondent railway company was discriminating against Ottosen in the matter of furnishing cars. The Board took this up with the railway company at once, and while it was clear there was a great scarcity of cars, no unjust discrimination in distribution was shown.

Des Moines, Iowa, December 3, 1906.

No. 3173—1906.

C. C. CORRELL, Adair, vs. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co.	}	<i>Shortage of cars.</i>
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Complaint filed January 15, 1906.

Complainants stated they had been disappointed for over a week in getting cars for shipment of stock, to their loss. The matter was taken up by the Board at once, and it was found that failure to receive cars was due to a misunderstanding.

Des Moines, Iowa, December 3, 1906.

No. 3174—1906.

W. H. SLEEPER, Sheldon, vs. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co.	}	<i>Shortage of cars.</i>
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Complaint filed January 17, 1906.

Complainant stated that he had been unable to get cars for hay shipment from Everly. The matter was taken up by the Board, and the Commissioners were assured that cars would be furnished as soon as it was possible to do so.

Des Moines, Iowa, December 3, 1906.

No. 3175—1906.

J. B. DUNN, Lenox, vs. CHICAGO, BURLINGTON & QUINCY RAIL- WAY Co.	}	<i>Depot service.</i>
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Complaint filed January 18, 1906.

Complaint was made of the conditions of the depot service at Lenox. The attention of the company was called to it and the cause for complaint was removed.

Des Moines, Iowa, December 3, 1906.

No. 3176—1906.

FEINER FISH Co., Clinton, vs. AMERICAN, ADAMS AND UNITED STATES EXPRESS COMPANIES.	}	<i>Rates on fish.</i>
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Complaint filed January 19, 1906.

The complainants in this case stated that they were unable to get special rates on fish to towns named by them, and the matter was taken up at once with the express companies. Considerable correspondence was had, and on July 18, 1906, the Feiner Fish Co. stated that: "So far we have been getting along fairly well with the express companies, especially so with the American and Adams."

Des Moines, Iowa, December 3, 1906.

No. 3177—1906.

G. O. STANSELL, Town Clerk, New Virginia,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAILWAY Co. } *Condition of depot grounds.*

Complaint filed January 23, 1906.

Claim was made that the depot grounds were in a dangerous condition for the use of team and wagon, etc. The matter was taken up at once with the railway company and cause for complaint removed.

Des Moines, Iowa, December 3, 1906.

No. 3178—1906.

EMERY J. MILLER, Mt. Pleasant,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAILWAY Co. } *Street crossing.*

Complaint filed January 23, 1906.

Complainant stated that the walk crossing the railroad was in such bad shape that during rain it was practically impassible. The complaint was taken up with the railway company and the proper repairs made.

Des Moines, Iowa, December 3, 1906.

No. 3179—1906.

W. W. DEWEY, Mt. Ayr,  
vs.  
CHICAGO GREAT WESTERN RY. Co. } *Claim for damages.*

Complaint filed January 24, 1906.

This was claim for damages on nursery stock at Arispe. The Commissioners took this up with the railway company interested, but the Board failed in making an adjustment. This being a claim for damages, the Commissioners could take the case no further.

Des Moines, Iowa, December 3, 1906.

No. 3180—1906.

A. LAU & SONS, Klemme,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Failure to furnish cars.*

Complaint filed January 25, 1906.

The matter was taken up by the Board, and everything possible done to satisfy the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3181—1906.

J. H. OLMSTEAD, Milford,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co. } *Shortage of cars.*

Complaint filed January 30, 1906.

The complainant in this case desired car for shipment of household effects, etc., and claimed he had been waiting for over three weeks to get the same. Replying, the railway company stated that Mr. Olmstead had placed order for car on January 24, to be filled January 29, and that he was furnished the car on January 30. It seems there was some misunderstanding with reference to this matter, but the car being furnished, the case was closed.

Des Moines, Iowa, December 3, 1906.

No. 3182—1906.

A. T. BURROWS, Afton,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAILWAY Co. } *Train service at Thayer.*

Complaint filed January 31, 1906.

This was request that Thayer be made a flag stop for No. 3. The request was complied with.

Des Moines, Iowa, December 3, 1906.

No. 3183—1906.

FERN BROTHERS, Salem,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAILWAY Co. } *Shortage of cars.*

Complaint filed February 2, 1906.

Complaint of failure to receive cars for hay shipments.

Des Moines, Iowa, December 3, 1906.

No. 3184—1906.

J. S. WATERS, Hudson,  
vs.  
CHICAGO GREAT WESTERN RAILWAY Co. } *Farm crossing.*

Complaint filed February 3, 1906.

This was complaint that the company had removed planks from his farm crossing. The railway company ordered planks replaced.

Des Moines, Iowa, December 3, 1906.

No. 3185—1906.

CITIZENS OF LOVELAND  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY  
Co. } *Highway crossing.*

Complaint filed February 5, 1906.

Complainants stated that there was a dangerous highway crossing in the town of Loveland, where two serious accidents had occurred, that the company should be required to furnish some protection. The railway company, on their attention being called to the matter, agreed to install an electric highway crossing bell.

Des Moines, Iowa, December 3, 1906.

No. 3186—1906.

JAS. T. CAFFREY ET AL., Zearing.  
vs.  
IOWA CENTRAL RAILROAD CO. } *Claim for damages.*

Complaint filed February 8, 1906.

Claim was made in this case for damages on account of failure to furnish cars for horses. Complainants were advised that while this was not a case within the jurisdiction of the Board, the Commissioners would take it up with the railway company, which they did, and on March 24th the company explained the situation and declined to entertain the claim, and the complainants were so advised.

Des Moines, Iowa, December 3, 1906.

No. 3187—1906.

MARION BENSON, Matlock,  
vs.  
ILLINOIS CENTRAL RAILROAD CO. } *Shortage of cars.*

Complaint filed February 8, 1906.

Complainant stated that on the 18th of January he ordered car for shipment of barley to Chicago, which he had not as yet received. The matter was taken up at once with the railway company, and Mr. I. G. Rawm, General Manager, said on March 7th:

I find it is a fact that Mr. Benson ordered a 30-ton box car on January 18th and we were unable to furnish same until February 13th. At the time Mr. Benson placed his order we had, prior to his order, calls for thirty box cars for grain loading. The difficulty has been with us the same as all lines: an extreme shortage of equipment. Mr. Benson particularly wanted a 30-ton car and cars of this capacity were very scarce in the small lot of equipment we had available.

Des Moines, Iowa, December 3, 1906.

No. 3188—1906.

A. M. VAN ALLEN, Mt. Pleasant,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY CO. } *Discrimination in freight rates  
and condition of depot.*

Complaint filed February 9, 1906.

Complaint in this case was as follows:

The City Council of which I am a member has directed me to call to the attention of the Board to a matter which deserves your attention, and if you have power to act in the premises, an adjustment by you.

The City of Mount Pleasant buys in the neighborhood of 1,300 tons of coal for use in its municipal plant every year. For the last two years we have been buying the coal from Norris, Ill., and pay for it at the mine \$1.60 per ton. The freight per ton from Norris here is \$1.15 per ton, of which total rate we pay 50 cents from Burlington here, a distance of 28 miles. So that from Norris to Burlington the rate is but 45 cents, though the distance is something over twice as great, and I understand on another road.

I submit that this is not a fair rate but is a rank discrimination against Mount Pleasant.

This rate is bad enough on its face, but I would not consider it so seriously if it were not for the fact that special rates are made to Mount Huron, Winfield and Wayland so that they can sell hard coal at those points \$1.00 less per ton than we can, and 75 cents less on soft coal.

Mount Pleasant has been one of the best shipping points on the road and a very large amount of freight and passengers go out of Mount Pleasant every year, very large in proportion to the size of the town, yet we can get no improvements, we have a dilapidated barn for a depot, platforms that are in shivers, everything gone to seed.

We have put up with this sort of thing for years and I now submit that it is time for a change.

If it is within your jurisdiction it is our desire that you correct this discrimination, and if you can exercise any moral suasion that you secure us better depot accommodations.

The matter was taken up by the Board with the railway company at once, and on February 12th the railway company, through Mr. W. D. Eaton, replied as follows:

I have your letter of the 10th instant enclosing copy of one from Mr. A. M. Van Allen, in which you say that if the conditions are as stated in his letter it would seem that something ought to be done at once.

I quite agree with you that if the situation in regard to our station and platforms at Mount Pleasant is correctly described, that it should be remedied. The facts about it, however, are that we have a very good station at Mount Pleasant and both the station and platforms there are in good condition. The station is perfectly comfortable and entirely adequate for the business.

I have inquired of the freight department about the freight rates and I am informed that the rate from Norris, Ill. to Mount Pleasant, and Norris, Ill. to Mount Union and Winfield are exactly the same, to-wit, \$1.15 per ton, so there is no discrimination against Mount Pleasant. The rate itself, which is an interstate rate, also appears to be entirely reasonable. Wayland is not on our line, but on the Iowa Central, and I have no information as to what the rates may be to the last named station.

Some further correspondence was had, and on May 5, 1906, the Commissioners were informed that a new passenger station would be built at Mount Pleasant. On May 8th Mr. Van Allen wrote the Board, thanking the Commission for their action.

Des Moines, Iowa, December 3, 1906.

No. 3189—1906.

CITIZENS OF LAMOTTE, BERNARD, CAS-  
CADE, ET AL.,

VS.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY CO.*Condition of Cascade branch.*

Complaint filed February 10, 1905.

The Board received many complaints from citizens along the Cascade branch of the C. M. & St. P. Ry. Co., the following of which is substantially the same as received from all of the towns:

*To the Honorable Board of Railroad Commissioners of Iowa:*

We, the mayor and council of the town of Lamotte, Iowa, respectfully state that the Cascade Branch (narrow gauge) of the C. M. & St. P. R. R. extends from Bellevue, Iowa, to Cascade, Iowa, a distance of 35.6 miles; that said railroad passes through Lamotte, Iowa, and that the depot of said railroad is located within the corporate limits of said town.

That because of a broken down and worn out equipment said railroad is in dangerous condition as affecting the safety of the train crews and the traveling public and also wholly inadequate to handle the business along the lines.

That the said C. M. & St. P. R. R. has within the past few years changed several of their narrow gauge lines to standard lines and have dumped their worn out equipment from said narrow gauge lines to this line and are attempting to operate their trains with such worn out equipment.

That about two years ago said road has abolished the telegraph service at through stations along the line, leaving the only stations remaining at Cascade and Bellevue, leaving the business men and public without any means of knowing where the trains are or when they will arrive, save only as they can trace the same by use of telephones in the homes of farmers along the route.

Owing to the worn out engines not more than five standard car loads of freight can be carried over the line on schedule time and frequently as many as twenty standard car loads are offered and received for one trip. The result being that equipments of live stock are so delayed that the Chicago market is reached too late for the early market and often too late for the market of the following day, causing great loss to the shippers thereto.

That when the management can not handle the freight with a single engine they are forced to resort to a double-header, and for the reason of having no means of communication for points except terminals, the engines can not be allowed out of sight of each other, so the crews can not run in sections or double, part of the road, thereby losing most of the advantage of the second engine.

That owing to these conditions and the inability to move the trains on the line at the same time the train which is scheduled to leave Bellevue at 6:55 P.M. and to reach Cascade at 8:45 P.M. is not allowed to leave Bellevue until after the arrival of the freight scheduled to reach Bellevue at 4:30, but the train is usually many hours late, so that this train which should leave Bellevue at 6:55 P.M. and used for passenger traffic has frequently not reached the stations along the lines until from 12:00 P.M. to 3:00 A.M.

That owing to the great irregularity in the time after arrival of this train, and to the fact that no information is attainable as to its time of starting and its progress, passengers are loaded along the line at all hours of the night in all kinds of weather, their friends unable to tell the hour of their arrival must wait long hours expecting trains that often are held over until the following day at the terminal station.

When we contemplate the trying experience that this is to the travelling public, and especially to ladies, we can not denounce such treatment of the public in any too vigorous measures.

When it is understood that all live stock shipped over this railroad must be first loaded into narrow gauge cars, then reloaded at Bellevue into standard cars, thus taking hours of time and crippling often the stock. It would seem that nothing less than a standard gauge railroad would afford proper shipping facilities to the business interests along the line.

We also submit that when a railroad that has been built largely by the aid of taxes and donations and has been operated for twenty-five years by one corporation, charging full freight and passenger rates, such road should be required to make such changes and additions as will enable it to comply with section No. 2116 of the Code of Iowa, and we ask that your honorable Board make a thorough investigation of the charges herein contained and assure you that full and minute and sufficient evidence in detail will be furnished to substantiate each and every complaint.

In view of the foregoing facts and the conditions calling them forth seriously affect the business interests of this community, we demand an immediate consideration of the entire matter and ask for such recommendation and orders that may secure prompt and efficient relief from the evils resulting from the insufficient equipment and outrageous conduct of the management of said railroad.

Dated at Lamotte, Iowa, this 7th day of February, 1905.

F. R. HARRIS, Mayor,  
A. F. KEARNEY,  
J. F. CONNOLLY,  
M. A. HINGGREN,  
W.M. MARKEE,  
JOHN EASTON,  
J. P. MUALLEN,  
Trustees.

The matter was taken up at once by the Board with the railway company, and on March 4, 1905, answer was made by H. R. Williams, General Manager, as follows:

DEAR SIR,—Replying to the petition from the Cascade line, alleging inefficient train service and train equipment, I beg to advise that whatever actual cause for complaint has existed has resulted from the weather conditions.

Second, that there was some dissatisfaction on the part of certain live stock shippers who had some unsettled claims against this company, which claims, however, have now been adjusted.

Third, that there is no foundation for the claim that live stock frequently misses the market the following day and sometimes the market on the second day. During the extreme weather there were a number of serious delays, but not more than on any other lines similarly situated. Special attention is paid to the stock shipment from the Cascade line and I believe the records will show that it has arrived at the yards as promptly and with fully as much regulation as from any other point.

Fourth, while it is true there is no telegraph office between Bellevue and Cascade, we have telephone connection at these stations and this was used for the benefit of our patrons on the days of heavy storms and excessive detentions of trains.

We have ample supply of engines and cars on that line and they are all in good condition, as the freedom from accidents there will prove. The extremely bad weather during the month of January did cause us to have some very annoying engine failures but those things happened during those times on all lines. The snow was very heavy in northwestern Iowa. The situation on the Cascade line was but very little worse than it was on neighboring lines. On the Cascade line one or more of the trains were abandoned on the following dates:



January .....	9th	February .....	11th
January .....	24th	February .....	13th
February .....	6th	February .....	14th
February .....	8th	February .....	15th
February .....	9th	February .....	16th
February .....	10th	February .....	18th

Regular service was furnished on all other days during the winter.

On the standard gauge line between Monticello and Calmar one or more trains were abandoned on the following days:

January .....	24th	February .....	14th
February .....	11th	February .....	15th
February .....	13th	February .....	16th

Between Monticello and Farley trains were abandoned on the following dates:

January .....	9th	February .....	13th
January .....	24th	February .....	14th
January .....	25th	February .....	15th

On the standard gauge line between McGregor and Elkader one or more trains were abandoned on the following dates:

January .....	24th	February .....	9th
January .....	25th	February .....	10th
February .....	8th		

On these days the snow was so deep and the storms so severe that we were unable to get through and the cuts had to be shoveled out. Every effort was made to keep the road open but it was utterly impossible to do so, and I believe the records will show that other very important standard gauge main lines in that part of Iowa were blocked nearly as much as the Cascade line was.

