SIXTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

AND

THIRD ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

1913

H. F. BARTINE - - - - - Chief Commissioner
J. F. SHAUGHNESSY - First Associate Commissioner
W. H. SIMMONS - Second Associate Commissioner
E. H. WALKER - - - - - - - - - Secretary
W. K. FREUDENBERGER - - - - Chief Engineer

CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : : : JOE FARNSWORTH, SUPERINTENDENT

1914

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PUBLIC SERVICE COMMISSION

OF THE

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OFFICE OF THE RAILROAD COMMISSION OF NEVADA,
CARSON CITY, NEVADA, March 20, 1914.

HON. T. L. ODDIE, *Governor of Nevada.*

DEAR SIR: The Railroad Commission of Nevada submits this, its sixth annual report, covering the work of the Commission for the calendar year ending on the 31st day of December, 1913. There has been considerable delay in getting this report into print. This has been partly due to press of work in the Commission office, and partly to the fact that the State Printing Office itself has been considerably crowded. Since the close of the year 1913 some very important cases have been disposed of, and, in order that the public may be informed with respect to those cases, they will be referred to in this report, even though their final disposition was of a date later than the calendar year 1913, which this report is primarily intended to cover.

IMPORTANT CASES DISPOSED OF

At the close of 1913 there were three cases pending in the United States District Court for Nevada, in which cases this Commission was the party defendant. Two of these—namely, Nos. 76 and 139—were suits brought by the Southern Pacific Company and the Tonopah and Goldfield Railroad Company to enjoin certain orders made by the Commission reducing freight rates upon the lines of the two companies named within the State of Nevada. Case 76 was a distinctively main-line case, affecting rates upon the main Central Pacific line only. Case 139 affected rates between Reno and Tonopah and Goldfield and involved a portion of the Central Pacific main line, the Nevada and California line, from Hazen to Mina, and the Tonopah and Goldfield road from Mina to Goldfield.

The cases named had been pending a long time in the Federal Court, and the orders of the Commission had been restrained. This delay was due largely to the fact that questions were involved that were under consideration by the Supreme Court of the United States in what are known as the Minnesota Rate Cases. The defendant companies had raised two questions: First, that the rates as prescribed were confiscatory, and, second, that the order fixing the rates was an interference with interstate commerce, and, consequently, violative of the Constitution of the United States.

When the Minnesota cases were decided in 1913 the Supreme Court of the United States rejected the long-established methods and principles of apportionment and calculation adopted by the railroads involved in those cases. The methods and principles passed upon in the Minnesota Rate Cases were identical with those employed by the Southern Pacific and Tonopah and Goldfield companies. As a result, those companies which were contesting the orders of this Commission in the United States District Court were left with no ground to stand upon, as far as the question of confiscation was concerned, because they were not prepared to present any new method of arithmetical calculation.

The question of interference with interstate commerce by the legislation of the State and the orders of the State Commission was also exhaustively considered and discussed by the Supreme Court in the Minnesota cases. Upon this point, the contentions of the railroads were rejected as intrinsically unsound. Thus it will be seen that in passing upon the Minnesota cases the Supreme Court of the United States practically decided in favor of this Commission in all of the freight-rate cases pending in the Federal Court for this district involving the validity of orders which the Commission has made.

In this way it came to pass that the Southern Pacific Company found itself with no legal ground to stand upon in the prosecution of its cases against the Commission. Therefore, early in June, 1913, the officials of that company requested the Commission to reopen those cases for further consideration, to the end that a readjustment of rates might be made somewhat in line with those prescribed by the Commission's orders. Accordingly, formal hearings were had, and, waiving all technical objections, the Southern Pacific Company proposed a schedule of distance rates better even, as a whole, for the Nevada shippers than those which had been prescribed by the previous orders. These rates were accepted by the Commission and were promptly put into effect. The result has been, as shown by the specific reference to these cases later in this report, a direct saving of $30,000 a year to the shipping public of Nevada.

GRATIFYING RESULTS ATTAINED

The disposition of these cases is in the highest degree gratifying, not only because of the money-saving effected, but because of the legal questions involved that may be regarded as settled in the State of Nevada. The question of confiscation was not so important in itself, because, if the Commission made an order reducing rates to a confiscatory point and the order were declared invalid on that account, there would have been nothing to prevent the making of another order more conservative and free from the same objection. Had it been held, though, that an order made by the State Commission and applying only to intrastate traffic was unconstitutional by reason of some assumed interference with interstate commerce, it would, to a very great extent, have crippled the Commission in its work. In fact, so far as rate-making is concerned, it would have deprived the Commission of nearly all its power; because almost every local rate must in some way, directly or indirectly, affect through rates. It can readily be understood, therefore, that the Minnesota rate decisions have been a source of great satisfaction to this Commission. That satisfaction is heightened considerably by the fact that the views of the Supreme Court of the United States expressed in those decisions are almost identical with the contentions made by this Commission in the trial of the cases referred to in the United States District Court for this State.

We are still left without any fixed and settled rule of apportionment of business and valuation of railroad property. We do know, however, that the methods and contentions of the railroads upon these points have been rejected as unsound by the highest judicial tribunal in the country. But the question of interference with interstate commerce by the making of an order applying solely to local traffic is definitely settled. We now know that the Commission has full power to fix reasonable intrastate

rates, even though such fixing may incidentally affect commerce between the States.

RESERVED POWERS OF STATES RECOGNIZED

This should be gratifying to all who desire to see the reserved power of the States fully maintained and recognized. It appears strange that such an issue should have been presented by the great common carriers of the country.

The Constitution seems to be perfectly clear upon this point. It provides that the National Government shall have full power over commerce with foreign nations, with Indian tribes, and among the several States. By a well-known rule of statutory construction, the naming of these three classes of commerce as being under the jurisdiction of the National Congress excludes all other kinds. If a State has not control of its local commerce, it is difficult to see what reserved rights of the State might not be utterly destroyed. The fact that there may be an overlapping and an affecting of interstate commerce by state regulation of its local traffic furnishes no reason whatever for the complete ignoring of the power of the States. It is peculiar to our dual form of government that there should be conflicts and interference here and there, but, as already intimated, this furnishes no argument for a change in the form of our government. It was assumed by Judge Sanborn that wherever there was a conflict or interference the national power must necessarily control. Such views have not been accepted as sound by this Commission. As we look upon it, the reserved powers of the State are just as sacred and should be just as carefully guarded as the expressly granted powers of the National Government. So far as interstate and intrastate commerce are concerned, this view has been accepted by the Supreme Court of the United States.

OTHER CASES SETTLED

Several other cases of greater or lesser importance that were pending at the close of our last annual report have been settled, and others have been decided, although formal orders and opinions have not yet been promulgated. Speaking generally, these cases have been disposed of in conformity with the Commission's view, and without contest.

NEW CASES

During the year 1913 some fifty-five new cases were taken up by the Commission. Some of them were formal and some informal. A detailed history of these cases follows later in this report. Many of them have been decided, and all that are of consequence are well under way for final decision.