We do not anticipate any further trouble this winter and every effort possible will be made to furnish service which will be satisfactory to the people.

Yours truly,

H. R. WILLIAMS, General Manager.

The Commissioners fixed Wednesday, April 26, 1905, for going over this branch to investigate the conditions of affairs. On date named the Board went over this branch line, stopping at each town and giving all persons opportunity to present their grievances to the Commission, and took the case under advisement.

It was found that the road is a narrow gauge, and that in its present location it would be practically impossible to reconstruct it into a standard gauge line. The general management of the C. M. & St. P. Ry. Co., after survey and careful estimates, declared it would require \$1,583,480 to so reconstruct the line. However, the line might be relocated and the expense of reconstruction reduced, but this would result in the necessary abandonment of stations along the line. The Commissioners suggested to the railway company that care should be taken to provide comfortable coaches for the traveling public; that a sufficient supply of freight cars should be on hand to move freight promptly, to connect with the standard gauge at Bellevue; that the locomotive equipment be kept in first class condition, and that another engine should be kept in readiness for use on this branch, and every effort made to give this branch the equivalent of service as though it were a standard gauge.

The railway company on June 17, 1905, sent the Board the following statement of earnings and expenses of the Cascade branch for the years 1902, 1903 and 1904:

EARNINGS AND EXPENSES — CASCADE BRANCH — YEARS ENDING DECEMBER 31ST.

	1902	1903	1904
EARNINGS.			
Freight .....	\$10,875.28	\$12,603.06	\$12,317.81
Passenger .....	6,574.49	6,063.94	6,520.39
Express .....	1,360.08	1,360.08	1,360.08
Mails .....	2,109.96	2,309.28	2,505.80
Telegraph .....	78.42	49.29	66.20
Miscellaneous .....	182.88	352.21	405.83
Gross earnings .....	\$21,181.11	\$22,737.86	\$23,176.11
OPERATING EXPENSES.			
Train, station and teleg. service and supplies .....	\$13,893.36	\$15,630.11	\$15,242.13
Repairs and renewals of all property .....	15,152.10	22,822.27	17,545.24
Management of general offices .....	517.73	643.99	692.39
Foreign agencies and advertising .....	273.27	309.62	307.35
Loss and damage paid .....	325.27	376.83	263.19
Legal expenses .....	18.68	22.72	9.70
Insurance .....	78.04	66.36	69.70
Miscellaneous .....	54.70	72.08	120.36
Total, excluding taxes .....	\$30,313.15	\$39,943.98	\$34,250.06
Taxes .....	1,909.48	1,972.36	2,990.72
Total, including taxes .....	\$32,222.63	\$41,916.34	\$37,240.78
Excess of operating expenses and taxes over earnings .....	\$11,041.52	\$19,178.48	\$14,064.67
W. N. D. WINNE, General Auditor.			
General Auditing Department, Chicago, June 17, 1905. B. A. D.			

The Board did not feel at this time like making an order in the case, and it was closed without prejudice.

Des Moines, Iowa, December 3, 1906.

No. 3190—1906.

L. J. SEYBOLD ET AL., Turin,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Shortage of cars.*  
Co.

Complaint filed February 10, 1906.

This complaint was filed by the Mayor of the town of Turin, stating that their grain shippers could not obtain cars. The Commissioners brought the matter to the attention of the railway company, and the cars were furnished as soon as possible.

Des Moines, Iowa, December 3, 1906.

No. 3191—1906.

CITIZENS OF WODEN

vs.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY Co.} *Shortage of cars.*

Complaint filed February 12, 1906.

Complainants stated that they were unable to get cars for shipment of grain. The Board took it up with the company, as in other cases.

Des Moines, Iowa, December 3, 1906.

No. 3192—1906.

GEO. D. HENRY, Fairfield,

vs.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY Co.} *Overcharge on account of overweight*

Complaint filed February 13, 1906.

Complaint filed in this case was as follows:

FAIRFIELD, IOWA, February 12, 1906.

*Honorable Body of State Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN,—I am a buyer and shipper of corn in car load lots, principally from dealers and elevator companies direct to feeders over this and other states, and handle on an average of about one hundred cars every month the year around.

I have two grievances to make with regard to the C., R. I. & P. Ry. Co. on the Gowrie & Sibley branch that are giving me more trouble than all the rest. The first is my shippers (Bowme & Regur, principally) claim they can not get cars. I was told by other shippers over that line that they had to wait till they got a car load into their station before they could get an empty out, as the railroad company had to pay trackage on cars over the M. & St. L., Des Moines to Gowrie, therefore would not supply empties only as they got loaded cars for such stations. Now, it seems to me that this is not a square deal, and a great imposition on such communities as are at the mercy of such "penny wise and pound foolish" management as their rates are certainly high enough from that part of the State to justify their hauling empties to these points.

I will make my other complaint in a supplement letter.

Yours truly,

GEO. D. HENRY.

## SUPPLEMENT.

In the last two months I have had a number of cars corn from off the C., R. I. & P. Ry. Co., Gowrie & Sibley branch, which are overweighted at Valley Junction from 10,000 to 17,000 pounds; in fact, these overweightings are so frequent that it looks to me that there is some understanding or instructions to weighmaster at this point, as the railroads are getting a very large and unfair amount of revenue from their shippers in this way over the State, and it takes from six to nine months to get our money back, if at all.

I enclose herewith a list of some of my shipments and overweightings for which I have put in claims:

January 9, Palmer to Floris, 13,500 pounds, amount of overcharge.....\$12.55  
January 10, Manson to Centerville, 2 cars, 19,500 pounds, overcharge.. 18.84  
January 17, Rossie to Fairfield, 14,000 pounds, amount of overcharge.. 14.55

January 18, Royal to Fairfield, 10,500 pounds, amount of overcharge.... 11.00

January 20, Palmer to Centerville, 17,000 pounds, amount of overcharge 16.30

The above may vary a few hundred pounds, as my original papers have been sent in and the weights are arrived at by the amount of overcharges in dollars and cents.

Yours truly,

GEO. D. HENRY.

The matter was taken up by the Board with the railway company, and on March 16th the attorney for the C., R. I. & P. Ry. Co. wrote the Board as follows:

I have your late favor regarding the complaint of Geo. D. Henry under date of February 28th, regarding an overcharge growing out of overweight on car of corn from Moneta to Centerville. I have been absent for some time and for that reason this matter has not yet received the prompt attention to which it is entitled.

It would be impossible for us to make prompt investigation unless Mr. Henry would give us the number of the car and state the weight for which he was charged and the actual weight of the contents of the car, and how he knows what the actual weight was.

A copy of the foregoing was sent to Mr. Henry, and he was requested to furnish the information desired. Having failed to do so, the case was closed without prejudice.

Des Moines, Iowa, December 3, 1906.

No. 3193—1906.

PAT CONRY, Paton,

vs.

MINNEAPOLIS & ST. LOUIS RAILROAD  
Co.} *Claim for damages.*

Complaint filed February 21, 1906.

This was claim for hay burned. The complaint was taken up with the railway company and adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3194—1906.

W. A. BLAKELY, Grant Center,

vs.

CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY Co.} *Shortage of cars.*

Complaint filed February 21, 1906.

Complainant stated that he was unable to get cars for shipments of hay, and asked the assistance of the Board. The matter was taken up with the railway company at once by the Board and the matter was satisfactorily adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3195—1906.

JESSE DE MARCE, Washington,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY CO. } *Drainage.*

Complaint filed February 20, 1906.

Complainant stated that the railway company had failed to provide an outlet for overflow, to his damage and great annoyance. The Commissioners took this up with the railway company and no further complaint was made.

Des Moines, Iowa, December 3, 1906.

No. 3196—1906.

M. SLIFE, Dedham,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY CO. } *Shortage of cars.*

Complaint filed February 20, 1906.

Complainant in this case stated that he was unable to get cars for shipment of grain to Council Bluffs. The matter was taken up with the C. M. & St. P. Ry. Co., and Mr. Nettles, Division Freight Agent, on February 23d, said:

Returning herewith letters from M. Slife of Dedham, complaining in reference to his inability to secure equipment for loading grain via our line for Council Bluffs, I beg to advise that I have had this matter up with both our Council Bluffs and Dedham agents, and I am advised that everything possible has been done to furnish cars for Mr. Slife, as well as for other grain dealers, when destined Council Bluffs or other points. During the past three days, Mr. Slife has been furnished one car each day, and agent advises that he now has one empty on hand which Mr. Slife evidently does not desire to load. The Blockade notice which we have against Council Bluffs provides only on shipments going to points south on connecting lines, which our company will not furnish equipment to handle.

It has occurred to me that if Mr. Slife and other dealers would for a moment consider the conditions which now exist in reference to the movement of grain, it could be easily understood by them why it is not always possible for our company to fill their orders for cars promptly. I am absolutely certain everything possible is being done by every employe of our company to keep grain men supplied with necessary equipment, but if we have not the cars to furnish, it is absolutely beyond our power to avoid these complaints.

In answering the foregoing Mr. Slife took exception to the statements made by Mr. Nettles, but no further complaint was made.

Des Moines, Iowa, December 3, 1906.

No. 3197—1906.

FEHLEISEN-ROSACKER LUMBER CO.,  
Boone,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY  
Co. } *Discrimination in car shipments.*

Complaint filed February 21, 1906.

Complaint in this case was as follows:

We have been buying coal of the Crowe Coal & Mining Co., whose mines are located about 2½ miles west of this place adjoining the right of way of the C. & N.-W. Ry. Co. with side tracks in such position that west bound trains can pick up cars without much trouble or making any "fly" switches. They have been hauling our coal to Ogden on a ten mile tariff (34c per ton). Lately they have been asking us to pay 38c per ton or a 15-mile tariff, counting the distance from the switch to Boone and then back to Ogden.

We are reliably informed that they are hauling coal from Moingona to Boone then to Ogden for 34c per ton.

We have just received a telephone message from Ogden that C. & N.-W. Ry. Co. claim the distance from mine to Boone is three and seven-tenths miles.

We have tendered the C. & N.-W. Ry. Co. the 34c per ton and refused to pay them 38c per ton and they are locking our cars up.

Will you kindly advise by return mail as to whether our position is correct or not and as to the maximum rate they can collect on these shipments and as to whether they can charge us more or a higher rate than they do for the coal that they haul from Moingona to Boone then to Ogden.

The Commissioners took this up with the railway company and received the following answer:

Referring to appearance before you in answer to above complaint and your decision in our favor. As requested we inclose drawing showing Boone Coal Railroads, constructed to serve certain mines and industries. These industries require special service and ever since this road was built we have applied additional mileage to regular distance from Boone as part compensation for extra service, and which is covered by tariff. On business from district No. 1 we add 2.9 miles; from district No. 2 we add 3.7 miles to Boone distance.

It is true that some coal for complainants from Crowe Coal & Mining Co.'s mine in district No. 1 was billed at net distance from Boone by error of Boone office in overlooking tariff, the release of which February 5, 1906, (owing to change in names of industries) called attention of forwarding and receiving agent to fact that additional mileage should be applied.

Regarding alleged discrimination in favor of mines at Moingona: This was answered to your satisfaction that the mines at Moingona are not served by special tracks but load on regular station side tracks on old main line between Boone and Moingona, and if we elect to handle from Moingona to Boone by switching, versus routing through trains by way of Moingona, it was operating proposition and not a discrimination against industries served by the Boone Coal Railroad.

The Commissioners went over this case very carefully, examining the location of the tracks, etc., and came to the conclusion that legally no discrimination existed and the Commissioners could not make the order requested by complainants. The complainants were advised of the Commissioners' holding on May 16th.

Des Moines, Iowa, December 3, 1906.

No. 3198—1906.

FRED BYGGERS, Royal,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL } *Shortage of cars.*  
 RAILWAY CO.

Complaint filed February 21, 1906.

The complaint was taken up with the railway company and the difficulty was found to be the procuring of extra large cars for hay shipments. The cars were finally furnished.

Des Moines, Iowa, December 3, 1906.

No. 3199—1906.

O. A. WAHL, Churdan,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL } *Loss in transit.*  
 RAILWAY CO.

Complaint filed February 27, 1906.

Complainant stated that a shipment of poultry had been lost in transit and he desired something done to reimburse him for the loss. The matter was taken up by the Board with the railway company and investigation made. It was shown that the C. M. & St. P. Ry. Co. had delivered the goods promptly to its connection and that claim had been made upon connecting railway for the loss.

Des Moines, Iowa, December 3, 1906.

No. 3200—1906.

HAWKEYE LUMBER CO., Oskaloosa,  
 vs.  
 ILLINOIS & IOWA CAR SERVICE ASSO- } *Claim for refund of demurrage.*  
 CIATION.

Complaint filed February 27, 1906.

This was a claim for refund of demurrage paid which complainants believed it was an injustice under the circumstances. The Commissioners took the matter up with the car service association and upon investigation the matter was adjusted to the satisfaction of the complainants.

Des Moines, Iowa, December 3, 1906.

No. 3201—1906.

A. D. BAILIE, Storm Lake,  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
 RAILWAY CO.

Complaint filed February 27, 1906.

The Board took this up with the railroad company and cars were furnished.

Des Moines, Iowa, December 3, 1906.

No. 3202—1906.

BUDD'S ESTATE, Ames,  
 vs.  
 CHICAGO & NORTH-WESTERN RAILWAY } *Farm crossing and fencing.*  
 Co.

Complaint filed February 28, 1906.

This complaint was sent to the Chicago & North-Western Railway company and the matters complained of were adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3203—1906.

SMITH BROS., Leon,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY RAIL- } *Farm crossing.*  
 WAY CO.

Complaint filed March 7, 1906.

Complainant stated that planks had been removed from his crossing so that he was unable to use it. Attention of the company was called to it and the planks replaced. It was stated by the railway company that planks had been removed in order to operate the snow flanger and that there was no intention to leave the crossing in that condition, permanently.

Des Moines, Iowa, December 3, 1906.

No. 3204—1906.

G. J. LOCKER, George,  
 vs.  
 ILLINOIS CENTRAL RAILROAD CO. } *Site for elevator.*

Complaint filed March 10, 1906.

This was application for site for elevator which the Board took up with the railway company in the usual way. After considerable correspondence and personal investigation by the Commission the Board was advised by Mr. Locker that site had been granted him by the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3205—1906.

H. J. MCGHEE, Wall Lake,  
 vs.  
 CHICAGO & NORTH-WESTERN RAILWAY  
 Co. } *Farm crossing.*

Complaint filed March 14, 1906.

Complainants in this case stated:

Some time ago I had a talk with you in Des Moines in regard to a crossing into my farm two miles west of this town across the C. & N.-W. Ry. Co.'s tracks. I have no other way of getting to the farm only over their track and it is a great annoyance as well as a very dangerous place to cross as the grade is about 7 feet high and I have to open a gate on either side of track. What I want is an open crossing, and have had the matter up with them several times but can not get them to do as I want them to.