THE PASSENGER FARE CASE

It is proper to note that since the close of the year 1913, and within the last few months, Case No. 155, which is known as the Southern Pacific Passenger Fare Case, has been disposed of. Those who read the Commission's last annual report must have observed that in this case the Commission was divided, the Chief Commissioner filing a dissenting opinion. Briefly stated, the order provided that the 4-cent passenger fare upon the main line of the Central Pacific should be reduced to 3 cents, and that the 5-cent fare upon the Nevada and California as far south as the broad-gage portion extended—namely, to Mina—should also

be reduced to 3 cents. The simple statement that the Chief Commissioner dissented, unexplained, might convey the impression that he was opposed to making any reduction. This is not the fact. He strongly favored a 3-cent fare on the main line. His objections to the order were three: First, that is was not in line with the issue that was presented to the railroad company at the hearing. The company was requested to direct its testimony to showing why the 4-cent fare on the main line should not be reduced to 3 cents, and why the 5-cent fare on the branch line should not be reduced to 4 cents. In other words, the company was requested to consider the proposition of reducing the fare 1 cent per mile on each line, whereas the order provided for a reduction of 2 cents per passenger per mile on a part of the branch line. The second objection urged by the Chief Commissioner was that, in reaching its conclusion and making its order, the majority of the Commission had used a large amount of statistical data that was never introduced in evidence and which the railroad company had not been afforded an opportunity to meet. The third was that, under the circumstances and conditions prevailing in this State, and with respect to the defendant company's lines, it was improper to couple the main line and the broad-gage portion of the branch line together, treat them as one, and apply the same rate on both—in short, that traffic conditions did not justify a 3-cent fare on the branch line.

Upon motion for an injunction *pendente lite*, the United States District Court held that the order as made was void for the first two reasons above stated. Whether the two roads could be properly united and treated as one for the purpose of establishing a uniform fare on both was a fact that could only be determined in court by the evidence, and the Court, having found that the order was void for the first two reasons, it was not necessary for it to pass specifically upon the third point of objection.

The order having been held void, manifestly it was impossible to enforce it, and consequently on the 2d day of February, 1914, the Commission, by formal resolution revoked, vacated, and set aside the order, and authorized the Attorney-General to take such steps as might be necessary to close out the case in the Federal Court. So far as this Commission is concerned, the case is now disposed of and the way is cleared for such further action as it may be deemed proper to take with respect to the subject of passenger fares upon the lines of the Southern Pacific Company within the State of Nevada.

THE FOURTH-SECTION CASES

It is to be regretted that the Supreme Court of the United States still withholds its decision in what are known as the Fourth-Section Cases. This is especially regrettable in Nevada for the reason that the Fourth-Section orders referred to put an end for a time, and for a considerable time, to any further proceeding in what is known as the Reno Case. The Reno Case is by far the most important one that this Commission has ever had. For the benefit of those who have not read our earlier annual reports, a brief statement of that case will be given here:

RENO CASE EXPLAINED

For many years the custom had been in vogue by the Southern Pacific Company of charging upon west-bound freight delivered at Nevada points the same rate as if the freight had been carried through to Sacramento and then brought back to the Nevada point of destination. The effect

may be illustrated by a statement of the first-class rates. The through rate from Chicago to Sacramento was $3 per hundred. The local rate back from Sacramento to Reno was $1.29; from Sacramento to Winnemucca, $1.60; from Sacramento to Elko and other points east to the state line of Utah, $1.72½. Consequently the rate from Chicago to Reno was $3 plus $1.29, or $4.29; to Winnemucca it was $3 (the Sacramento rate) plus $1.60, or $4.60; while to Elko the rate was $3 (the Sacramento rate) plus $1.72½, or $4.72½. Thus it appears that for the shorter haul to Nevada points a very much higher charge was made than for the longer haul to Sacramento; it further appears that even in Nevada the shorter the haul the higher was the charge.

After the first full presentation of the Reno Case, the Interstate Commerce Commission made an order covering the case in part. The order dealt with class rates alone, leaving commodity rates for future consideration. By that order the first-class rate from Chicago to Reno was fixed at $2.90, giving Reno an advantage of 10 cents over Sacramento. From the Buffalo-Pittsburg line the first-class rate was fixed at $3.20, which placed Reno at a disadvantage of 20 cents compared with Sacramento; from New York the rate was fixed at $3.50, which gave Sacramento an advantage of 50 cents over Reno. The order made slightly lower rates from eastern points to Winnemucca and places east of that town within the State of Nevada. This was a substantial victory, but it fell a long way short of giving to the people of Nevada what they and this Commission believe to be just rates. So far as the class rates were concerned, it left very little to complain of. It is estimated that at least 75 per cent of all our west-bound freight over the line of the Central Pacific Railway comes from Chicago territory and points west. Of the remaining 25 per cent, at least one-half comes from points no farther east than Buffalo and Pittsburg, leaving only from 10 to 12 per cent coming from the Atlantic seaboard. It had been shown by the investigation of Professor Thurtell, a former member of this Commission, that the average differential against Nevada upon all west-bound freight was about 73 per cent. It will, therefore, be seen at a glance that the changes made in class rates resulted in a most substantial advantage to the people of this State. The changes were of such character that class goods could no longer be taken through to Sacramento and then returned to Nevada and sold at lower prices than the Nevada dealer could make after paying his higher freight charges.

But, perhaps, 80 or 85 per cent of all west-bound freight brought from eastern points into Nevada came under commodity rates which for the time remained untouched. Upon these commodities the differentials in favor of the coast terminals were about as great as, and in some cases greater than, in the cases of class rate goods.

THE LONG AND SHORT HAUL

While the final determination of the Interstate Commerce Commission respecting commodity rates was still pending, Congress passed an Act amending the Interstate Commerce law. The most particular and most important change was made in what is known as the long-and-short-haul clause of the fourth section. Prior to the amendment, that portion of the section read that no higher charge should be made for a shorter than for a longer haul over the same line in the same direction, the shorter being included within the longer, under substantially similar

circumstances and conditions. By the amendment the words "under substantially similar circumstances and conditions" were eliminated.

This Commission was not able to see how or wherein the striking out of those words made any particular difference in the meaning of the section, because it still provided that, in special cases, after investigation, the Interstate Commerce Commission might relieve the carrier from that provision, the same as in the original section. The railroads, however, assumed that it did, and all of the great trunk lines reaching the Pacific Coast, with their immediate eastern connections, very promptly applied to the Interstate Commerce Commission for authorization to charge less for longer than for shorter distances, alleging that the circumstances and conditions were such as to make the cases special and to justify the Commission in granting their application. In effect, the application was for permission to maintain existing rates.

After most elaborate hearings the Interstate Commerce Commission made two orders of the same tenor and effect, but applying to different roads. What were known as the Reno, Phœnix and Spokane Cases were, in a way and for a time, merged in these fourth-section orders. In brief, they provided that from the Missouri River territory charges into the intermountain region should be no higher than charges for freight of the same kind to the coast terminals; that from Chicago territory charges to the intermountain region should not exceed those to the coast terminals by more than 7 per cent; that from the Buffalo-Pittsburg line the differential should not be more than 15 per cent against the intermountain region; and from New York the difference should be not greater than 25 per cent.

ACTION OF COMMERCE COURT

The effect of these orders relating to the carriage of freight of all kinds would have been much the same as the effect of the previous order fixing class rates, and would have been a very long stride in the direction of giving to the intermountain region the relief which it was demanding. But, while the orders did make concessions to the carriers, allowing them to charge somewhat higher rates from Chicago, Pittsburg, and New York into the intermountain region than for the longer haul to the coast terminals, the railroads petitioning were not satisfied, and took the case before the Commerce Court, which was then in existence. That court held the orders to be beyond the power of the Interstate Commerce Commission, in that they did not undertake to establish reasonable rates, but merely a ratio of rates, and consequently void. From the decisions of the Commerce Court, the Interstate Commerce Commission aided by the law department of the United States Government, appealed the cases to the Supreme Court of the United States, where they have been held without decision ever since—a period of something like a year and a half.

DELAY IN SUPREME COURT

The cause of this long delay is, of course, not known to the public or to the members of this Commission. After having been fully argued and presented to the Supreme Court, a new Justice, Mr. Justice Pitney, was appointed to fill a vacancy in that court. A little later the case was reopened for further argument, the general understanding being that it was done in order that Mr. Justice Pitney might be fully advised with respect to the character of the case. But even this took place something like a year ago, and we are still without a decision. The

natural conclusion is that the court must be very evenly divided and is holding the case in abeyance for the purpose of reconciling differences and rendering a decision by the court with as little division as possible. But what concerns us most is that the pendency of this case has completely tied the hands of this Commission with respect to the Reno Case. We cannot, under present conditions, carry that case farther. In saying this there is no purpose to convey the idea that the matter is ended. If the Interstate Commerce Commission is sustained in its fourth-section orders it will, as has been heretofore stated, give to our people a measure of relief so substantial that it may be accepted as a settlement of the question for some time to come. Should those orders be held invalid, then the Reno Case proper can be again taken up and pressed to a final decision.

CONCESSIONS BY THE RAILROADS

Meanwhile it should be remarked that the railroads themselves have, during the period of the pendency of these Fourth-Section Cases, made substantial reductions in rates upon a large number of commodities moving westward into Nevada, which reductions have heretofore been estimated to amount to approximately $50,000 a year. With the final settlement of the Reno Case, whether upon the basis of the fourth-section orders as already made by the Interstate Commission or by special order in the Reno Case itself, this Commission has estimated that the saving to the people of the State of Nevada in the matter of freight charges will be in the neighborhood of $500,000 a year, over and above all the reductions heretofore named. But this means a great deal more to the State in a business way than the mere amount saved in freight charges. Obviously, excessive and discriminatory charges for the transportation of freight retard the progress of any State or community subjected to such charges and discrimination. It is not possible to figure out in dollars and cents what the ultimate effect will be upon business conditions in Nevada of the establishment of freight rates which will relieve the State from the disadvantage under which it has labored by reason of the discriminatory charges to which it has been subjected for so many long years. We only know that the effect must be very marked and highly advantageous.

AN OPTIMISTIC VIEW

At this point it seems fitting for the Commission to give expression to the optimistic view that the day of the State's deliverance is not very far in the future. While the Reno Case has not, up to the present time, been entirely successful, it is in a large measure conceded, not only by the Interstate Commerce Commission, but by the leading railroad officials in the country, that in the manner of its make-up and presentation the Reno Case is unique among all the great cases presented for the consideration of the Interstate Commerce Commission. Scarcely an attempt has been made by those in control of the railroads concerned seriously to question the soundness of the argumentation or the conclusive effect of the mathematical calculations which characterized the Reno Case in its preparation and presentation. In fact, some very prominent railroad officials have conceded, privately, that the Reno Case will ultimately, and that in the comparatively near future, revolutionize the whole system of rate-making for west-bound traffic from eastern territory into the intermountain region by the practical elimination of what has been termed the "back-haul charge." This naturally may be, and it is believed will be, hastened by

the completion of the Panama Canal. The effect of this will be to place the Atlantic seaboard into closer touch by water with the Pacific Coast cities, and deprive the great transcontinental railroads of a portion of that traffic unless it be retained by a very considerable lowering of rates, which, in its nature, would make that part of the railroads' traffic less profitable than it is at the present time. As a result, the great transcontinental carriers will be obliged to seek new fields of operation. It will become more and more to their interest to build up the intermountain territory, to fill it with people and develop its resources along every business line. This is admitted by railroad officials of high standing, and it presages much that is good for the future of Nevada.

REDUCTIONS AND SAVINGS

In its last annual report the Commission presented, with the nearest possible approach to accuracy, figures showing the amount of reductions in freight rates and passenger fares that had been effected up to that time; also the expense of maintaining this Commission compared with the savings effected, and also compared with the expense of maintaining similar commissions in other States. These figures are readily obtainable, and it is not deemed necessary to repeat them here further than to make the general statement that the aggregate of the savings effected amounted to $665,000 per annum, and that the expense of the Nevada Commission, notwithstanding that this is a State of high prices, was very much less than the expense of maintaining any other railroad commission in the United States. It is not to be supposed, nor is it within the limits of possibility, that the Commission can continue reducing railroad charges in the same ratio as in the past for an indefinite period of time. A point is necessarily reached at which the reductions must cease, because every public service corporation is entitled to reasonable returns upon its investment, all circumstances and conditions considered. If we pursue a course which denies to these corporations the right and the opportunity to make reasonable profits, it is as certain as anything in business affairs can be that it will give a substantial check to the investment of money in such enterprises and retard the progress of the State. Still, there is always an opportunity for the readjustment of rates, the removal of discriminations and a gradual bringing down of the rate schedules. Fully recognizing the right of every railroad to live, it is a significant circumstance that during the entire period of its existence this Commission has authorized but a single increase of rates, which was upon brick from Reno to Wabuska. The reason for this was that the rate had been fixed from Reno at an unreasonably low figure for the sole purpose of building up the brick industry at that point.

This alone would not have induced the Commission to authorize a raising of the rate. But, it so happened that a brick industry had been established at Carson City, from which point to Wabuska rates were very much higher than from Reno. It was impossible for this Commission to order the brick rate from Carson City to Wabuska to be reduced to a level with the Reno rate, consequently equality was secured by bringing about a very large reduction in the rate from Carson City and, at the same time, authorizing a small increase in the rate from Reno, thus bringing the rates to a parity with each other and placing the brick industry at the two points upon an equal footing.

EFFECT IN SPECIAL CASES

While it is not always easy or even possible to figure the exact saving made by the readjustment of rates upon particular classes of goods or commodities, it is still evident that where the changes are all in the line of reductions, every change carries with it a saving to the shippers, and a consequent saving to the entire community. In the aggregate these savings mount into large figures. It has already been shown that the adjustment of Cases 76 and 139 with the Southern Pacific Company and the Tonopah and Goldfield Railroad has resulted in a saving of $30,000 a year, which is several thousand dollars more than the annual expenses of maintaining both the Railroad and the Public Service Commissions.

THE FRUIT AND VEGETABLE CASE

A striking illustration of the value of such commissions as this is found in the action taken with respect to Case 250. This is a case involving a matter of which this Commission has no direct jurisdiction. The subject covered is the classification of fruits and vegetables from California points into Nevada, Arizona, and other States. By a change of classification—that is to say, by taking these commodities out of lower classes and putting them into higher classes—the rates were very considerably increased. In his scrutiny of the tariff schedules, as they were regularly filed with the Commission, Secretary Walker discovered these proposed increases and brought them to the attention of the Commission. As a result, an earnest protest was entered by the Commission against the proposed changes. The details of the case are given later on in the résumé of cases, and it is not necessary to touch upon the matter further in this portion of the report than to call attention to the fact that the proposed changes, if made, will result in an increase of $20,000 a year in the charges which our people will be required to pay in freight upon fruits and vegetables. Strange to say, no business house or private individual had made any note of the proposed change. The protest was purely the work of this Commission, which intervened upon its own initiative and furnished the data showing the injustice of the reclassification and its injurious effect in this State. The case was well made up and strongly presented to the Interstate Commerce Commission, and it is believed that the reclassification will be condemned by that body. This case alone, which hardly attracted the attention of the business interests of Nevada, actually involves a change in freight rates exceeding the total cost of maintaining the Railroad Commission.