The matter was taken up by the Board with the railway company and satisfactorily adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3206—1906.

BRITCHLOW & PARKER, Stilwell,  
 vs.  
 IOWA CENTRAL RAILWAY Co. } *Weighing facilities at Monroe.*

Complaint filed March 15, 1906.

This was complaint that there was no scales or water for the stock yards at Monroe. The matter was taken up by the Board with the railway company and instructions were issued by said company to put in scales and water at Monroe as soon as it could be done.

Des Moines, Iowa, December 3, 1906.

No. 3207—1906.

CITIZENS OF HAYFIELD  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY Co. } *Station service.*

Complaint filed March 13, 1906.

This was petition requesting that telegraph operator be installed at Hayfield. After considerable correspondence the railway company agreed to place a telegraph operator who would be continued there as long as conditions would warrant.

Des Moines, Iowa, December 3, 1906.

No. 3208—1906.

FERN BROS., Salem,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY RAIL-  
 WAY Co. } *Condition of railroad yards.*

Complaint filed March 20, 1906.

Complaint stated that the railroad yards were not in proper condition on account of a large number of logs that had been piled up there. The railroad company was notified and the logs removed.

Des Moines, Iowa, December 3, 1906.

No. 3209—1906.

M. F. BROADWELL LUMBER Co.,  
 Hedrick,  
 vs.  
 IOWA CENTRAL RAILWAY Co. ET AL. } *Interstate rates on lumber.*

Complaint filed March 19, 1906.

This was complaint that the lumber rates from the south were not properly adjusted and that as a consequence Hedrick was being discriminated against. The matter was taken up at once with the railway companies and they promised to investigate and readjust rates if found necessary to prevent discrimination.

Des Moines, Iowa, December 3, 1906.

No. 3210—1906.

ED. H. WHEELOCK, Germania,  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY Co. } *Overcharge, interstate.*

Complaint filed March 20, 1906.

This was claim for overcharge on shipment of grain to Chicago. The Board took it up with the railway company and it was shown that the company had used regular interstate tariff rates.

Des Moines, Iowa, December 3, 1906.

No. 3211—1906.

CITIZENS OF DUNBAR  
 VS.  
 CHICAGO, MILWAUKEE & ST. PAUL  
 RAILWAY CO.

*Change of line of road.*

Complaint filed March 29, 1906.

On date named petitions were received from the residents of Dunbar and vicinity asking the Board to use all honorable means to induce the C. M. & St. P. Ry. Co. to maintain the present location of its track at Dunbar. The matter was taken up by the Board and General Manager Underwood wrote the Commission on April 13, 1906, saying, among other things, that:

Upon investigating the matter I find that only four out of the 111 persons signing the petition live in Dunbar and are in no way interested and care very little regarding the proposed change. There will be a crossing at the east end of our new Dunbar Yard to reach the elevator and two crossings at the west end of the yard, so there will be no inconvenience in that respect.

On April 26th the Commissioners were in Dunbar and looked the situation over. They did not find any serious objection to the relocation of the lines as proposed by the railway company and the case was closed.

Des Moines, Iowa, December 3, 1906.

No. 3212—1906.

F. W. BEEMER, Elmore, Minn.,

VS.  
 CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY CO.

*Petition for station between  
 Rake and Germania.*

Petition filed March 29, 1906.

The Board laid this petition before the officials of the C. R. I. & P. Ry. Co. and on April 20, 1906, Mr. Carroll Wright for the respondent railway company said:

Referring to the petitions of citizens of Elmore, Minn., for additional station between Germania and Rake:

I have to say that I have submitted the matter to the different departments of the road, and am advised that there is not sufficient business to warrant us in establishing an additional station. The establishment of a station might have a tendency to divide the business that now naturally goes to the stations of Germania and Rake. There does not seem to be any demand in that particular locality for an additional station. The expenses of constructing and maintaining a new station would be very considerable and there would be no additional business that would justify the additional expense.

If you desire any further information in regard to the matter I should be glad to furnish the same.

The Board had some further correspondence with both the railway company and the complainants respecting this matter but it was not believed, from the conditions disclosed at this time, that an order for a new station would be warranted.

Des Moines, Iowa, December 3, 1906.

No. 3213—1906.

CEDAR RAPIDS OIL CO., Cedar Rapids  
 VS.  
 CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY CO.

*Shipment restrictions.*

Complaint filed March 29, 1906.

Complainant stated that the respondent railway company was refusing to receive shipments of oil except on two days per week. The railway company stated that they accepted shipments daily and were moving them when they could, though sometimes delays occurred. Mr. C. H. Hubbell, General Superintendent, wrote the following letter to the Board which explains the situation from the railway company's standpoint:

Your several messages, dated latter part of March, to Mr. Greenough, and by him referred to me, regarding complaint of the Cedar Rapids Oil Company regarding our refusing shipments of oil consigned to them.

Supplementing my telegram of March 27th in which I said we were accepting all shipments offered daily and had refused none, and were moving on trains when convenient to handle; I beg to confirm this by letter and to say to you in addition that we are following out here a practice which you will find in vogue on most railroads in this State, namely: of specifying two days per week in which we handle small lots of oil, hides, tallow, and other commodities of that nature offered in small lots, and confine them to one certain car; this to prevent their contaminating merchandise and other classes of freight. There is so little of this business offered that we do not feel we would be justified in making up special car each day for the shipments offered nor do we feel we should load it in with other merchandise daily shipments as to do so would result in our spending more money settling claims for damage on account of the oil and hides contaminating other freight than we would get out of it in the way of freight charges. If the shipments justified we would run cars oftener, but as it is we nearly always handle these cars with oil and hides and similar freight with scarcely a quarter of a car occupied.

Des Moines, Iowa, December 3, 1906.

No. 3214—1906.

CENTRAL MANUFACTURING CO., Iowa  
 City,  
 VS.  
 CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY CO.

*Refusal to receive and  
 forward freight.*

Complaint filed April 3, 1906.

Complainants stated that the C. R. I. & P. Ry. Co. refused to return advertising matter without freight being prepaid, etc. The matter was taken up by the Board but at a later date the complainants withdrew their claim.

Des Moines, Iowa, December 3, 1906.

No. 3215—1906.

CITY OF OELWEIN  
vs.  
CHICAGO GREAT WESTERN RAILWAY Co. } *Condition of viaduct.*

Complaint filed April 11, 1906.

The city clerk of Oelwein complained that the viaduct under the Chicago Great Western Railway was not in proper condition. The attention of the company was called to the matter and repairs made.

Des Moines, Iowa, December 3, 1906.

No. 3216—1906.

J. G. GEISTER, Sanborn,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co. } *Elevator site.*

Complaint filed April 14, 1906.

This was an application by the farmers in this vicinity for site for an elevator. The matter was taken up by the Board and the railway company granted the site.

Des Moines, Iowa, December 3, 1906.

No. 3217—1906.

G. E. GILMAN, Mayor, et al., Eldora,  
vs.  
IOWA CENTRAL RAILWAY Co. } *Train service.*

Complaint filed April 16, 1906.

This was request from the mayor and business men of Eldora asking that the respondent railway company restore trains 3 and 4 which had recently been annulled. Answering this complaint Mr. L. F. Day, Vice-President of the Iowa Central Railway Company, wrote the Board on April 15th as follows:

I am in receipt of your favor of the 12th inst., relative to diminished train service on account of coal strike. I have not received a single communication from any station on the Iowa Central Road on the subject of this diminished train service, but have had a great many from stations on the Minneapolis & St. Louis Road where we have similar conditions.

When these trains were taken off, public notice was given of the reason for it, but strangely enough, the public does not seem to appreciate the fact that trains can not be run without coal, and that the railroad companies can not get coal when it is not being mined. Our notice indicated that the changes we were making were forced upon us, and of course there should be no difficulty in understanding that the expedients employed on account of the scarcity of coal are temporary. The most of the public inconvenience is on account of the taking off of our trains 3 and 4 between Mason City and Peoria, and we were very loath to discontinue this train even temporarily, because we realize that the temporary suspension will be detrimental, even after the train is restored. The railroads were unable to store more than enough coal to last a brief period of time before the miners went out, although we, and I think other companies, have spent a great deal of money in our efforts to get as much as possible on hand. We discontinued certain trains that were used the least of any trains that we had on the line, because by doing so we could postpone the possible suspension of all trains. That we should pursue this policy is, you will understand, of very much more importance to the public than to ourselves, as it would be more profitable for us to continue full train service up to the time our coal supply was exhausted, and then to entirely discontinue the operation of the railroad and all expense connected with it. We are constantly advised as to the state of negotiations between the operators and miners, and will continue to have full advice in order that, as soon as we can do so without jeopardizing the total service, we may restore trains that we have reluctantly discontinued.

I think you will be able to understand and appreciate our action in this matter, and I sincerely hope that you may also be able to assist your correspondents in taking a rational view of the conditions, which are absolutely and utterly beyond our control. When there is a suspension of coal mining, the railroads probably suffer more than anyone else, but it is almost impossible for any citizen to entirely escape inconvenience as a result of such unhappy conditions.

Later the Board was notified that the trains would be restored, as requested, on Monday, April 23d.

Des Moines, Iowa, December 3, 1906.

No. 3218—1906.

FARMERS ELEVATOR Co., Ocheyedan,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Elevator site.*

Application filed April 17, 1906.

This was an application for site for elevator which the railway company, after considerable correspondence, allowed to the applicants.

Des Moines, Iowa, December 3, 1906.

No. 3219—1906.

E. W. MILLER & Co., Casey,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.

*Overcharge.*

Complaint filed April 17, 1906.

Complaint was made that overcharge had occurred on shipment specified and there had been loss in transit. The matter was taken up with the railway company and all claims adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3220—1906.

CITIZENS OF KETCHAM'S SWITCH,  
Henry County,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY CO.

*Removal of switch.*

Petition filed April 17, 1906.

Petition in this case follows:

We, the undersigned citizens of Henry County, Iowa, living near what is known as Ketcham's Switch on the Chicago, Burlington & Quincy Railroad, request of the Board of Railroad Commissioners of Iowa, that they require the C. B. & Q. Ry. Co., to replace the switch which they recently removed from said place for the following reasons:

1. For a period of more than thirty years there has been a switch or side track at or near the place now known as Ketcham's switch. That said switch has been used by a large number of people in that neighborhood and a great quantity of stock and produce has been delivered there and shipped from said point.

2. That it is very much more convenient to the people of that neighborhood to have said switch there and is a great inconvenience for them to have to go to other stations on said road to ship.

3. The reasonable convenience of the public requires that a station or switch be maintained at said place or thereabouts.

R. C. DUTTON,  
W. F. SAFER,  
and 47 others.

Replying to this complaint the railway company, through Mr. W. D. Eaton, said:

The facts about this switch are as follows:

In the early days when we had a single track railroad, with few and slow trains, a switch was put in at what was called Ketcham's to enable us to get out ties and piling from the timber in that vicinity. It was not put in for the purpose of furnishing facilities to the public, Mt. Pleasant being only 4 miles distant to the east and Rome only 3 miles distant to the west. There were no special objections, owing to the manner in which the railroad was being operated at that time, to permitting the switch to remain in, and so it was left and more or less used by the people in the vicinity. The objection to having a side track leading off our main line at a place between two

stations was not, in those days, so serious as it is today, with many and very fast trains. An additional safeguard at that time was that there was a store located at Ketcham's and a good many people about, reducing the danger of the switch being tampered with. When our new line was built from Mt. Pleasant to Rome, it was located some distance south of the old line. It was not our first intention when the new double track was built to put in a switch at this place. However, on the earnest solicitation of Mr. Dutton, the company finally agreed to put one in for the accommodation of Mr. Dutton and others who might wish to use it, with the express understanding, as shown by the contract which was entered into at the time, that we could take it out at any time when we thought that our interests required it. The fact is that the switch which was taken out had been in about five years, during which time it became more and more apparent that it ought never to have been put in in the first place, for a great many reasons. Some of the controlling reasons for taking it out I will briefly state:

The switch which necessarily leads off from one of our main lines, was located at a lonely place, away from habitations, and where it could readily be tampered with by evil-minded persons without being discovered. This alone is, in the judgment of the operating department people, a sufficient reason for taking it out. Every break in our main track is undesirable, and our company has determined that they will eliminate all of them where it is possible to do so. There is no way by which we can watch the switch, either day or night, located, as it is, away from our stations, and our operating department are unwilling to take the responsibility, with the numerous fast trains which we are operating over this track, of continuing to maintain at this point under the conditions that exist there. Furthermore, the switch is located on our eastbound main track, where the grade is heavy, and it is a serious interference with our traffic to have to stop and start long and heavy trains at this place in picking up or setting out cars. Further than that, to have to do so causes delay in handling our traffic. A train that stops there must send out flagmen in both directions to protect both ends of the train. This takes two men away from the train and occasions serious delay, not only in getting these flags out, but in doing the work and getting the flags back again and in again getting under way, which is not justified in our judgment. It was also frequently necessary to handle the cars to or from this switch ahead of the engine from the station on either side. This is regarded as a dangerous practice and one which we can not continue to indulge in.

There are other serious objections to the maintenance of this switch, but these it seemed to us are sufficient justification for the action which has been taken in this matter.

We are sorry that this is the situation because we should like to oblige these people if we could. Mr. Dutton was in here a few days ago and talked the matter over with Mr. Blythe, General Superintendent Throop and myself, and was told what our views were about it. We realize that these people would like to have this switch, and we would like to have them have it, but we do not feel that we can give it to them, for the reasons suggested. If they are entitled to a side track, then there are hundreds of other places on our main line in Iowa where the people are equally entitled to the same facilities. Mt. Pleasant lies only 4 miles away on the east and Rome 3 miles away on the west, distances which are not at all excessive. In fact, these people are now much nearer to stations, either at Mt. Pleasant or Rome, than a large majority of the farming communities throughout the State.

Later the Board was advised that suit had been commenced to compel the replacement of the switch, and the Board took no further action in the case.

Des Moines, Iowa, December 3, 1906.



No. 3221—1906.

DES MOINES SAND CO., Des Moines,  
 VS.  
 CHICAGO, BURLINGTON & QUINCY RAIL- } *Shortage of cars.*  
 WAY CO.

Complaint filed April 20, 1906.

Complainants stated they were unable to get sufficient number of cars for shipments of sand to supply their trade, resulting in great loss to them. It developed that the Des Moines Sand Company required coal cars or similar cars for this loading, and the company was unable to supply the demand, although they had plenty of box cars, which they would be glad to furnish. The sand people stated, however, that they could not with their machinery, load box cars, and it was suggested by the Board that the sand company should arrange to load such cars.

Des Moines, Iowa, December 3, 1906.

No. 3222—1906.

COMMISSIONERS VS. } *Speed of trains in Waverly.*  
 CHICAGO GREAT WESTERN RY. CO.

Complaint filed April 21, 1906.

The Commissioners called the attention of the railway company to the excessive speed of trains through Waverly. The matter was corrected by the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3223—1906.

M. T. MILLER AND T. J. KATING,  
 Newton, VS. } *Farm crossing.*  
 CHICAGO, ROCK ISLAND & PACIFIC  
 RAILWAY CO.

Complaint filed April 23, 1906.

The complainants desired the company to construct a farm crossing at a point designated with reference to it, which the Board succeeded in getting for the complainants, and the case was satisfactorily closed.

Des Moines, Iowa, December 3, 1906.

No. 3224—1906.

H. E. TOMLINSON, New Market,  
 VS.  
 CHICAGO, BURLINGTON & QUINCY RAIL- } *Shortage of cars.*  
 WAY CO.

Complaint filed April 23, 1906.

This complaint was the result of inability to obtain cars for shipment of coal. The matter was taken up by the Board with the railroad company, and General Superintendent Geo. T. Ross wrote the Board as follows:

I have your letter of April 23d enclosing copy of complaint from H. E. Tomlinson of New Market, Iowa, alleging failure to furnish cars for coal loading, etc.

While there are times when the emergencies seem to warrant it, that we use a few of the old 40,000 pound coal cars, yet we are retiring these cars as rapidly as they can be replaced with newer, stronger and better equipment. We are not building any more cars of these small capacities, and the old cars in service are, as a general rule, not equipped with air brakes and are too far gone physically to warrant going to the expense of so equipping them. They will all be retired from service by the time that all equipment is required to be equipped with air brakes. This is in line with the general improvement in the railroads and their equipment just as much as the increase from the old original twelve and fifteen thousand pounds capacity cars to cars of forty thousand pounds capacity was an improvement.

I do not understand how there could have been any failure to provide cars of sixty thousand pounds or greater capacity, but will investigate the matter and inform you further.

Later Mr. Ross wrote the Board that the company had arranged to get some of the smaller capacity cars for shipments, as desired.

Des Moines, Iowa, December 3, 1906.

No. 3225—1906.

SHELDON COMMERCIAL CLUB  
 VS.  
 CHICAGO, MILWAUKEE & ST. PAUL  
 RAILWAY CO. AND } *Condition of depot.*  
 CHICAGO, ST. PAUL, MINNEAPOLIS &  
 OMAHA RAILWAY CO.

Complaint filed May 1, 1906.

Complaint was made that the union depot at that place was in very bad shape, and that, although promises had been made to reconstruct their building, there was no immediate prospect of the work being done. The Commissioners went to Sheldon on the 21st of June and looked over the station, with the result that on suggestions of the Board the railway companies agreed to build a new depot at once.

Des Moines, Iowa, December 3, 1906.

No. 3226—1906.

Iowa Pacific Railway Company. Organization and ownership.

Filed May 6, 1906.

The Commissioners were requested to furnish some information respecting the Iowa Pacific Railway Company, now owned and controlled by the Chicago Great Western Railway, and on May 4th addressed a letter to Mr. A. G. Briggs, General Attorney of the railway, asking that he furnish information, if possible. Replying thereto Mr. Briggs said:

ST. PAUL, MINN., May 9, 1906.

*Dwight N. Lewis, Esq., Secretary Railroad Commission, Des Moines, Iowa:*

DEAR SIR:—Replying to your favor of the 4th inst.: We can give you but little information relative to the history of the Iowa Pacific Railway. I understand that company projected a line from the Mississippi River westward, and the company did some grading and bridging, but never laid any rails. There is an old grade in Fayette County, east of Sumner, which has never been used, which I think is part of their projected line, and I was told years ago that the Iowa Central line from Hampton to Belmond was part of this same project, but I can not vouch for the truth of this.

As to how the Dubuque & Dakota R. R. became possessed of the grade from Sumner to Hampton I obtain the following facts from an abstract of some property in Dumont, Iowa:

March 12, 1877, sheriff's deed to Charles F. Isley of all property of the Iowa Pacific R. R. Co., sold on judgment rendered in District Court of Butler County February 10, 1873, in favor of Maurice Brown and Geo. H. Mitchell, and against the Iowa Pacific R. R. Levy made by sheriff of Butler County, June 28, 1875.

September 28, 1878, Charles F. Isley conveyed the property to Henry L. Stout. The abstract also shows several quitclaim deeds from other parties to H. L. Stout covering same property, the grantors having liens on the property.

The Dubuque & Dakota R. R. Co. was organized April 11, 1878. Incorporators, H. L. Stout, C. H. Booth and R. E. Graves, and at a meeting of the Board of Directors of that company held in 1878, the company was authorized to purchase the property known as the Iowa and Pacific grade in the counties of Fayette, Bremer, Butler, Franklin and Wright.

The Dubuque & Dakota R. R. constructed a line from Sumner to Hampton, and in 1888 the Minnesota & Northwestern R. R. Co. acquired all the stock of the Dubuque & Dakota Ry. Co., and during 1887 called and paid off all its bonded indebtedness, also all floating debt of the Dubuque & Dakota Ry. Co., and the Dubuque & Dakota Co. deeded all its property to the Minnesota & Northwestern Co.

The Minnesota & Northwestern Ry. Co. was consolidated with the Chicago, St. Paul & Kansas City Ry. Co., in 1887, and in 1892 the Chicago, St. Paul & Kansas City Ry. Co. was reorganized under the name of the Chicago Great Western Ry. Co.

Yours truly,

A. G. BRIGGS, General Attorney.

Des Moines, Iowa, December 3, 1906.

No. 3227—1906.

Asby L. ORAN, Mediapolis,

vs.

ADAMS EXPRESS CO.

} *Overcharge.*

Complaint filed May 10, 1906.

This claim was the result of a misunderstanding on the part of agents and was promptly adjusted by the express company.

Des Moines, Iowa, December 3, 1906.

No. 3228—1906.

D. R. LANG, Avon,

vs.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.} *Fencing.*

Complaint filed May 14, 1906.

Complaint was made as to the condition of the right of way fence and the attention of the company being called to the matter, the fence was repaired.

Des Moines, Iowa, December 3, 1906.

No. 3229—1906.

FARMERS' CO-OPERATIVE ELEVATOR CO.,  
Woolstock,

vs.

CHICAGO & NORTH-WESTERN RAILWAY  
CO.} *Site for elevator.*

Complaint filed May 23, 1906.

Complainants stated that they desired site for elevator, which had been refused them. The case was taken up with the C. & N.-W. Ry. Co. and adjustment was satisfactory with complainants.

Des Moines, Iowa, December 3, 1906.

No. 3230—1906.

W. E. CLOSSON, Independence

vs.

RAILWAY COMPANIES.

} *Classification on empty boxes re-  
turned.*

Complaint filed May 25, 1906.

Complainant stated that railway companies were making an exorbitant charge on shipments of empty boxes returned. His attention was called to Item 53, Page 19, of Iowa Classification No. 13.

Des Moines, Iowa, December 3, 1906.

No. 3231—1906.

IOWA GAS & ELECTRIC CO., Washing-  
ton, Iowa,

vs.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.} *Industry track.*

Complaint filed May 26, 1906.

This was a request that the Rock Island run a side track from their line to the electric plant in Washington. The Commissioners were unable to bring about an amicable adjustment of this matter, and on October 2d addressed the complainant as follows:

Replying to yours of Oct. 1st. Inasmuch as there is no law in the State of Iowa respecting the building of side tracks to industries there is no uniform custom among railroads with reference to providing the same. Some companies will build side tracks to industries and charge a certain switching rate until the cost of putting the side track in has been paid, other companies furnish the material and the industry does the grading and lays the track, etc., etc.

Des Moines, Iowa, December 3, 1906.

No. 3232—1906.

Statement filed May 28, 1906.

Statement of Mr. F. O. Melcher, General Manager, C., R. I. & P. Ry. Co., with reference to shortage of cars prevailing in Iowa during the winter of 1905 and 1906:

CHICAGO, ILL., May 28, 1906.

Board of Railroad Commissioners, State of Iowa, Des Moines, Iowa:

GENTLEMEN,—Referring to communications that have passed between the Commission and the various officers of this railroad company on the subject of car shortage.

You will find therein stated, in answer to certain inquiries which have had their origin in complaints received from shippers relative to their inability to get cars in which to move traffic offered, that the railroad companies have equipment enough to move all of the traffic offered if reasonably well distributed over the year, but no railroad company has equipment enough to move all the traffic offered within a very limited period like three or four months.

We have passed over the strenuous period of car shortage and now we are confronted with a condition of not having freight enough offering to fill our cars. Inasmuch as your honorable Commission is the medium through which complaints from the shippers to the railroad companies have been conveyed, and is the body which has most equitably and energetically pressed to secure relief on the part of the shippers, I venture to suggest to you gentlemen that this is the time when we should ask the owners of freight to be shipped, to take advantage of the present car surplus and, as far as possible, forward their commodities at the time when the car supply is easy. I realize that there may be certain commercial conditions that may be considered as making it undesirable to ship at this time, but I believe that if the attention of the people is called to the existing conditions that it may have a tendency to prevent future congestion.

This letter is merely intended as a suggestion and I shall be glad if you concur with my views, that it be given reasonable publicity in order to secure the desired result.

Yours truly,

F. O. MELCHER.

No. 3233—1906.

IOWA & ILL. RY. CO., Clinton,  
vs.  
AMERICAN EXPRESS CO.

} Refusal to receive berries.

Complaint filed May 29, 1906.

Complainant in this case stated that the respondent express company refused to receive berries for shipment to points on their line from complainant's line unless charges were guaranteed. Later the respondent company refused to receive shipments even when charges were guaranteed. This case was taken up by the Board with the American Express Co., and after considerable correspondence the Board was advised by Mr. P. P. Crafts, General Manager of the Iowa & Ill. Ry. Co., that the American Express Co. had notified him that they would receive shipments from them the same as from other companies.

Des Moines, Iowa, December 3, 1906.

No. 3234—1906.

RICHARDS ELEVATOR CO., Richards,  
vs.  
ILLINOIS CENTRAL RAILROAD CO.

} Site for elevator.

Complaint filed May 30, 1906.

This was request for site for elevator, which was taken up by the Board in the usual way. It developed that the Richards Elevator Company was a farmers' organization, regularly incorporated under the laws of the State, for a general elevator business. After considerable correspondence had been had the Board fixed July 24, 1906, for hearing at Richards. The Board, upon date, went to this town and heard the parties who desired to appear before the Commission in this case. The result of this hearing was that the railway company granted the site as requested in the application.

Des Moines, Iowa, December 3, 1906.

No. 3235—1906.

J. P. PECK, Waterloo,  
vs.  
WATERLOO, CEDAR FALLS & NORTHERN  
RAILWAY CO.

} Farm crossing.

Complaint filed June 5, 1906.

Complainant in this case desired cattle-guards on his private crossing. The matter was taken up with the railway company, and the Commissioners were advised later that a crossing had been constructed in a manner satisfactory to the complainant.

The Board advised Mr. Peck that unless he was heard from to the contrary the case would be closed.

Des Moines, Iowa, December 3, 1906.

No. 3236—1906.

LANE-MOORE LUMBER Co., LAUFERS,  
 vs.  
 CHICAGO GREAT WESTERN RAILWAY Co. } *Claim for overcharge.*

Complaint filed June 6, 1906.

This was claim for overcharge on shipment of stucco. The attention of the railway company was called to the matter and adjustment was made.

Des Moines, Iowa, December 3, 1906.

No. 3237—1906.

COLE & COLE, Bellevue,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co. } *Passenger rates.*

Complaint filed June 9, 1906.

Complaint in this case was as follows:

We desire to call your attention to the unjust discrimination in passenger rates between this point and our county seat and other points west. The fare from Bellevue to Maquoketa is \$1.78; from Maquoketa to Bellevue is \$1.10; same applies to Cedar Rapids and intermediate points west of Brown's station. The road has two lines between Green Island and Brown's station and runs a portion of its passenger trains over both lines; the only trains making direct connections with Maquoketa from Bellevue run over the line having the greater mileage, compelling passengers to ride the additional mileage and pay for same. This we complain is an unjust discrimination between terminal points for the identical service.

The matter was taken up by the Board with the railway company, and the Board succeeded in having the same adjusted to the satisfaction of all concerned.

Des Moines, Iowa, December 3, 1906.

No. 3238—1906.

MARSHALL OIL Co., Marshalltown,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co. } *Refusal to receive oil.*

Complaint filed June 11, 1906.

The complainant stated that the railway company refused to receive shipments of oil at Mason City except on two days per week. The matter was taken up by the Board with the railway company, and Mr. W. J. Underwood, on June 25th, said:

In reply to your letter of the 12th inst., enclosing copy of complaint from the Marshall Oil Co. I beg to say that it is and has been our custom for years to run oil cars on the I. & D. and other divisions twice a week to accommodate local shipments of oil and this is the first complaint we have received. The same practice is observed by other railroad companies. Oil can not be loaded in cars with other freight without subjecting the company to heavy claims for damages.

In regard to the loading of the Marshall Oil Co.'s shipments our agent informs me that his men have instructions to assist the teamster in handling the oil in and out of cars.

There is no objection to their delivering the oil on platform. The practice of placing the oil cars away from the freight house was established some years ago at the special request of the Marshall Oil Co.

A copy of Mr. Underwood's letter was sent to the Marshall Oil Co. and the case closed.

Des Moines, Iowa, December 3, 1906.

No. 3239—1906.

IOWA & ILLINOIS RAILWAY Co.,  
 vs.  
 DAVENPORT, ROCK ISLAND & NORTH-  
 WESTERN RAILWAY Co. } *Right of way.*

Complaint filed June 12, 1906.

On date named the Board received the following letter from the Iowa & Illinois Railway Company, which explains the situation:

We desire to call your attention to a condition existing in Le Clair, which compelled us to construct a sharp reverse curve which would not have been necessary if we could have obtained the co-operation of the proper parties. We refer to the curve shown on attached plan to the rear of the so-called "Becker Building."

Although this curve is at a stopping point, the approach on each end is on a down grade where we are compelled to run at a high speed, and any failure of brakes would be the cause of a serious wreck.

As you will see on the plan, to carry out the curve on the south side so as to catch the tangent on the north end, thus making the curve perfectly safe for high speed running, would compel us to encroach on the corner of a lot and take a strip of five feet from the lot next south, owned by the D. R. I. & N. W. Ry., partly used as a portion of its right of way. You will observe, however, that the owner is merely a portion of a lot purchased by that company for construction of its road, but it is unused for any purpose whatever.

We have endeavored to effect some compromise with the above mentioned company, but have not been successful. For this reason, we are obliged to bring this matter before you, trusting that you can assist us in obtaining a satisfactory adjustment.

This letter is not written in a spirit of complaint against the D. R. I. & N. W. Ry., but rather that you may possibly suggest some way by which we can effect some compromise that will enable us to make the desired change.

Kindly advise me if this plan meets with your approval and is amply sufficient. If not, please return same with notes of anything which you desire to have changed.

The matter was taken up personally by a part of the Board with the railway companies interested, which resulted in so changing the lines concerned that all dissatisfaction was remedied.

Des Moines, Iowa, December 3, 1906.

No. 3240—1906.

H. H. RINKER, Rippey,

*Inquiry relative to crossing railroad with telephone wires.*

Complaint filed June 12, 1906.