WORK OF THE SECRETARY

In this connection it is only a just recognition to call attention to the high efficiency and the fidelity of the Secretary of this Commission, Mr. E. H. Walker, who has occupied that position from its original organization. His work has been at all times arduous, and it is constantly increasing in volume with the multiplication of cases and the additional duties devolved upon him by the creation of the Public Service Commission. This work is of a character calling for the closest attention and a high order of ability. Particular attention may be directed to the fact that, in the fruit and vegetable case just mentioned, not only did Secretary Walker detect the change and perceive its effect upon Nevada, but he prepared in full the testimony upon the basis of which this Commis-

sion was enabled to make the strong showing which it did on behalf of Nevada's interests before the representative of the Interstate Commerce Commission at the hearing held in the city of Sacramento. It is simple justice to say that the character of the work that he is performing calls for a higher salary than the Secretary of this Commission is receiving. It is believed that, in view of the intrinsic worth of his services, his salary should be substantially increased.

INCREASING WORK OF COMMISSION

The last two annual reports of this Commission covered, in a general way, the details of the Commission's work so fully that it is not necessary to extend this portion of the report farther along the lines of detailed statement as to what it has done. What has been here said, coupled with the detailed statement of the various cases that have been considered by the Commission during the last year, is sufficient to bring us abreast of the situation as it is now. The Commission cannot, however, refrain from calling attention to the fact that its work is constantly increasing, although, speaking generally, the railroad cases are not of as great magnitude as those with which the Commission has had to deal in earlier years. It should be borne in mind that the members of the Railroad Commission have been made ex officio Public Service Commissioners, and the work of that Commission has assumed very large proportions, some of the cases being of great magnitude and importance, involving the members of this Commission in an immense amount of labor. The details of the work of the Public Service Commission will be given in a separate report to be filed contemporaneously with this one, and it is not necessary, nor would it be proper, for the Commission to take up these matters in detail in this report.

THE STATE PRINTING OFFICE

The Commission does not feel that it would be just to fail to make mention of the splendid service that has been rendered by the State Printing Office in the publication of official documents and records pertaining to the work of both the Railroad and Public Service Commissions. That work has been done with remarkable accuracy, its typographical character is of the very best, and it has been done in a spirit of cheerful, friendly cooperation that is most highly appreciated by the members of this Commission.

An itemized statement of the expenses of the Commission is given later in an appropriate place in this report.

ABOLITION OF THE COMMERCE COURT

The Commission cannot refrain from expressing its pleasure at the action of Congress which in effect abolished the Commerce Court. The opposition of this Commission to that court has been freely expressed, both publicly and privately. It petitioned Congress strongly for the enactment of a law that would bring the career of that altogether unnecessary court to an end. The motive which led to the creation of the court was, perhaps, commendable. The trouble seems to have lain very largely with its personnel. Besides, as stated in an earlier report by this Commission, the Commerce Court, having no jurisdiction except over interstate commerce cases, was naturally brought into antagonism to that Commission. In order to justify its own existence it had to

take issue with the Interstate Commerce Commission wherever it was possible to do so, even though the opposition were based upon purely technical grounds. It stands to reason that a body constituted, as the Interstate Commerce Commission is, of five first-class lawyers and two high-class experts will generally be right in its decision of railroad cases. If the Commerce Court simply confirmed the action of the Interstate Commerce Commission, it proved the uselessness of the court. It is a very significant circumstance that of twenty-seven cases decided by the Interstate Commerce Commission and contested in the Commerce Court, twenty-three were decided against the Commission, and of the remaining four in which the Commission was sustained, only one was of great importance. It is with a feeling of extreme relief that this Commission has witnessed the departure from the field of judicial activity of that most unfortunate of judicial creations, the late Commerce Court. If the efforts of this Commission contributed even in small degree to that end, the members feel like congratulating themselves.

IMPORTANT WORK AHEAD

At this time there is important work ahead for the coming year. The Commission cherishes the hope that in the near future the Supreme Court of the United States will render a decision in the Fourth-Section Cases. Whether that decision upholds the validity of those orders or otherwise, it will be welcomed by all interested in the great questions at stake. As hereinbefore stated, if the decision be favorable to the orders named it will, for a time, settle the questions at issue; if unfavorable, it will untie the hands of this Commission and enable it to make another move for final results in the Reno Case itself. Other matters of importance are still pending and still others are to be taken up soon, but it would not be proper to mention specifically in this report what those cases are.

We now reach a point at which it is proper to give a detailed résumé of the specific cases with which the Commission dealt in 1913, and to some extent during the present year:

STATUS OF CASES REFERRED TO IN FORMER REPORTS WHICH WERE STILL PENDING BEFORE THE COMMISSION OR THE COURTS AT THE CLOSE OF THE YEAR 1912

Cases Nos. 76 and 139—Class Freight Rates on the Southern Pacific Company's Main Line and Nevada and California Railway Branch.

Cases 76 and 139, entitled *Railroad Commission of Nevada* v. *Southern Pacific Company;* and *Nevada Hardware and Supply Company, et al.*, v. *Southern Pacific Company and Tonopah and Goldfield Railroad Company*, respectively, were pending before the United States District Court of Nevada at the close of the year 1912, the Commission's original orders having been entered on March 1, 1910, in the first-named case, and on June 17, 1911, in the second case. These orders prescribed certain reductions in the intrastate freight class rates between main-line points of the Southern Pacific Company in Nevada, and between Reno, Nevada, and points on the Nevada and California Railway branch and Tonopah and Goldfield Railroad Company's line.

On request of the Southern Pacific Company these cases were opened for rehearing during the year 1913, such rehearing taking place before the Commission on June 5, 1913, at Carson City. Appearances for the

Southern Pacific Company were: C. W. Durbrow, Attorney; G. W. Luce, General Freight Agent; and J. M. Fulton, Assistant General Freight Agent. Testimony was taken at this hearing, and the case resubmitted to the Commission for decision.

On June 18, 1913, the Commission entered its opinion and order in the case on rehearing, which reads as follows:

[Cases Nos. 76 and 139]

BEFORE THE RAILROAD COMMISSION OF NEVADA

RAILROAD COMMISSION OF NEVADA, *Complainant*,
v.
SOUTHERN PACIFIC COMPANY, *Respondent*.

Hearing held at Carson City, Nevada, June 5, 1913.
Decision rendered June 18, 1913.

Appearances:
C. W. Durbrow, Attorney;
G. W. Luce, General Freight Agent;
J. M. Fulton, Assistant General Freight Agent;
Of the Southern Pacific Company, Respondent.
The Railroad Commission of Nevada, *in pro per*.

OPINION AND ORDER

By the Commission:

This proceeding was begun upon the Commission's own initiative, and was a reconsideration of the issues involved in Case No. 76, of the Railroad Commission of Nevada v. Southern Pacific Company, and Nevada and California Railway Company, and the Nevada Hardware and Supply Company, *et al.*, v. Southern Pacific Company, and Tonopah and Goldfield Railroad Company, No. 139, in so far as the Southern Pacific Company is concerned. It was agreed at the hearing that no question would be raised by respondent as to the form of the proceeding or time allowances as prescribed by law, and that the hearing should be held upon the date of the appearance of the respondent, to wit: June 5, 1913. It was further stipulated and agreed by respondent that the testimony in the two cases named above, given before the Commission, and also taken in the United States District Court of Nevada, upon the trial of said cases therein, upon complaint brought by the respondent herein, and the Tonopah and Goldfield Railroad Company might be considered and used as a part of the record in this case, the same as if it had been formally presented and introduced at this hearing.