The Wallace Farmer of Des Moines sent the Board an inquiry received by that publication from Mr. H. H. Rinker of Rippey, Iowa, and copy of such inquiry is as follows:

I would like some information in regard to telephone line rights over and under railroads. First, can the railroad company prevent a telephone company from swinging their wires under a creek railroad bridge, the poles standing clear of the right of way and the wire (insulated) not coming in contact in any manner with the bridge or track, just running in the air. The right of way not being enclosed by fence as fences are turned up to abutments, such bridges not being located at public crossings but along one side of public road and at cattle-runs between pastures. Second, have telephone companies any recourse where wire hung as above indicated have been cut without notice being given to the president, secretary or directors to remove said telephone wires, permission for such crossing not being asked of the R. R. Co. Third, have the railroad and telegraph companies a right to make a charge for telephone companies crossing the track at private crossings while keeping their wire 25 feet above tracks and a lawful distance from the telegraph wires?

To the above letter the Board made the following answer:

Your letter of June 7th to Wallace's Farmer has been referred to this office. Sections 2158, 2159, 2160 of the Code provide for the construction of telephone lines along the public roads of the State, or across the rivers, or over any lands belonging to the state, or any private individual, and for your information are quoted herewith:

"Sec. 2158. Any person or firm, and any corporation organized for such purpose, within or without the State, may construct a telegraph or telephone line along the public roads of the state, or across the rivers or over any lands belonging to the state or any private individual, and may erect the necessary fixtures therefor. When any road along which said line has been constructed shall be changed, the person, firm or corporation shall, upon ninety days' notice in writing, remove said lines to said road as established. The notice may be served upon any agent or operator in the employ of such person, firm or corporation.

"Sec. 2159. Such fixtures shall not be so constructed as to incommode the public in the use of any road or the navigation of any stream nor shall they be set up on the private grounds of any individual without paying him a just equivalent for the damage he thereby sustains.

"Sec. 2160. If the person over whose lands such telegraph or telephone line passes claims more damages therefor than the proprietor of such line is willing to pay, the amount thereof may be determined in the same manner as provided for taking private property for works of internal improvements."

It appears that the state of Minnesota has a law similar to the Iowa statute, and under that law the Supreme Court of Minnesota held in the case of the Northwestern Telephone Exchange Co. versus Chicago, Milwaukee & St. Paul Ry. Co. (79th Northwestern Reporter, page 315) that the general rule is that land already devoted to another public use can not be taken under general laws where the effect would be to extinguish a franchise. If, however, the taking would not materially injure the prior holder, the condemnation may be sustained. The plaintiff in these proceedings is authorized under Gen. St. 1894, 2604, to exercise the right of eminent domain. No express authority to condemn for its use land which already has been appropriated to another public use is found in the

statute, and such authority must arise, if at all, by necessary implication. There must be a reasonable and practical necessity for such proceeding, not a necessity created by the corporation asserting the right that it may be inconvenienced, or a necessity arising out of a desire to unreasonably economize. Held, upon the evidence in the case at bar, that there was no reasonable or practical necessity for the condemnation of an easement for plaintiff's line over and across certain portions of defendant's right of way.

Under the statute quoted to you with the construction that would probably be placed upon it by our own Supreme Court you would have the right to cross the railway company's right of way with your telephone line by contract or agreement with the railway company, or condemnation as provided by law, provided it is absolutely necessary in the construction of your line to so cross the railway right of way. You will understand, of course, that if you must proceed in condemnation for an easement the question of damages must be submitted to the sheriff's jury, as provided by the Law of Eminent Domain in this State. If you have not complied with the statute in respect to the line which has already been constructed across the right of way of the railway company, then, under the law, you might be regarded as trespassers. The fact that the line is run under a bridge or causeway would make no difference in the application of the law.

No. 3241—1906.

C. T. SHILL, Kellogg,

vs.

CHICAGO & NORTH-WESTERN RAILWAY Co.

*Overcharge—instate.*

Complaint filed June 15, 1906.

Complainant believed that he had been overcharged on shipment of engine from Concord, Nebraska, to Kellogg. Upon investigation it was found that the charge made was according to tariff.

Des Moines, Iowa, December 3, 1906.

No. 3242—1906.

T. B. HOLCOMB & SON, Muscatine,

vs.

MUSCATINE NORTH & SOUTH RAILWAY Co.

*Delay in shipment.*

Complaint filed June 21, 1906.

Complainant stated that respondent railway company was detaining a car of cabbage. The matter was taken up by telegraph, and it was found that this was the result of a misunderstanding on account of the complainant, for a time, refusing to prepay the freight. The matter was settled, however, and the case was closed.

Des Moines, Iowa, December 3, 1906.

No. 3243—1906.

W. E. WRIGHT, Mayor, Palo,  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC } *Train service.*  
 RAILWAY Co.

Complaint filed June 25, 1906.

This was request that train No. 606 be required to stop and receive and let off passengers when signaled. The matter was taken up with the railway company, but inasmuch as this was one of the through fast trains of the Rock Island company the Board made no order.

Des Moines, Iowa, December 3, 1906.

No. 3244—1906.

CITY OF IOWA FALLS  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC } *Lighting street crossing.*  
 RAILWAY Co.

Complaint filed June 27, 1906.

In this case the mayor of Iowa Falls, Hon. B. R. Bryson, requested that the Rock Island company place lights at the highway crossings named in their request. The matter was taken up by the Board with the railway company, which company declined to accede to the request of the town, inasmuch as there seemed to be no legal requirement compelling a railway company to provide street lights, and the case was closed.

Des Moines, Iowa, December 3, 1906.

No. 3245—1906.

P. M. CAHILL, Farmington,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY RAIL- } *Coal rates.*  
 WAY Co.

Complaint filed June 28, 1906.

Complainant desired better rates than he now had from his mines to Missouri points. The attention of the company was called to the matter, but they declined to change the rates.

Des Moines, Iowa, December 3, 1906.

No. 3246—1906.

P. M. CAHILL, Farmington,  
 vs.  
 CHICAGO, ROCK ISLAND & PACIFIC } *Failure to furnish cars.*  
 RAILWAY Co.

Complaint filed June 28, 1906.

Complaint was taken up and cars furnished.

Des Moines, Iowa, December 3, 1906.

No. 3247—1906.

HARRY DERRICK AND L. McCARTY,  
 Colfax,  
 vs.  
 COLFAX NORTHERN RAILROAD Co. } *Condition of equipment.*

Complaint filed June 29, 1906.

The Board wrote to General Manager Hooper of the respondent railway company on June 30, 1906, as follows:

Today Mr. Harry Derrick and Mr. L. McCarty from Colfax called on the Board complaining that your company are running cars for the purpose of hauling men to the mines which are entirely inadequate and unsafe. They stated that the two cars that you use for this purpose are sixty feet long with total capacity of about 150 men, that they have often been off of the track while loaded with men and that they believe them dangerous to the life and limb of the miners. They also ask that your company haul the men in some other cars until the Commissioners can investigate the complaint personally. The Commissioners trust that you will look into this case very carefully and advise the Board at once of the situation. If the cars are as represented by the complainants it would seem that something better should be furnished for the passenger service.

Mr. Hooper answered this on July 20th, as follows:

I beg to acknowledge receipt of your letter of June 30th relative to complaint filed by Messrs. Harry Derrick and L. McCarty of equipment used by this company for transportation of men employed in mines of the Colfax Consolidated Coal Company.

The cars in question were purchased and put in service in July, 1904, a special and painstaking inspection being made of them by M. Dalley, Master Mechanic and T. J. Liler, Div. Car. Foreman of the C. G. W. Ry. at Des Moines, with due reference to their adaptability for this service. They were remodeled at the C. G. W. shops at South Des Moines and are well built and thoroughly serviceable. The cars are inspected daily by a competent inspector in the joint employ of the C. R. I. & P. and C. N. R. R. Cos. at Colfax and all precautions are taken to keep them in good condition and repair in accordance with the requirements of the master car builders' rules. Prior to their purchase by this company these cars had been used in the transportation of time freight on lines east of Chicago and had given satisfactory service under more trying conditions than have or will be required of them by us. Our record shows that in two years' service during which we have carried about 340,000 passengers there have been three minor accidents (derailments) and in no case has there resulted any injury to passenger or employe, nor has the car suffered any serious damage.

The nature of the service is such that the speed required by schedule does not exceed 15 miles per hour, and I don't consider it probable that any serious accident will result from their continued use. The derailment which is the immediate occasion for the complaint referred to was not the result of any defect in the cars, but one in the track, and that was promptly remedied.

I feel constrained to say that I have been more concerned with the probability of accident resulting from disregard of the obligations upon passengers as to conduct and ordinary care while on board our trains than with any question of equipment or handling of it. With the desire to avoid overcrowding of these cars I have arranged for the immediate purchase of an additional car forty feet in length which will be put in service at the earliest possible date.

With a due appreciation of the carrier's responsibilities and the necessity for the exercise of especial care in handling traffic of this character I beg to assure you that all possible precautions are being taken to avoid accident or injury.

On July 6th the Board went to Colfax, concerning the equipment used by the railway company, and heard statements made by parties interested. After such investigation the Board wrote the complainants on July 6th as follows:

In reference to complaint made by yourselves on behalf of the men working in the mines that the equipment furnished by the Colfax Northern Ry. Co. was not adequate nor safe for the transportation of passengers from Colfax to the mines beg to say that after examining the cars in question and hearing the statements made by representatives of the railway company and yourselves the Commissioners have reached the conclusion that, with the work now being done upon the cars in question, and the additional car that the railway company has procured for this business, under all of the circumstances as set forth in the conference between yourselves, the railway company's representatives and the Railroad Commission, the service is reasonably adequate and safe. They found the cars in question of strong and safe construction, and with the additional car, will be amply adequate to provide proper transportation facilities.

Later Mr. Hooper furnished the Board statements of passengers carried on miners' trains from July 11, 1906, to and including August 31, 1906:

## PASSENGERS CARRIED IN MINERS' TRAINS.

July 11, A. M. trip.....	250	July 21, noon trip.....	240
July 11, P. M. trip.....	225	July 21, P. M. trip.....	20
July 12, A. M. trip.....	245	July 23, A. M. trip.....	220
July 12, P. M. trip.....	225	July 23, P. M. trip.....	200
July 13, A. M. trip.....	250	July 24, A. M. trip.....	225
July 13, P. M. trip.....	225	July 24, P. M. trip.....	210
July 14, A. M. trip.....	218	July 25, A. M. trip.....	165
July 14, P. M. trip.....	22	July 25, P. M. trip.....	140
July 16, P. M. trip.....	92	July 26, A. M. trip.....	350
July 17, A. M. trip.....	247	July 26, P. M. trip.....	225
July 17, P. M. trip.....	239	July 27, A. M. trip.....	38
July 18, A. M. trip.....	255	July 27, P. M. trip.....	32
July 18, P. M. trip.....	210	July 28, A. M. trip.....	225
July 19, A. M. trip.....	260	July 28, P. M. trip.....	200
July 19, P. M. trip.....	240	July 30, A. M. trip.....	240
July 20, A. M. trip.....	124	July 30, P. M. trip.....	225
July 20, P. M. trip.....	115	July 31, A. M. trip.....	225
July 21, A. M. trip.....	245	July 31, P. M. trip.....	110
		Total.....	7,085
		Average, 196 per day.	

## PASSENGERS CARRIED IN MINERS' TRAINS.

August 1, A. M. trip.....	85	August 17, P. M. trip.....	124
August 1, P. M. trip.....	35	August 18, A. M. trip.....	108
August 2, A. M. trip.....	28	August 18, P. M. trip.....	195
August 2, P. M. trip.....	27	August 20, M. trip.....	166
August 3, A. M. trip.....	156	August 20, P. M. trip.....	175
August 3, P. M. trip.....	145	August 21, A. M. trip.....	32
August 4, A. M. trip.....	36	August 21, P. M. trip.....	33
August 4, P. M. trip.....	35	August 22, A. M. trip.....	225
August 6, A. M. trip.....	135	August 22, P. M. trip.....	188
August 6, P. M. trip.....	110	August 23, A. M. trip.....	189
August 7, A. M. trip.....	245	August 23, noon trip.....	181
August 7, P. M. trip.....	235	August 23, P. M. trip.....	27
August 8, A. M. trip.....	44	August 24, A. M. trip.....	220
August 8, P. M. trip.....	41	August 24, P. M. trip.....	208
August 9, A. M. trip.....	146	August 25, A. M. trip.....	29
August 9, P. M. trip.....	120	August 25, noon trip.....	0
August 10, A. M. trip.....	131	August 25, P. M. trip.....	32
August 10, P. M. trip.....	120	August 27, A. M. trip.....	233
August 11, A. M. trip.....	110	August 27, P. M. trip.....	209
August 11, noon trip.....	104	August 28, A. M. trip.....	17
August 11, P. M. trip.....	15	August 28, P. M. trip.....	18
August 13, A. M. trip.....	131	August 29, A. M. trip.....	237
August 13, P. M. trip.....	107	August 29, noon trip.....	74
August 14, A. M. trip.....	120	August 29, P. M. trip.....	110
August 14, P. M. trip.....	107	August 30, A. M. trip.....	222
August 15, A. M. trip.....	121	August 30, P. M. trip.....	182
August 15, P. M. trip.....	107	August 31, A. M. trip.....	225
August 16, A. M. trip.....	138	August 31, P. M. trip.....	212
August 16, P. M. trip.....	108	Total.....	6,907
August 17, A. M. trip.....	128		

Des Moines, Iowa, December 3, 1906.

No. 3248—1906.

CEMENT GRAIN & LUMBER Co., Albion,  
vs.  
IOWA CENTRAL RAILWAY Co.

*Condition of stockyards.*

Complaint filed July 2, 1906.

Complaint was made of the condition of the stockyards, alleging that the fences were rotten and there was no water service. The Commissioners took the case up with the Iowa Central Railway Company, and orders were made by the railway directing the construction of new stockyards at Albion.

Des Moines, Iowa, December 3, 1906.

No. 3249—1906.

O. S. PRESTON, Indianapolis,  
vs.  
UNITED STATES EXPRESS Co.

*Transfer of fruit shipments.*

Complaint filed July 5, 1906.

Complainant in this case said that:

I am in the small fruit growing business and had a nice trade on the Ruthven Branch of the C. R. I. & P. The U. S. Express operated on that branch and now the M. & St. L. have it and Adams Express Co. operate the express part. The U. S. Express refuse to accept shipments on that line unless

there are two express offices in the town. That cuts me out of most of the towns on that line. We have an Adams office here but berries would have to go to Chariton, then either to Albia or Osceola, then to Des Moines, making three changes and would have to leave here at 6:25 p.m. and not get to destination until next evening, and berries would be worthless. If U. S. would take them, could leave here at 9:50 A.M. and reach destination same day. Please advise me if there is any way out of this.

The matter was taken up at once with the express company, which resulted in routing arrangements being made satisfactorily to the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3250—1906.

G. W. STILLWELL, Stilwell,  
vs.  
IOWA CENTRAL RAILWAY CO.

} *Highway crossing.*

Complaint filed July 5, 1906.

Complaint in this case follows:

There is a crossing on the Iowa Central R. R. at Moore station that has been a public nuisance for more than two years—ever since the track was lowered—and it is now almost, or I might say altogether impassable with a load, and I have 46 tons of hay which I am obliged to haul through there next week. The company, also the township trustees, have been repeatedly notified, but as yet nothing has been done. Can't you have this seen to at once?

The matter was taken up by the Board with the railway company and necessary repairs made.

Des Moines, Iowa, December 3, 1906.