The case, having been fully presented upon its merits, was taken under advisement by the Commission.

After full consideration of the testimony the Commission is of the opinion that the present schedule of intrastate freight rates upon the main line of the Central Pacific Railroad in Nevada, and also upon that portion of the respondent company's lines extending from Reno via Hazen to Fallon, Mina, and other points south of Mina, to the California line, is excessive and unreasonable.

It is also the judgment of the Commission that the rates heretofore prescribed in the cases of the Nevada Railroad Commission against the Southern Pacific Company, Case No. 76, and also those prescribed in the case of the Nevada Hardware and Supply Company, *et al.*, against the Southern Pacific Company, and Tonopah and Goldfield Railroad Company, No. 139, need substantial modification in view of changed conditions.

The Commission is, therefore, of the opinion that the orders heretofore entered in both of those cases should be vacated and set aside, and that in lieu thereof the Southern Pacific Company, respondent herein, on or before July 1, 1913, should apply and make effective between various points in Nevada the mileage class rates and specific rates set forth in the schedule annexed to the order made in this case. It is, of course, to be understood that the vacating of the previous orders in this case is subject to the condition that the respondent company comply with the order made herein.

ORDER

Pursuant to the foregoing, on this the 18th day of June, A. D. 1913, *it is hereby ordered:* That on or before the 1st day of July, A. D. 1913, the respondent com-

pany, in lieu of the rates now in effect between the points named, apply and make effective the mileage class rates and specific rates set forth in the schedule hereto annexed, and marked "Schedule A" and made a part of this order.

It is further ordered: That in the application of said schedule no rates shall be applied between any points, whether specifically mentioned or not, in excess of those now in effect between the same points.

It is still further ordered: That, upon the application of the rates set forth in "Schedule A" at the date named herein, the orders heretofore made by this Commission in Cases Nos. 76 and 139 be vacated and set aside, and this order be deemed a full substitute for the orders in said Cases Nos. 76 and 139.

[SEAL]

H. F. BARTINE, *Chief Commissioner*,
J. F. SHAUGHNESSY, *First Associate Commissioner*,
W. H. SIMMONS, *Second Associate Commissioner*.

Attest: E. H. WALKER, *Secretary*.

SCHEDULE A—DISTANCE CLASS RATES APPLYING BETWEEN MAIN-LINE STATIONS IN NEVADA

NOTE—These rates to be alternative with specific rates.

RATE IN CENTS PER 100 POUNDS

Distances—	*Class*	*1*	*2*	*3*	*4*	*5*	*A*	*B*	*C*	*D*	*E*
5 and under		10	09	08	07	06	06	05	04	04	03
10 and over 5		14	13	11	10	09	09	06	06	05	04
15 and over 10		18	16	14	13	12	12	08	07	06	05
20 and over 15		22	20	18	15	14	14	10	09	08	07
25 and over 20		25	23	20	18	16	16	11	10	09	08
30 and over 25		28	25	22	20	18	18	13	11	10	08
35 and over 30		31	27	24	21	19	19	13	11	10	08
40 and over 35		34	30	27	23	21	21	14	12	10	09
45 and over 40		37	32	29	25	23	23	16	13	11	09
50 and over 45		40	35	31	27	25	25	17	14	12	09
55 and over 50		42	36	31	27	25	25	17	14	12	09
60 and over 55		44	37	33	29	26	26	18	14	12	10
65 and over 60		46	39	35	30	28	28	18	15	13	10
70 and over 65		48	41	36	31	29	29	19	16	13	11
75 and over 70		50	43	38	33	30	30	20	16	14	11
80 and over 75		52	44	39	34	31	31	21	17	14	12
85 and over 80		54	46	41	35	32	32	22	18	15	12
90 and over 85		56	48	42	36	34	34	22	18	15	12
95 and over 90		58	49	43	38	35	35	23	19	15	12
100 and over 95		60	51	43	39	36	36	24	19	15	12
105 and over 100		62	53	43	39	36	36	25	19	16	12
110 and over 105		64	54	45	40	37	37	26	19	16	13
115 and over 110		66	56	46	41	38	38	26	20	17	13
120 and over 115		68	58	48	43	39	39	27	20	17	14
125 and over 120		70	60	49	44	40	40	28	21	18	14
130 and over 125		72	61	50	45	41	41	29	22	18	14
135 and over 130		74	63	52	46	43	43	30	22	19	15
140 and over 135		76	65	53	48	44	44	30	23	19	15
145 and over 140		78	66	55	49	45	45	31	23	20	16
150 and over 145		80	68	56	50	46	46	32	24	20	16
155 and over 150		82	70	57	51	47	47	33	25	21	16
160 and over 155		84	71	59	53	48	48	34	25	21	17
165 and over 160		86	73	60	54	49	49	34	26	22	17
170 and over 165		88	75	62	55	51	51	35	26	22	18
175 and over 170		90	77	63	56	52	52	36	27	23	18
180 and over 175		92	78	64	58	53	53	37	28	23	18
185 and over 180		94	80	66	59	54	54	38	28	24	19
190 and over 185		96	82	67	60	55	55	38	29	24	19
195 and over 190		98	83	69	61	56	56	39	29	25	20
200 and over 195		100	85	70	63	58	58	40	30	25	20
205 and over 200		102	87	71	64	59	59	41	31	26	20
210 and over 205		104	88	73	65	60	60	42	31	26	21
215 and over 210		106	90	74	66	61	61	42	31	27	21
220 and over 215		108	92	76	68	62	62	43	32	27	22
225 and over 220		110	94	77	69	63	63	44	33	28	22
230 and over 225		112	95	78	70	64	64	45	34	28	22
235 and over 230		114	97	80	71	66	66	46	34	29	23
240 and over 235		116	99	81	73	67	67	46	35	29	23
245 and over 240		118	100	83	74	68	68	47	35	30	24
250 and over 245		120	102	84	75	69	69	48	36	30	24
255 and over 250		121	103	85	76	70	70	48	36	30	24
260 and over 255		123	105	86	77	71	71	49	37	31	25
265 and over 260		124	105	87	78	71	71	50	37	31	25
270 and over 265		125	106	88	78	72	72	50	38	31	25
275 and over 270		126	107	88	79	72	72	50	38	32	25
280 and over 275		128	109	90	80	74	74	51	38	32	26
285 and over 280		129	110	90	81	74	74	52	39	32	26
290 and over 285		130	111	91	81	75	75	52	39	33	26
295 and over 290		131	111	92	82	75	75	52	39	33	26

	Rate in Cents Per 100 Pounds									
District— Class	1	2	3	4	5	A	B	C	D	E
300 and over 295	133	113	93	83	76	76	53	40	33	27
305 and over 300	134	114	94	84	77	77	54	40	34	27
310 and over 305	135	115	95	84	78	78	54	41	34	27
315 and over 310	136	116	96	85	78	78	54	41	34	27
320 and over 315	138	117	97	86	79	79	55	41	35	28
325 and over 320	139	118	97	87	80	80	56	42	35	28
330 and over 325	140	119	98	88	81	81	56	42	35	28
335 and over 330	141	120	99	88	81	81	56	42	35	28
340 and over 335	143	122	100	89	82	82	57	43	36	29
345 and over 340	144	122	101	90	83	83	58	43	36	29
350 and over 345	145	123	102	91	83	83	58	44	36	29
355 and over 350	146	124	102	91	84	84	58	44	37	29
360 and over 355	147	125	103	92	85	85	59	44	37	29
365 and over 360	148	126	104	93	85	85	59	44	37	30
370 and over 365	149	127	104	93	86	86	60	45	37	30
375 and over 370	150	128	105	94	86	86	60	45	38	30
380 and over 375	151	128	106	94	87	87	60	45	38	30
385 and over 380	152	129	106	95	87	87	61	46	38	30
390 and over 385	153	130	107	96	88	88	61	46	38	31
395 and over 390	154	131	108	96	89	89	62	46	39	31
400 and over 395	155	132	109	97	89	89	62	47	39	31
405 and over 400	156	133	109	98	90	90	62	47	39	31
410 and over 405	157	133	110	98	90	90	63	47	39	31
415 and over 410	158	134	111	99	91	91	63	47	40	32
420 and over 415	159	135	111	99	91	91	64	48	40	32
425 and over 420	160	136	112	100	92	92	64	48	40	32
430 and over 425	161	137	113	101	93	93	64	48	40	32
435 and over 430	162	138	113	101	93	93	65	49	41	32
440 and over 435	163	139	114	102	94	94	65	49	41	33
445 and over 440	164	139	115	103	94	94	66	49	41	33

Between Verdi, Nevada, and— Class	1	2	3	4	5	A	B	C	D	E
Reno	9	8	6½	6½	6	6	4½	3½	3½	3½
Sparks	13½	12	10½	9	8	8	5½	5½	4½	4½
Wadsworth	35	30	27	24	21	21	14½	13	11	9
Fernley	35	30	27	24	21	21	14½	13	11	9
Hazen	39	33	29	25	23	23	17	14	12	9
Parran	49	41	37	31	29	29	20½	17	14	12
Lovelock	66	56	46	41	37	37	22½	20	17	13
Nenzel (Oreana)	70	60	49	44	39	39	24½	21	17½	14
Rye Patch	74	63	52	46	43	43	26½	22	19	15
Imlay	82	70	57	51	47	47	28½	25	21	16
Mill City	82	70	57	51	47	47	28½	25	21	16
Winnemucca	94	80	66	59	54	54	33½	28	24	19
Golconda	102	87	71	64	57½	57½	36½	31	26	20
Battle Mountain	115	96	83	69	57½	57½	43	35	30	24
Beowawe	115	96	86	69	57½	57½	45½	38	32	25
Palisade	115	96	86	69	57½	57½	46	38	33	26
Carlin	115	96	86	69	57½	57½	46	38	33½	27
Elko	115	96	86	69	57½	57½	46	38	34½	28
Halleck	137½	115	101	82½	69	69	49½	43	35½	29
Deeth	146	122	103	88	73½	73½	49½	44	35½	29
Wells	150	128	105	92	77	77	50	45	36	30
Cobre	154	128	111	92	77	77	50½	47	36½	32
Montello	154	128	113	92	77	77	51	48	36½	32
Tecoma	154	128	113	92	77	77	51	49	36½	32
Fallon	50	42	37½	33½	30	30	20½	17½	15½	13½
Lahontan	48	41	35½	31½	29	29	20½	17½	15½	12½
Churchill	56	48	42½	36½	34	34	20½	19½	15½	14½
Dayton	64	54	47½	42½	39	39	21½	20½	15½	15½
Mound House	66	56	48½	43½	40	40	22½	22½	17	15½
Wabuska	60	51	45½	38½	36	36	20½	20½	15½	15½
Schurz	75	64	52½	47½	43	43	24½	23½	17½	16½
Thorne	87	74	61½	55½	51	51	28½	28½	21½	19½
Luning	95	81	66½	60½	55	55	32½	29½	24	20½
Mina	99	85	69½	62½	58	58	33½	30½	24½	21½
Tonopah Junction	103	88	72½	65½	60	60	35	31½	25½	22½
Candelaria	109	93	76½	69½	64	64	39	33½	28½	23½
Queen	117	100	82½	74½	68	68	41	35½	29½	25½

Between Reno, Nevada, and—										
Verdi	9	8	6½	6½	6	6	4½	3½	3½	3½
Lawton	4½	4½	4½	4½	3½	3½	3½	3½	3½	3
Sparks	4½	4½	4½	4½	3½	3½	3½	3½	3½	3
Clark	18	16	14½	12	11½	11½	7	6½	5½	5½
Wadsworth	30	27	23	20	18½	18½	10½	10	8	8
Fernley	30	27	23	20	18½	18½	10½	10	8	8
Hazen	35	30	27	24	21	21	14½	13	11	9
Parran	45	38	34	29	27	27	19	16	13	11
Huxley	47	40	36	30	28	28	20	16	14	11
Lovelock	57	48	42	37	34	34	20½	19	15	12
Nenzel	66	56	46	41	37	37	22½	20	17	13
Rye Patch	70	60	49	44	39	39	24½	21	17½	14
Humboldt	74	63	52	46	43	43	26½	22	19	15
Imlay	78	66	55	49	45	45	27½	23	20	16