No. 3251—1906.

FARMERS' GRAIN AND LUMBER CO.,  
Dows,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.

} *Capacity of elevator.*

Complaint filed July 9, 1906.

Complainants in this case stated that the railway company was insisting that they must build a 25,000 bushel capacity elevator, whereas they thought a smaller one would serve the needs of the community. The Board took the matter up with the railway company, who stated that since 1901 they had had a rule in effect that no elevator should be located upon depot grounds with less than a minimum capacity of 25,000 bushels. On August 2, 1906, the Board wrote the complainants as follows:

Further replying to your favor of the 23rd would say that the rule adopted by the railroad companies regarding the building of elevators on their right of way, requiring 25,000 bushels minimum capacity. Upon investigation of the grain business in the northwest and the condition of the sidetracks, the Commissioners are led to believe that this is fully as small an elevator as should be built. The Board finds that at the present time there is a lack in capacity of elevators for the storing and handling the grain and it has been measurably brought about by building elevators in the past entirely too small to take care of the grain. The country is growing so rapidly that the present small elevators will have to be very largely increased. The railroad companies are insisting upon larger elevators, and the Board feels they are justified in doing so on account of the increased capacity required at their various stations.

Des Moines, Iowa, December 3, 1906.

No. 3252—1906.

PIONEER IMPLEMENT CO., Council  
Bluffs,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY  
Co.

} *Overcharge.*

Complaint filed July 6, 1906.

The complainants in this case stated that the Western Weighing Association refused to accept wagon dumps and elevators in Iowa at third class, in accordance with the Iowa tariff.

The matter was taken up by the Board with the Western Weighing Association and the C. & N.-W. Ry. Co. It was found to be a mistake on the part of the agent and was immediately rectified.

Des Moines, Iowa, December 3, 1906.

No. 3253—1906.

D. R. LANG, Avon,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY Co.

} *Condition of highway fence.*

Complainant stated that right of way fence needed repairs. The attention of the railway company being called to the matter, proper repairs were made.

Des Moines, Iowa, December 3, 1906.

No. 3254—1906.

THOMAS WALLACE, Aurora, Ontario,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY Co.

} *Overcharge and loss in transit.*

Complaint filed July 30, 1906.



This was claim for loss of goods, etc., and was taken up by the Board with the railway company with the hope of bringing about an adjustment. The Board was advised later by Mr. Wallace that he had received his goods that were lost, and desired the address of the officer with whom he could take up his claim for overcharge. The information was given as requested.

Des Moines, Iowa, December 3, 1906.

No. 3255—1906.

GEO. P. THOMPSON, Fonda,  
vs.  
ILLINOIS CENTRAL RAILROAD CO.

} *Claim for damages.*

Complaint filed July 17, 1906.

Complaint was made that on account of delay in moving emigrant movables damages were sustained, which he desired to have adjusted. The matter was taken up by the Board with the railway company, but the company disclaimed any liability, and the claimant was so advised. The Board could do nothing further, as it was not a case within their jurisdiction.

Des Moines, Iowa, December 3, 1906.

No. 3256—1906.

HOME LUMBER CO., South English,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY CO.

} *Failure to deliver car of sand.*

Complaint filed July 27, 1906.

Complaint in this case was taken up by the Board with the railway company, who stated that delay was caused by oversight.

Des Moines, Iowa, December 3, 1906.

No. 3257—1906.

G. W. NEDDERMEYER, Charter Oak,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY CO.

} *Farm crossing, under-grade.*

Complaint filed July 27, 1906.

Mr. G. W. Neddermeyer, postoffice Charter Oak, owning a farm in Crawford County, sections 24, 26, 30 and 31, crossed by the line of the Chicago, Milwaukee & St. Paul Ry. Co., called at the office of the Board on Friday, July 27th, and made complaint as follows:

That about the year 1886 the Chicago, Milwaukee & St. Paul Ry. Co. built a railroad through his land, for which he sold the right of way, with the understanding, although it was not in the deed, that he was to have an under-grade crossing where the creek crossed the railroad right of way; that the under-crossing was provided as agreed and was maintained in good order by the railway company by placing two car loads of stone in it and otherwise keeping it in good shape; that on or about the 15th day of April, 1906 (Sunday), the crossing was filled with earth, except a concrete culvert just over the creek; that this culvert was about six feet in the clear, but that at one end there was over three feet of mud, so that it was utterly useless as a stock-pass; that by agreement he was entitled to the under-crossing, and the successful operation of his farm, consisting of about 800 acres, was largely dependent upon having easy access for his stock from that portion of the farm where his barns were located and the feeding grounds.

Mr. Neddermeyer desired that the Board take this matter up with the railway company and secure for him what he believed were his rights, and his needs in the premises.

The Commissioners took this case up with the railway company, and on July 31, 1906, General Manager Underwood wrote the Board in reference to this case, as follows:

I beg to advise that Mr. Neddermeyer and wife, grantors, conveyed to the railway company a right of way 100 feet wide across the NW. ¼, Sec. 25, Township 84 N., R. 41 W. and the deed contains no reservation for an under-crossing, nor has any other agreement been made for same. A thorough search has been made of our files and we are unable to find any evidence that any arrangement was made for an under-crossing. So long as we maintained a pile bridge for a waterway we interposed no objections to the use of the bridge as an under-crossing. When it became necessary to renew this bridge we planned permanent work and constructed a permanent culvert 12 feet wide and 7 feet high, which is ample for a stock-pass, and if Mr. Neddermeyer so desires we will, in addition, put in a private grade crossing at some convenient point for his use. We will in addition remove the accumulation of earth now in the culvert regarding which he makes complaint to enable him to use it as a stock-pass.

The Board believed this to be the proper adjustment of the case, and it was closed.

Des Moines, Iowa, December 3, 1906.

No. 3258—1906.

CHICAGO GREAT WESTERN RAILWAY  
CO.  
vs.  
LAND OWNERS AT DUBUQUE.

} *Condemnation.*

Complaint filed July 27, 1906.

This was petition for right to condemn, but before the Board heard the case settlement was made between the land owners and the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3259—1906.

A. J. LEWIS, Danville,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY RAIL- } *Stock train service.*  
 WAY CO.

Complaint filed August 3, 1906.

This was request that the merchandise trains stop to pick up complainant's stock. The matter was taken up with the railway company, and it was found that Mr. Lewis, by using another train, could get his stock to market on proper time.

Des Moines, Iowa, December 3, 1906.

No. 3260—1906.

J. W. FOSS, Salem,  
 vs.  
 CHICAGO, BURLINGTON & QUINCY RAIL- } *Site for coal shed.*  
 WAY CO.

Complaint filed August 6, 1906.

The complainant in this case desired a location at this place for a coal shed. Upon investigation it was disclosed there was no room on the side track for another coal shed, and the complainant was so informed.

Des Moines, Iowa, December 3, 1906.

No. 3261—1906.  
 MRS. L. F. ORTON, Adel,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL } *Passenger service.*  
 RAILWAY CO.

Complaint filed August 13, 1906.

Complainant wrote the Board as follows:

I have lived here over fifty years and used to ride to Des Moines in a lumber wagon, but I think I have earned a right to a seat in the cars and I write to see if I can get it. Whenever there is anything special, the State Fair, or anything of the kind, the cars are so crowded that the Adel people are thankful for standing room, but I am getting old, and I am tired of it. There was a reunion of old settlers at Redfield yesterday, and the aisles were packed full, and they had to take people into the baggage car.

Now I write to try to interest you in this matter, so that we may have coaches in which we can be seated and go to the State Fair in comfort, but if you can't get the coaches put on, will you please have some "hog" cars put on for the men that usually sit in comfort while old ladies and tired mothers with babies in their arms stand?

The Commissioners took this matter up with the railway company, and addressed Superintendent Gillick, as follows:

The Commissioners in their annual reports have called the attention of the railway companies to the fact that oftentimes during excursions, special days, etc., insufficient seating capacity is provided for the crowds, that the company should have every reason to believe would take advantage of the low rates, and have criticised this condition of affairs. In this connection please see the enclosed copy of letter received from a lady in Adel that probably expresses the general situation quite favorably. The Commissioners hope there will be no trouble coming into Des Moines during fair week.

Mr. Gillick in reply on August 14th said:

I have your letter of August 13th inclosing copy of letter from Mrs. Orton of Adel, Iowa. We regret very much the occurrence that Mrs. Orton refers to. Cases of this kind are very hard for us to govern. It is only nine miles from Adel to Redfield. We had on the train one coach more than was necessary to handle the regular business. We hauled this coach over the entire division for the express purpose of taking care of the travel between here and Redfield. We hardly expected that business from Adel to Redfield would warrant more equipment, and owing to the unexpected demand for coaches all over our system, it would have been a hard matter to have furnished seating room for all of the passengers on the train referred to from Adel to Redfield. We are in hopes that we will be able to give our people good services during the Fair. We are figuring on furnishing considerably more equipment than has been furnished in the past years, but even at that we are liable to be caught without sufficient coaches.

I hope that we will not receive another complaint of this kind.

Mrs. Orton was advised of the action of the Board.

Des Moines, Iowa, December 3, 1906.

No. 3262—1906.

FEINER FISH CO., Clinton,  
 vs.  
 UNITED STATES EXPRESS CO. } *Prepayment rule.*

Complaint filed August 14, 1906.

Complainant objected to an order of respondent company that all shipments must be prepaid. The matter was taken up by the Board with the express company and the prepaid order was canceled.

Des Moines, Iowa, December 3, 1906.

No. 3263—1906.

E. G. MILLER, Melbourne,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL } *Elevator site.*  
 RAILWAY CO.

Complaint filed August 15, 1906.

Complainant stated that he had been in the grain, lumber and coal business at Melbourne for some thirteen years, holding site under lease

from the C. M. & St. P. Ry. Co., but that he just received notice to vacate premises occupied by him within sixty days. Mr. Miller objected to this procedure and asked the assistance of the Board. The Commissioners took the matter up with the railway company which resulted in a withdrawal of the notice to vacate.

Des Moines, Iowa, December 3, 1906.

No. 3264—1906.

J. C. MANLY, Grinnell,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Overhead highway crossing.*  
RAILWAY Co.

Complaint filed August 17, 1906.

Complaint in this case was that a highway bridge at Grinnell had been destroyed and the company had not replaced the same. The matter was taken up with the railway company and on October 9, 1906, the matter was adjusted to the satisfaction of all concerned.

Des Moines, Iowa, December 3, 1906.

No. 3265—1906.

CALHOUN COUNTY  
vs.  
ILLINOIS CENTRAL RAILROAD Co. } *Drainage.*

Complaint filed August 22, 1906.

This was an application for action by the Board in accordance with Section 18, Chapter 68 of the Laws of the Thirtieth General Assembly. The Board fixed Tuesday, September 18th, to view the premises and at that time did so view the premises and heard statements made by representatives of both the county and the railway company. Before the Commissioners reached a decision they were advised that the county and the railway company had reached an agreement.

Des Moines, Iowa, December 3, 1906.

No. 3266—1906.

GEO. P. THOMPSON, Fonda,  
vs.  
ADAMS EXPRESS Co., and AMERICAN } *Breakage in transit.*  
EXPRESS Co.

Complaint filed August 22, 1906.

Complaint was made that on a shipment of eggs for hatching a large number had been broken which the express companies had failed

to pay for. The matter was taken up by the Board with the express companies interested and the Commissioners were advised later that the claim had been paid.

Des Moines, Iowa, December 3, 1906.

No. 3264—1906.

BOONE BRICK, TILE & PAVING Co.,  
Boone,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Transfer track.*  
Co. AND  
CHICAGO, MILWAUKEE & ST. PAUL }  
RAILWAY Co.

Complaint filed August 26, 1906.

This was the request of complainants that railway companies be required to construct a connecting track at Boone. The matter was taken up by the Board and the companies built the track as requested.

Des Moines, Iowa, December 3, 1906.

No. 3268—1906.

L. E. C. VERNOCOM, Valeria,  
vs.  
COLFAX NORTHERN RAILROAD Co. } *Drainage.*

Complaint filed August 27, 1906.

Complainant in this case stated:

The Colfax Northern R. R. Co. has again allowed the ditch running along their right of way from where it intersects my ditch at the crossing to their culvert to fill full of sand. It is very necessary that this ditch be kept open to prevent my ditch from filling up with sand, which causes me much damage. This has never been properly opened, although the work that the R. R. Co. done on it last summer answered till the present time, the reason being that we have not had much rain. In my opinion this ditch will always give them and myself trouble till the R. R. Co. opens a water-course under their roadbed at the proper place for the water to escape.

The matter was taken up by the Board with the railway company and Mr. Hooper in reply thereto on December 7, said:

Referring to your favor of August 27th relative to complaint made by Mr. L. E. C. Vernocom, of Valeria, will say that Mr. Vernocom hardly has a complaint for the reason that he has never made any outlet for the water to get away when it leaves the right of way below our bridge. It is true that the ditch we made last summer has filled up a good deal where it strikes the railroad, for about 75 or 100 feet, and will always do so as there is no outlet below the bridge, and as long as Mr. Vernocom will not make a ditch above the point where the water strikes our railroad.

I wish to report, however, that we have again cleaned the ditch in question and we only hope that Mr. Vernocom will keep his ditches on each side of our right of way, in as good condition as we keep ours.

Des Moines, Iowa, December 3, 1906.

No. 3269—1906.

J. P. SHERMAN, Elmora, Minn.,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Obstruction to street crossing by  
standing trains.*  
RAILWAY CO.

Complaint filed August 29, 1906.

Complaint was taken up with the railway company and adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3270—1906.

L. R. ROSEBROOK, Oskaloosa,  
vs.  
IOWA CENTRAL RAILWAY CO. } *Demurrage charges.*

Complaint filed August 30, 1906.

Complaint was made on account of certain regulations adopted by the railway company but the complaint was later withdrawn.

Des Moines, Iowa, December 3, 1906.

No. 3271—1906.

FARMERS EXCHANGE, Lake Park,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Elevator site.*  
RAILWAY CO.

Complaint filed September 6, 1905.

This was an application for an elevator site which the Board immediately took up with the railway company, looked over the ground and made this a subject of much correspondence. The matter was finally adjusted by the Farmers' Exchange buying an elevator already located at this station.

Des Moines, Iowa, December 3, 1906.

No. 3272—1906.

E. E. CARPENTER, Beloit,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Depot service.*  
RAILWAY CO.

Complaint filed September 7, 1906.

Complainant in this case stated that telegraph service had been removed from the station of Beloit which the citizens of that town desired to have restored. The matter was taken up with the railway company and it was found that the company had no use for telegraph service at Beloit and was not in a commercial telegraph business. The complainant was advised to present his case to the Western Union Telegraph Company.

Des Moines, Iowa, December 3, 1906.

No. 3273—1906.

C. L. HARTINGER, Garden City,  
vs.  
CHICAGO GREAT WESTERN RAILWAY } *Delay in switching cars.*  
Co.

Complaint filed September 8, 1906.

Complainant stated that he was having trouble in getting cars properly switched in the Des Moines yards. Complaint was taken up by the Board with the railway company and promptly adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3274—1906.

J. B. HASS, Hartley,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Elevator site.*  
WAY CO.

Complaint filed September 9, 1906.