RATE IN CENTS PER 100 POUNDS

Between Reno, Nevada, and—	Class 1	2	3	4	5	A	B	C	D	E
Mill City	78	66	55	49	45	45	27½	23	20	16
Winnemucca	90	77	63	56	52	52	31½	27	23	18
Golconda	98	83	69	61	56	56	35	29	25	20
Battle Mountain	114	96	80	69	57½	57½	41	34	29	23
Beowawe	115	96	86	69	57½	57½	44½	37	31	25
Palisade	115	96	86	69	57½	57½	45½	38	32	26
Carlin	115	96	86	69	57½	57½	46	38	33	26
Elko	115	96	86	69	57½	57½	46	38	34	27
Halleck	137½	115	99	82½	69	69	48½	42	35	28
Deeth	145	122	102	88	73½	73½	49½	44	35½	29
Wells	148	126	104	92	77	77	49½	44	35½	30
Cobre	154	128	109	92	77	77	50½	47	36½	31
Montello	154	128	111	92	77	77	51	48	36½	32
Tecoma	154	128	112	92	77	77	51	48	36½	32
Fallon	41	34	31	27	24	24	18	14	12	10
Lahontan	39	33	29	25	23	23	17	14	12	9
Churchill	47	40	36	30	28	28	20	16	14	11
Dayton	55	46	41	36	33	33	20½	19	15	12
Mound House	57	48	42	37	34	34	20½	19	15	12
Wabuska	51	43	39	32	30	30	20½	18	15	12
Schurz	66	56	46	41	37	37	22½	20	17	13
Thorne	78	66	55	49	45	45	27½	23	20	16
Luning	86	73	60	54	49	49	30½	26	22	17
Mina	90	77	63	56	52	52	31½	27	23	18
Tonopah Junction	94	80	66	59	54	54	33½	28	24	19
Candelaria	100	85	70	63	58	58	35½	30	25	20
Queen	108	92	76	68	62	62	38½	32	27	22
Between Sparks, Nevada, and—										
Verdi	13½	12	10½	9	8	8	5½	5½	4½	4½
Reno	4½	4½	4½	4½	3½	3½	3½	3½	3½	3
Wadsworth	27	23	19	18	16	16	9½	9½	7½	7½
Fernley	27	23	19	18	16	16	9½	9½	7½	7½
Hazen	35	30	27	24	21	21	14½	13	11	9
Parran	45	38	34	29	27	27	19	16	13	11
Lovelock	57	48	42	37	34	34	20½	19	15	12
Nenzel	66	56	46	41	37	37	22½	20	17	13
Rye Patch	68	58	45	43	38	38	23½	20	17	14
Imlay	76	65	53	48	44	44	26½	23	19	15
Mill City	78	66	55	49	45	45	27½	23	20	16
Winnemucca	90	77	63	56	52	52	31½	27	23	18
Golconda	96	82	67	60	55	55	34½	29	24	19
Battle Mountain	112	95	78	69	57½	57½	40	34	28	22
Beowawe	115	96	86	69	57½	57½	44½	37	31	25
Palisade	115	96	86	69	57½	57½	45½	38	32	26
Carlin	115	96	86	69	57½	57½	46	38	33	26
Elko	115	96	86	69	57½	57½	46	38	34	27
Halleck	137½	115	99	82½	69	69	48½	42	35	28
Deeth	144	122	101	88	73½	73½	49½	43	35½	29
Wells	148	126	104	92	77	77	49½	44	35½	30
Cobre	154	128	109	92	77	77	50½	47	36½	31
Montello	154	128	111	92	77	77	51	48	36½	32
Tecoma	154	128	112	92	77	77	51	48	36½	32
Fallon	41	34	31	27	24	24	18	14	12	10
Lahontan	39	33	29	25	23	23	17	14	12	9
Churchill	47	40	36	30	28	28	20	16	14	11
Dayton	55	46	41	36	33	33	20½	19	15	12
Mound House	57	48	42	37	34	34	20½	19	15	12
Wabuska	51	43	39	32	30	30	20½	18	15	12
Schurz	66	56	46	41	37	37	21½	20	16½	13
Thorne	78	66	55	49	45	45	26½	23	19½	16
Luning	86	73	60	54	49	49	30½	26	22	17
Mina	90	77	63	56	52	52	31	27	23	18
Tonopah Junction	94	80	86	59	54	54	32½	28	24	19
Candelaria	100	85	70	63	58	58	35½	30	25	20
Queen	108	85	70	63	58	58	35½	30	25	20
Between Fernley, Nevada, and—										
Verdi	35	30	27	24	21	21	14½	13	11	9
Reno	30	27	23	20	18½	18½	10½	10	8	8
Sparks	27	23	19	18	16	16	9½	9½	7½	7½
Wadsworth	13½	12	10½	9	8	8	5½	5½	4½	4½
Hazen	13½	12	10½	9	8	8	5½	5½	4½	4½
Parran	30	27	23	20	18½	18½	10½	10	8	8
Lovelock	45	38	34	29	27	27	19	16	13	11
Nenzel	51	43	39	32	30	30	20½	18	15	12
Rye Patch	53	45	40	34	32	32	20½	18	15	12
Imlay	63	53	44	40	36	36	21½	19	16	13
Mill City	66	56	46	41	37	37	22½	20	17	13
Winnemucca	78	66	55	49	45	45	27½	23	20	16
Golconda	84	71	59	53	48	48	29½	25	21	17
Battle Mountain	100	85	70	63	57½	57½	35½	30	25	20
Beowawe	114	96	80	69	57½	57½	41	34	29	23
Palisade	115	96	84	69	57½	57½	43¼	36	30	24

RATE IN CENTS PER 100 POUNDS

Between Fernley, Nevada, and—	Class	1	2	3	4	5	A	B	C	D	E
Carlin		115	96	86	69	57½	57½	44½	37	31	25
Elko		115	96	86	69	57½	57½	45½	38	32	26
Halleck		133	113	93	82½	69	69	46½	40	33	27
Deeth		136	116	95	85	73½	73½	47½	41	34	27
Wells		141	120	99	88	77	77	48½	42	35	28
Cobre		149	127	104	92	77	77	50	45	36	30
Montello		152	128	106	92	77	77	50½	46	36½	30
Tecoma		154	128	108	92	77	77	50½	46	36½	31
Fallon		27	23	19	18	16	16	9½	9½	7½	7½
Lahontan		22½	19	17	14	13	13	8	7½	6½	6½
Churchill		40½	35	29½	27	24	24	14½	14	11	11
Dayton		55	46	41	36	33	33	20½	19	15	12
Mound House		57	48	42	37	34	34	20½	19	15	12
Wabuska		49½	43	37	32	29	29	18	17	13½	12
Schurz		66	56	46	41	37	37	20½	19½	15½	13
Thorne		78	66	55	49	45	45	21½	21½	16½	16
Luning		86	73	60	54	49	49	26½	20½	19	17
Mina		90	77	63	56	52	52	27½	26½	20½	18
Tonopah Junction		94	80	66	59	54	54	28	27½	20½	19
Candelaria		100	85	70	63	58	58	33	30	23½	20
Queen		108	92	76	68	62	62	35	32	25½	22
Between Hazen, Nevada, and—											
Verdi		39	33	29	25	23	23	17	14	12	9
Reno		35	30	27	24	21	21	14½	13	11	9
Sparks		35	30	27	24	21	21	14½	13	11	9
Wadsworth		22½	19	17	14	13	13	8	7½	6½	6½
Fernley		13½	12	10½	9	8	8	5½	5½	4½	4½
Parran		22½	19	17	14	13	13	8	7½	6½	6½
Lovelock		41	34	31	27	24	24	18	14	12	10
Nenzel		45	38	34	29	27	27	19	16	13	11
Rye Patch		49	41	37	31	29	29	20½	17	14	12
Imlay		57	48	42	37	34	34	20½	19	15	12
Mill City		57	48	42	37	34	34	20½	19	15	12
Winnemucca		72	61	50	45	41	41	25½	22	18	14
Golconda		78	66	55	49	45	45	27½	23	20	16
Battle Mountain		96	82	67	60	55	55	34½	29	24	19
Beowawe		108	92	76	68	57½	57½	38½	32	27	22
Palisade		115	96	81	69	57½	57½	41½	35	29	23
Carlin		115	96	84	69	57½	57½	43½	36	30	24
Elko		115	96	86	69	57½	57½	45	38	31	25
Halleck		130	111	91	81	69	69	46½	39	33	26
Deeth		134	114	94	84	73½	73½	47	40	33½	27
Wells		138	117	97	86	77	77	48	41	34½	28
Cobre		147	125	103	92	77	77	49½	44	35½	29
Montello		150	128	105	92	77	77	50	45	36	30
Tecoma		151	128	106	92	77	77	50½	45	36½	30
Fallon		13½	12	10	9	8	8	5½	5½	4½	4½
Lahontan		9	8	6½	6½	6	6	4½	3½	3½	3½
Churchill		27	23	19	18	16	16	9½	9½	7½	7½
Dayton		45	41	34	30	27	27	16½	15½	12½	12
Mound House		49½	45	37	32½	29	29	18	17	13½	12
Wabuska		36	32	27	24	21	21	13	12½	9½	9½
Schurz		63	56	46	40	36	36	20½	19½	15½	13
Thorne		78	66	55	49	45	45	20½	20½	15½	15½
Luning		86	73	60	54	49	49	23½	23	17	17
Mina		90	77	63	56	52	52	25½	24½	18½	18
Tonopah Junction		94	80	66	59	54	54	26½	26	19½	19
Candelaria		100	85	70	63	58	58	28½	28½	21½	20
Queen		108	92	76	68	62	62	32½	32	24	22
Between Parran, Nevada, and—											
Verdi		49	41	37	31	29	29	20½	17	14	12
Reno		45	38	34	29	27	27	19	16	13	11
Sparks		45	38	34	29	27	27	19	16	13	11
Wadsworth		37	32	28	25	22	22	16½	14	12	9
Fernley		30	27	23	20	18½	18½	10½	10	8	8
Hazen		22½	19	17	14	13	13	8	7½	6½	6½
Lovelock		30	27	23	20	18½	18½	10½	10	8	8
Nenzel		37	32	28	25	22	22	16½	14	12	9
Rye Patch		39	33	29	25	23	23	17	14	12	9
Imlay		47	40	36	30	28	28	20	16	14	11
Mill City		49	41	47	31	29	29	20½	17	14	12
Winnemucca		60	51	42	38	35	35	21½	19	15½	12
Golconda		70	60	49	44	39	39	24½	21	17½	14
Batte Mountain		86	73	60	54	49	49	30½	26	22	17
Beowawe		100	85	70	63	57½	57½	35½	30	25	20
Palisade		106	90	74	66	57½	57½	37½	31	27	21
Carlin		110	94	77	69	57½	57½	39½	33	28	22
Elko		115	96	83	69	57½	57½	43	35	30	24
Halleck		124	105	87	78	69	69	44½	37	31	25
Deeth		128	109	90	80	73½	73½	45½	38	32	26
Wells		131	111	92	82	75	75	46½	39	33	26
Cobre		141	120	99	98	77	77	48½	42	35	28