Complaint in this case was as follows:

HARTLEY, IOWA, Sept. 7, 1906.

*Railway Commissioners, Des Moines, Iowa:*

GENTLEMEN,—About sixty days ago I made application to the C. R. I. & P. Ry. Co. for an elevator site at Moneta, Iowa, but they have made no reply.

I made the application in good faith and feel that they should give the matter proper consideration.

I wish you would kindly call their attention to the matter and oblige.

Yours truly,  
J. B. HASS.

Referring thereto the railway company said:

Referring to the application of J. B. Hass for an elevator site at Moneta, I have to say that we can not grant the same. His proposition is to move an old building on to our station grounds with a capacity of ten to twelve thousand bushels. We do not want a structure of that kind upon our station ground. In addition to this, there are ample elevator facilities at that station at present.

A copy of the foregoing was furnished to Mr. Hass and the Board stated to him that if the statements made in the railway company's answer were true the Commissioners would hardly care to go further into the case. Nothing further was heard from the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3275—1906.

A. BRANDVIG, Albia,  
vs.  
WABASH RAILROAD CO., and  
IOWA CENTRAL RAILWAY CO.

} *Sanitary condition of depot.*

Complaint filed September 12, 1906.

Complainants stated that in the Union depot used by the respondent railways at Albia there was no drinking water furnished the public and that the outdoor closet was filthy and not fit for use and that there was no telephone in the station.

The Board took this up with the railway companies interested. The Wabash advised that the depot was under the jurisdiction of the Iowa Central Railway Company and the Commissioners were assured by Mr. L. F. Day, Vice-president of the Iowa Central Railway Company, that the depot was a new and modern brick building, that no drinking water had been kept in the depot because a sufficient supply of good water was kept in the lunch room of the station; that, however, the coolers in the station room would be supplied with water hereafter and that new closet arrangements would be provided that would be sanitary and convenient.

Des Moines, Iowa, December 3, 1906.

No. 3276—1906.

E. T. GRIFFIN, Lawler,  
vs.  
UNITED STATES EXPRESS CO.

} *Discrimination in rate on poultry.*

Complaint filed September 12, 1906.

Complainant in this case said:

Have handled live poultry and shipped by express the past six years and do not feel that I have been used right by the U. S. Ex. Co. the past year. They charged me for gross weight including weight of coop which in some cases in hot weather is one-half weight of the poultry, while my competitors at neighboring towns get their poultry billed at net weight.

Our rate from this point to Chicago is \$1.25, while at Jackson Junction, only six miles east of here, they have a rate of \$1.00.

The matter was taken up by the Board with the respondent company and after considerable correspondence was had the Board was advised on December 22 by General Superintendent Quick as follows:

Referring to yours of the 12th inst. with letter of complaint from E. T. Griffin of Lawler, Iowa, I herewith return all papers, showing that this matter has been fully investigated and that there is no foundation for Mr. Griffin's complaint. The shipments of poultry are now all forwarded at full gross weight in accordance with the Interstate Commerce Law, which went into effect Aug. 28th. It would be as dangerous for a shipper to give in the wrong weight and we are satisfied that all shipments at the present time are being billed at the full gross weight.

Des Moines, Iowa, December 3, 1906.

No. 3277—1906.

WM. BOSCH, Van Cleve,  
vs.  
IOWA CENTRAL RAILWAY CO.

} *Fencing.*

Complaint filed September 14, 1906.

Complainant stated that the right of way fence through his farm was in bad condition. The Board called the attention of the railway company to the matter and the fence was repaired.

Des Moines, Iowa, December 3, 1906.

No. 3278—1906.

W. C. KIRCHHECK, Delaware,  
vs.  
ILLINOIS CENTRAL RAILROAD CO.

} *Train service.*

Complaint was filed September 19, 1906.

Complaint in this case was as follows:

I have in my possession a letter which was written to Hon. R. J. Bixby regarding the stopping of the Illinois Central trains Nos. 3 and 6 on flag. Now, I understand that they are planning on making the afternoon train which goes through here about 2:37 not to stop at this point, and it being a junction point. They stop at Epworth and Farley and it is more necessary that they use this point the most. We want the railroad company to keep their word or we will make a strenuous effort to get No. 5 to stop.

The people of this section would not be satisfied if they did not stop their trains here on signal.

The matter was taken up by the Board with the railway company and adjusted to the satisfaction of the people of Delaware.

Des Moines, Iowa, December 3, 1906.

No. 3279—1906.

COMMISSIONERS  
vs.  
CHICAGO GREAT WESTERN RY. Co. } *Condition of passenger coaches.*

On September 19, 1906, the Commissioners called the attention of Chicago Great Western Railway Company to the condition of some of its passenger coaches and the company assured the Board they would be put in proper order.

Des Moines, Iowa, December 3, 1906.

No. 3280—1906.

A. DOSTER, Klnlrin,  
vs.  
ILLINOIS CENTRAL RAILROAD Co. } *Depot service.*

Complaint filed September 19, 1906.

Complaint was made that the station was not open for passengers who desired to take trains about midnight. Upon investigation it developed that the agent was to blame for not responding when called and the railway company stated that instructions had been issued that would prevent any cause for future complaint.

Des Moines, Iowa, December 3, 1906.

No. 3281—1906.

W. H. BARNES, Chester,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Carrying freight past station.*  
RAILWAY Co.

Complaint filed September 24, 1906.

Complainant stated that respondent railway company carried goods consigned to him past the station and then had to bring them back resulting in delay and loss. The Commissioners took this up with the railway company and Mr. Underwood, on October 4th, said:

In reply I beg to say that occasional carrying of freight by destination is a source of considerable annoyance, not only to our patrons, but to ourselves as well and is a matter we are continually combatting. In our efforts to correct same we employ, at considerable expense, inspectors whose duty it is to reduce errors of this kind to the minimum, but there are so many causes which contribute to freight going astray that it is a difficult matter to control. Our agents have instructions to trace astray freight and use every means to locate same.

Mr. Barnes was advised of Mr. Underwood's letter and as nothing further has been heard from him the Board presumes the conditions are now satisfactory.

Des Moines, Iowa, December 3, 1906.

No. 3282—1906.

B. B. LUMBER Co., Des Moines,  
vs.  
WESTERN PASSENGER ASSOCIATION. } *Rebate for 2,000 mile book.*

Complaint filed September 25, 1906.

Complainant said that mileage book issued in the name of one of their traveling men had been only partially used by him when he left the service of the company; that thereupon one of the other traveling men used the book; that when the cover was sent in for a refund such refund was refused on the ground that the book had been used other than by the original purchaser.

The Commissioners took the matter up with the Western Passenger Association and the following letter was received from Mr. MacLeod in explanation of the ruling made:

September 27, 1906.

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

DEAR SIR,—We are in receipt of your letter of September 25 asking information relative to redemption of partially used interchangeable 2,000 mile ticket. This form of transportation is good for bearer with provision for refund as outlined in paragraph 1 of the ticket's conditions which we quote for convenient reference:

"If this ticket is wholly used by the same person, for his individual transportation, within one year from date of sale, in accordance with its conditions, and that fact is established by the record thereof, a refund of Nineteen Dollars and Fifty Cents (\$19.50) will be paid if the cover, with refund certificate properly filled in, is sent to the Joint agent, Western Mileage Bureau, Chicago, within eighteen months from date of sale."

A mileage ticket partly used by one person can not be transferred to another without forfeiture of refund, but upon surrender of same the ticket will be redeemed on the basis of the difference between original cost and the mileage used figured at three cents per mile.

If a firm or corporation possesses an unexpired mileage ticket which they purchased for a salesman who has not exhausted its coupons owing to illness, death, resignation or transfer, two cents per mile for the unused mileage, in addition to value of the covers, will be refunded to the firm conditional upon a ticket agent's receipt being surrendered showing that a new ticket was purchased for another representative, and provided also the record shows use of ticket in accordance with its conditions.

Respectfully,

EDEN E. MCLEOD, Chairman.

Des Moines, Iowa, December 3, 1906.

No. 3283—1906.

BARNUM ELEVATOR Co.  
vs.  
ILLINOIS CENTRAL RAILROAD Co. } *Shortage of cars.*

Complaint filed September 27, 1906.

The railway company promised to do everything possible to supply the wants of the elevator company.

No. 3284—1906.

L. F. ZELLER ET AL., Monticello,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Farm crossing.*  
RAILWAY CO.

Complaint filed October 1, 1906.

The complainant in this case desired the construction of a private crossing in order that he might pass from one portion of his farm to the other across the railway. Upon investigation it was found that the complainant did not own land on both sides of the track, but did own land at a point considerably east of the place where the crossing was desired. The case was therefore closed.

Des Moines, Iowa, December 3, 1906.

No. 3285—1906.

A. G. AVES, Melbourne,  
vs.  
CHICAGO GREAT WESTERN RAILWAY } *Fencing.*  
Co.

Complaint filed October 1, 1906.

Complainant stated that the right of way fence was in need of repair and the company's attention was called to its condition and repairs were made.

Des Moines, Iowa, December 3, 1906.

No. 3286—1906.

J. W. BALDWIN, Packwood,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL } *Right of way fence.*  
WAY CO.

Complaint filed October 2, 1906.

Complainant desired the respondent railway company to construct a hog-tight right of way fence, which the company refused to do. The Commissioners informed Mr. Baldwin that the statute did not require the construction of a hog-tight fence, but that the matter would be taken up with the railway company. This was done and the trouble adjusted to the satisfaction of the complainant.

Des Moines, Iowa, December 3, 1906.

No. 3287—1906.

U. L. PATTON, Manning,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL } *Shortage of cars—discrimination.*  
RAILWAY CO.

Complaint filed October 8, 1906.

Complainant in this case stated that farmers and track buyers were being discriminated against in the matter of cars for grain shipments. The case was taken up with the railway company and it was found that the complainant was mistaken in the condition of affairs.

Des Moines Iowa, December 3, 1906.

No. 3288—1906.

W. B. MASON, Melbourne,  
vs.  
IOWA CENTRAL RAILWAY CO. } *Right of way fence.*

Complaint filed October 9, 1906.

Complainant stated that the right of way fence was in bad condition. The Board called the attention of the railway company to the matter and the fence was repaired.

Des Moines, Iowa December 3, 1906.

No. 3289—1906.

FARMERS' ELEVATOR Co., Rake,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY Co.

Complaint filed October 10, 1906.

Complaint taken up and cars furnished.

Des Moines, Iowa, December 3, 1906.

No. 3290—1906.

A. J. MARIE, Whitten,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Shortage of cars.*  
Co.

Complaint filed October 11, 1906.

Complainant stated that he had been at a standstill for two weeks waiting for cars, to his great loss and inconvenience. The matter was taken up with the C. & N.W. Ry. Co. and General Manager Aishton telegraphed the Commission as follows:

Complaint of A. J. Mable, Whitten, Iowa, shortage of cars September 26th, October 15th, inclusive. Mr. Mable ordered twenty-two cars and nineteen cars furnished during this period. Letter follows advising complaint unfounded.

On October 18th Mr. Aishton wrote the Board as follows:

*The Honorable Board of Railroad Commissioners, Des Moines, Iowa:*

SIRs,—In reply to your letter of the 12th instant enclosing letter from Mr. A. J. Mable of Whitten, Iowa, under date of October 11th, making complaint as to the non-furnishing of cars for grain shipments, I beg to enclose herewith a statement showing Mr. Mable's orders for the period from September 21st to October 18th, indicating that out of twenty-three cars ordered up to that date nineteen had been furnished. On the date on which the complaint was made a car was standing in front of his elevator that had not been loaded, and which had not been loaded up to yesterday, and would further advise that our local people out there are watching this matter very closely, and as soon as cars are furnished and disposed of they stand ready to furnish other empties in their place. You understand, of course, that with the irregularity in loading that takes place at Mr. Mable's small house with absolutely no holding capacity it is impossible for us to have an empty waiting there to shove in immediately the other car is loaded, as frequently such empties have to be moved 100 miles or more, and that this always can not be done in fifteen minutes. As a matter of advice for the Commission I will have to say that neither our agent, our train dispatcher or our superintendent of the Northern Iowa Division have up to the present moment received any word of complaint from Mr. Mable in regard to any car shortage. We stand ready to afford reasonable relief at any and all times and it is particularly embarrassing when a shipper with practically no storage facilities in a grain territory like Whitten expects us to keep a side track full of empty cars awaiting his convenience. I have asked our Mr. Brown, superintendent of the Northern Iowa Division, to call on you in regard to this case.

Yours truly,

R. H. AISHTON.

RECORD OF CARS ORDERED AND FURNISHED TO A. J. MABLE, WHITTEN, IOWA.

Ordered	Wanted	No. Cars	Capacity	Destination	Furnished	Contents
Sept. 21	Sept. 21	1	60	Chicago, Ill.	Sept. 22	Oats
Sept. 22	Sept. 24	1	80	Chicago, Ill.	Sept. 22	Corn
Sept. 24	Sept. 25	1	80	Chicago, Ill.	Sept. 24	Corn
Sept. 24	Sept. 25	1	50	Chicago, Ill.	Sept. 24	Corn
Sept. 24	Sept. 26	1	80	Chicago, Ill.	Sept. 27	Barley
Sept. 26	Sept. 26	1	60	Chicago, Ill.	Sept. 27	Corn
Sept. 27	Sept. 28	1	60	Chicago, Ill.	Oct. 1	Corn
Sept. 27	Sept. 28	1	60	Chicago, Ill.	Oct. 6	Corn
Sept. 27	Sept. 28	1	80	Chicago, Ill.	Oct. 8	Corn
Sept. 27	Sept. 28	1	80	Chicago, Ill.	Oct. 1	Corn
Oct. 1	Oct. 1	1	50	Chicago, Ill.	Oct. 15	Corn
Oct. 1	Oct. 1	1	60	Chicago, Ill.	Oct. 9	Corn
Oct. 1	Oct. 1	1	80	Chicago, Ill.	Oct. 12	Corn
Oct. 6	Oct. 8	1	50	Chicago, Ill.	Oct. 15	Not loaded 17
Oct. 6	Oct. 6	1	60	Chicago, Ill.	Oct. 12	Oats
Oct. 6	Oct. 6	1	80	Chicago, Ill.	Oct. 13	Corn
Oct. 12	Oct. 12	1	50	Chicago, Ill.	Oct. 16	Corn
Oct. 12	Oct. 12	1	60	Chicago, Ill.	Oct. 16	Corn
Oct. 12	Oct. 12	1	60	Chicago, Ill.	Not	.....
Oct. 13	Oct. 13	1	80	Chicago, Ill.	Oct. 15	Corn
Oct. 15	Oct. 15	1	80	Chicago, Ill.	Not	.....
Oct. 16	Oct. 16	1	80	Chicago, Ill.	Not	.....
Oct. 16	Oct. 16	1	60	Chicago, Ill.	Not	.....

23

19

4 short

Des Moines, Iowa, December 3, 1906.

No. 3291—1906.

WIEMER & RICH, Ledyard,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY  
Co. } Shortage of cars.

Complaint filed October 15, 1906.

This was complaint that they were unable to get cars for shipment of hay. The railway company in answering the complaint said that they were doing the best they could under the present conditions to furnish cars promptly.

Des Moines, Iowa, December 3, 1906.

No. 3292—1906.

TOM BARTON, Elkader,  
vs.  
CHICAGO, MILWAUKEE & ST. PAUL  
RAILWAY Co. } Shortage of cars.

Complaint filed October 17, 1906.

This was complaint that on the I. and D. division of the C., M. & St. P. there was great shortage of cars resulting in loss and damage to shippers. The matter was taken up by the Board with the railway company and the Commissioners found everything possible was being done to remedy the situation.

Des Moines, Iowa, December 3, 1906.

No. 3293—1906.

HOME LUMBER CO., North English,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY Co. } Shortage of cars.

Complaint filed October 18, 1906.

This was request for cars to ship oats to St. Louis, Memphis, etc. The matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 3, 1906.

No. 3294—1906.

LOFTUS HUBBARD ELEVATOR CO., St.  
Paul, Minn.,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY  
Co. } Shortage of cars.

Complaint filed October 19, 1906.

Complainants stated that the respondent railway company had issued orders under date of March 15, 1906, not to use any of their 80,000-pound capacity cars for hay shipments.



The Board took this matter up with the railway company and the following letter from Superintendent S. H. Brown explains the situation:

EAGLE GROVE, IOWA, October 20, 1906.

Honorable Railroad Commissioners State of Iowa, Des Moines, Iowa:

DEAR SIRS,—Your letter of recent date at hand on the subject of furnishing 80,000 capacity grain cars for hay at Ledyard, Iowa. I wish to advise that our grain shipments in Iowa are very heavy at this time of the year. We have a series of new 80,000 capacity box cars which have been assigned to the grain trade and I think you will agree with me that it is unreasonable to use these cars for hay shipments, on account of inability to load them to anywhere near capacity. We need grain cars just as badly as we need hay cars; these 80,000 capacity cars are taking the place of the older class of cars, which are being diverted to the use of hay, straw, potatoes, and other commodities, where they can be utilized to good advantage, and I therefore feel that we are justified in using this class of cars for grain and the others for hay.

I have been able to secure fifteen hay cars for Ledyard and locality in the last few days, the majority of them being cars which have been taken out of the grain service and assigned to hay, and shipments other than grain. This, I think, will relieve the situation at Ledyard and give us a start. After that, I think we will be able to keep them supplied with a reasonable number of cars in the future to take care of the shipments.

Yours truly,  
S. H. BROWN, Superintendent.

Des Moines, Iowa, December 3, 1906.

No. 3295—1906.

DYSART CANNING Co., Dysart,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Industry track.*

Complaint filed October 19, 1906.

This was an application for an extension of the switch to the canning plant. The Board took it up with the railway company which resulted in an amicable adjustment being made.

Des Moines, Iowa, December 3, 1906.

No. 3296—1906.

LOFTUS-HUBBARD ELEVATOR Co., St.  
Paul, Minn.,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Shortage of cars.*

Complaint filed October 19, 1906.

The complainants stated they were unable to receive shipments from Germana and Buffalo Center. The Board did what it could to adjust the matter.

Des Moines, Iowa, December 3, 1906.

No. 3297—1906.

FARMERS ELEVATOR Co., Alvord,  
vs.  
GREAT NORTHERN RAILWAY Co. } *Shortage of cars.*

Complaint filed October 22, 1906.

Complainants in this case believed they had been discriminated against in the manner of distribution of cars. It was found upon investigation, however, that although they had not received as many cars as they needed no discrimination had been practiced.

Des Moines, Iowa, December 3, 1906.

No. 3298—1906.

C. E. AMMONS, Decatur,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAILWAY Co. } *Right of way fence.*

Complaint filed October 26, 1906.

The complainant desired the railway company to make their right of way fence hog-tight. The matter was taken up with the railway company but the company declined to make the fence hog-tight and the complainant was advised that the statute did not require the railway companies to make their right of way fence in the manner desired by him.

Des Moines, Iowa, December 3, 1906.

No. 3299—1906.

C. M. BEEM, Marengo,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Train service.*

Complaint filed October 27, 1906.

Complaint in this case was as follows:

I am asked to write you on behalf of the business men of this city regarding the present train service on the Rock Island road. The local freight service as at present operated by that company is totally inadequate to the requirements of business and is resulting in considerable loss and inconvenience to us.

Trains are run at irregular intervals from two to four times weekly, whereas the schedule provides for daily service. It is needless for me to give in detail the many ways in which this operates to cause loss to shippers.

We respectfully petition your honorable Board to investigate the conditions prevailing and to apply whatever remedy your judgment may dictate or your powers permit.

Replying Mr. Carroll Wright for the railway company said:

I have to say that the conditions are improving and it is hoped by the addition of a switch engine that we can secure the prompt movement of the train referred to. I think that very shortly the conditions will be so improved as to remove all cause for complaint.

Des Moines, Iowa, December 3, 1906.

No. 3300—1906.

J. J. MATHEWS, Cherokee,  
vs.  
ILLINOIS CENTRAL RAILROAD Co. } *Shortage of cars.*

Complaint filed October 29, 1906.

Complainant stated that all elevators were full of grain and that he was unable to get cars. Answering this complaint Mr. J. T. Harahan, second vice-president of the railway company, on November 7th, said:

During the period in question we were extremely short of cars, but I find that, during the month of October Mr. Mathews received ten cars, which was a little better than we were doing for other shippers. I am also advised that, at no time during the shortage, was Mr. Mathews obliged to turn away any grain on account of lack of room. We are endeavoring to make a fair distribution of our available equipment among all of our shippers, and I can not see that Mr. Mathews has any reason to feel that he is being discriminated against.

We are in better shape in Iowa now, and Mr. Mathews' needs, as well as others, will be more nearly taken care of under the better conditions now existing.

No further complaints were received from Mr. Mathews

Des Moines, Iowa, December 3, 1906.

No. 3301—1906.

E. W. BLACK, Ireton,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY Co. } *Failure to furnish cars.*

Complaint filed October 30, 1906.

Complainant stated that he had had an order in for a car for two weeks and was unable to get it. He desired the car for shipment of potatoes to Kansas City.

The matter was taken up by the Board and the car was furnished by the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3302—1906.

C. S. ALLEN, Laurens,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Shortage of cars*

Complaint filed November 7, 1906.

Complaint was made on account of failure to receive of potatoes. The Board took the matter up at once with the company.

Des Moines, Iowa, December 3, 1906.

No. 3303—1906.

C. S. ALLEN, Laurens,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co. } *Failure to furnish cars*

Complaint filed November 7, 1906.

The complainant stated that he could not get cars for potatoes. The matter was taken up with the railway company on November 19th General Superintendent Hubbell said:

Referring to letter of November 7th and returning letter regarding cars for potato loading at Emmetsburg.

Records show as follows:

One refrigerator ordered to load to Fishers, N. Y., via N. October 29th. A N. Y. C. & H. R. box furnished November 5th. Shipper cancelled his order November 9th.

One refrigerator ordered to load to Hiawatha, Kan., via I. R. 1st. A Mo. Pac. box furnished November 7th, refused by shipper cancelled order November 9th.

One box ordered to load to Washington, Kan., via C. & O. 2d. A C. B. & Q. box furnished November 8th and was received.

In this connection would advise that it is almost impossible to supply the wants of the different stations at this time and that we are doing the best we can.

Copy of the foregoing was sent to Mr. Allen and on November 10th he was asked to inform the Board why he declined to do so as was indicated by Mr. Hubbell's letter. To this no answer was received.

Petition filed November 8, 1906.

No. 3304—1906.

In the matter of grouping coal rates.

Petition filed November 8, 1906.

A number of mines in southern Iowa desired the Board to take up the matter of grouping coal rates. The Board upon being informed that a group rate or zone rate was being proposed upon wrote Attorney-General Hon. C. W. Mullan on November 10th.

DEAR SIR,—An application has come to this Board asking that a number of coal mines, all within a certain district in southern Iowa be "grouped" for the purpose of fixing rates, in order that they may be enabled to ship out their coal from the entire district at a common rate. For instance, though one mine may be 25 or 30 miles further from the market than the others, yet it would have the right, under the proposed grouping, to ship at the same rate that is given the mines situated nearer the market.

These operators tell us that the railway companies are perfectly willing to grant the concession, but think that they can not do so under the Iowa law. It is not clear to the Board what authority it would have in such a case, and the Commissioners would like to have your legal opinion concerning it; also if you find they can not do so under the law the mine owners wish you to suggest an amendment to the present law that will enable them to do so. These operators are very anxious for that kind of an amendment, and you will remember that they called upon you some two or three weeks ago and asked you some of these questions.

You will greatly oblige the Board if you will answer upon these points so that the Commission may reply to the operators.

Replying to the foregoing the Attorney-General on April 3, 1906, said:

Sms,—I am in receipt of your communication of the 13th ultimo, asking my opinion whether a number of coal mines within a certain district in southern Iowa can be, by the railway companies, grouped for the purpose of fixing rates for the transportation of coal therefrom, and the same rate be made applicable to the product of each mine, without regard to the distance which the coal is hauled by the railway companies. In answer to such inquiry I respectfully submit the following opinion:

Section 2125 of the Code provides:

"It shall be unlawful for any common carrier, subject to the provisions of this chapter, to make or give any preference or advantage to any particular person, company, firm, corporation or locality, or any particular description or traffic, in any respect whatsoever, or subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any prejudice or disadvantage in any respect whatsoever."

The question which arises is: If the railway companies should group the coal mines in any district in the State, and give each mine owner the same rate for transportation of his coal that should be given to every other mine owner within the group, without regard to the distance of the haul, would such act on the part of the railway companies be a violation of the provisions of section 2125 quoted?

The section referred to expressly prohibits any railway company from giving any preference or advantage to any locality or to any particular description of traffic. The phrase "any particular description of traffic" is clearly intended to mean and cover every commodity transported by railway companies.

No advantage can, therefore, under the statute, be given to any locality that shall not be, upon equal terms, given to all localities, and no particular commodity shall be given any advantage as to the price for transportation which shall not be given to all commodities of the same class.

Without going into the question at length, I think it is clear that under the present statute any grouping of coal mines in any particular portion of the State, by means of which a certain locality would receive an advantage in the price paid for transportation of coal, is in violation of the terms of the statute and can not lawfully be done by the railway companies.

Des Moines, Iowa, December 3, 1906.

No. 3305—1906.

H. E. TOMLINSON, New Market,  
vs.  
CHICAGO, BURLINGTON & QUINCY RAIL-  
WAY CO.

Shortage of cars.

Complaint filed November 10, 1906.

Complainant stated that he had a contract to furnish coal for the State Hospital at Clarinda, but that he was unable to get cars sufficient to handle the business properly. The matter was taken up by the Board with the railway company and no further complaint was heard.

Des Moines, Iowa, December 3, 1906.

No. 3306—1906.

MISSISSIPPI BOX CO., Muscatine,  
vs.  
WESTERN RAILWAY WEIGHING ASSO-  
CIATION.

Claim of overweight—interstate.

Complaint filed November 14, 1906.

Complaint in this case was as follows:

We desire a little information on the following subject: We are heavy consumers of Southern Red Gum lumber, consuming in the neighborhood of twelve million feet per annum; we have found by actual observation that there is considerable variance between the weight as charged by southern roads and the weight as found by the representative of the Western Weighing Association at this point. We have frequently requested that the weights as ascertained by the local inspector be given us so that freight charges could be based thereon; the compliance with this request meets with considerable objection at this end of the line, and Mr. Becker, chief of the Weighing Association, with headquarters at Chicago, notifies the local inspector of this point that he is not to give us any information regarding the weights of cars when reweighed at this point. We think this is contrary to law, therefore appeal to you to learn whether we have the right to insist upon all cars loaded with incoming lumber consigned directly to us can be ordered reweighed by us at this point, and the weights thus ascertained must be reported to us, also whether we have the right after ascertaining said weights to insist that the railroad company accept payment thereof, charges being based on weights as ascertained at this point. Up to the present time we have been making claims upon the railroad company for overcharges wherever the lumber in question averaged over 3,250 pounds per thousand feet, board measure. This is the weight as set down by the Lumberman's Hardware Association of the United States; but in making our claims for overweight we have been very liberal and in the face of this concession our claims are being returned to us as untenable.

The Board took this up with the weighing association and also referred the matter to the Interstate Commerce Commission. Hon. E. E. Clark, Interstate Commerce Commissioner, on December 17th, wrote the Board in reference to this matter as follows:

Your favor of the 14th inst., enclosing copy of letter from the Mississippi Box Co. of Muscatine, Iowa, asking whether common carriers can be required

to re-weigh shipments at destination and report same to shippers and make such weigh basis for charges, has been received.

Under section 15 of the Act the Commission is authorized and empowered, after full hearing upon formal complaint, if it shall be of opinion that any regulations or practices whatsoever of carriers subject to the act affecting rates are unjust or unreasonable, to determine and prescribe what regulation or practice in respect to transportation is just, fair, and reasonable to be thereafter followed. The Commission has no authority to fix or change a rate or prescribe a regulation or practice except after full hearing upon formal complaint. If the Mississippi Box Co. should file a complaint with the Commission it will receive the attention it deserves.

The complainants were advised of the suggestions made by Commissioner Clark. The Commissioners also heard Mr. Becker of the Western Railway Weighing Association, who stated that there had evidently been some misunderstanding, but that if the complainants would take the matter up direct with their agent at Muscatine no doubt all misunderstanding could be removed.

Later the complainants advised the Board that they were having no further trouble.

Des Moines, Iowa, December 3, 1906.

No. 3307—1906.

E. F. SMITH, Wellman,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Failure to furnish cars.*  
RAILWAY CO.

Complaint filed November 14, 1906.

This was request for cars to be loaded for Cairo, Illinois. The matter was at once taken up with the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3308—1906.

COAL HILL COAL CO., Omaha,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Charge for reconsignment of coal in transit.*  
Co.

Complaint filed November 15, 1906.

Complainants stated that on Iowa shipments they had been charged \$2 a car for reconsigning coal in transit. This transfer charge is made in accordance with the tariff of the company.

Des Moines, Iowa, December 3, 1906.

No. 3309—1906.

CITIZENS OF RINARD  
vs.  
CHICAGO GREAT WESTERN RAILWAY } *Train service.*  
Co.

Complaint filed November 30, 1906.

This was petition that the Chicago Great Western stop its train No. 4 at that town which request was granted by the railway company.

Des Moines, Iowa, December 3, 1906.

No. 3310—1906.

E. F. SMITH, Wellman,  
vs.  
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of cars.*  
RAILWAY CO.

Complaint filed November 21, 1906.

Mr. Smith desired cars to ship hay to Cairo, Illinois, but the railway company insisted that they could not furnish their own cars for this business because they could not permit their cars to leave their line under present conditions; that as soon as foreign cars could be obtained they would be furnished.

Des Moines, Iowa, December 3, 1906.

No. 3311—1906.

A. J. MABIE, Whitten,  
vs.  
CHICAGO & NORTH-WESTERN RAILWAY } *Shortage of cars.*  
Co.

Complaint filed May 30, 1906.

This was a complaint that shipper was unable to get cars for shipment of coal. The matter was taken up at once by the Board and the cars were furnished.

Des Moines, Iowa, December 3, 1906.

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