RATE IN CENTS PER 100 POUNDS

Between Parran, Nevada, and—	Class 1	2	3	4	5	A	B	C	D	E
Montello	145	123	102	91	77	77	49½	44	35½	29
Tecoma	147	125	103	92	77	77	49½	44	35⅔	29
Fallon	36	31	27	23	21	21	13	12½	9⅔	9⅔
Lahontan	31½	27	23	20	18½	18½	10½	10	8	8
Churchill	49½	42	36	32	29	29	17½	16⅔	13⅓	13⅓
Dayton	67½	60	50	43	39	39	20⅔	19½	15½	15½
Mound House	72	64	53	45	41	41	20⅔	19½	15½	15½
Wabuska	58½	51	44	38	34	34	20⅔	19½	15½	15½
Schurz	78½	70	57½	49½	47	47	20⅔	20½	15½	15½
Thorne	91½	81	71½	61½	57	57	23½	23	17	17
Luning	107	92	77	68	62	62	27½	26⅔	20½	20½
Mina	111	96	80	70	65	65	28½	28½	21⅓	21⅓
Tonopah Junction	113	99	83	73	67	67	29½	29½	22	22
Candelaria	122	104	87	77	71	71	33½	33	24⅔	24⅔
Queen	130	111	93	82	75	75	36½	36	27	27
Between Lovelock, Nevada, and—										
Verdi	66	56	46	41	37	37	22⅔	20	17	13
Reno	57	48	42	37	34	34	20⅔	19	15	12
Sparks	57	48	42	37	34	24	20⅔	19	15	12
Wadsworth	49	41	37	31	29	29	20⅔	17	14	12
Fernley	45	38	34	29	27	27	19	16	13	11
Hazen	41	34	31	27	24	24	18	14	12	10
Parran	30	27	23	20	18½	18½	10½	10	8	8
Huxley	27	23	19	18	16	16	9⅔	9⅔	7⅔	7⅔
Nenzel	13½	12	10½	9	8	8	5⅔	5⅔	4⅓	4⅓
Rye Patch	22½	19	17	14	13	13	8	7⅔	6⅓	6⅓
Humboldt	30	27	23	20	18½	18½	10½	10	8	8
Imlay	33	29	26	22	19	19	13	12	9⅔	9
Mill City	35	30	27	24	21	21	14½	13	11	9
Winnemucca	47	40	36	30	28	28	20	16	14	11
Golconda	53	45	40	34	32	32	20⅔	18	15	12
Battle Mountain	74	63	52	46	43	43	26⅔	22	19	15
Beowawe	86	73	60	54	49	49	30½	26	22	17
Palisade	94	80	66	59	54	54	33½	28	24	19
Carlin	96	82	67	60	55	55	34½	29	24	19
Elko	106	90	74	66	57½	57½	37½	31	27	21
Halleck	114	97	80	71	66	66	41	34	29	23
Deeth	118	100	83	74	68	68	43	35	30	24
Wells	124	105	87	78	71	71	44⅔	37	31	25
Cobre	133	113	93	83	76	76	46⅔	40	23	27
Montello	138	117	97	86	77	77	48	41	34½	28
Tecoma	139	118	97	87	77	77	48½	42	34⅔	28
Fallon	54½	46	41	36	32	32	20⅔	19½	15⅔	14⅔
Lahontan	50	42	37½	33½	30	30	20⅔	17⅔	15⅔	13⅓
Churchill	68	57	50	45	40	40	20⅔	20½	15⅔	15⅔
Dayton	84½	75	62½	53½	51	51	21⅔	20⅔	15⅔	15⅔
Mound House	89	79	68	59½	53	53	22⅔	22⅔	17	17
Wabuska	77	66	58	50½	45	45	20⅔	20⅔	15⅔	15⅔
Schurz	96	84½	74½	64	59	59	24⅔	23⅔	17⅔	17⅔
Thorne	111	99	86	76	69	69	28⅔	28⅔	21⅓	21⅓
Luning	121	107	91	81	73	73	32⅔	32⅔	24	24
Mina	123	108	94	83	76	74	33⅓	33	24⅔	24⅔
Tonopah Junction	127	112	97	86	77	74	35	34⅔	25⅔	25⅔
Candelaria	135	119	101	90	82	77	39	38½	28⅔	28⅔
Queen	140	121	107	95	81	76	41	40⅔	29⅔	29⅔
Between Nenzel, Nevada, and—										
Verdi	70	60	49	44	39	39	24⅔	21	17⅔	14
Reno	66	56	46	41	37	37	22⅔	20	17	13
Sparks	66	56	46	41	37	37	22⅔	20	17	13
Wadsworth	55	46	41	36	33	33	20⅔	19	15	12
Fernley	51	43	39	32	30	30	20⅔	18	15	12
Hazen	45	38	34	29	27	27	19	16	13	11
Parran	37	32	28	25	22	22	16⅔	14	12	9
Lovelock	13½	12	10½	9	8	8	5⅔	5⅔	4⅓	4⅓
Rye Patch	9	8	6	6½	6	6	4⅓	3⅔	3⅓	3⅓
Imlay	27	23	19	18	16	16	9⅔	9⅔	7⅔	7⅔
Mill City	30	27	23	20	18½	18½	10½	10	8	8
Winnemucca	41	34	31	27	24	24	18	14	12	10
Golconda	49	41	37	31	29	29	20⅔	17	14	12
Battle Mountain	68	58	48	43	38	38	23⅓	20	17	14
Beowawe	80	68	56	50	46	46	28	24	20	16
Palisade	88	75	62	25	51	51	31	26	22	18
Carlin	92	78	64	58	53	53	32½	28	23	18
Elko	100	85	70	63	57⅓	57½	35½	30	25	20
Halleck	108	92	76	68	62	62	38½	32	27	22
Deeth	114	97	80	71	66	66	41	34	29	23
Wells	120	102	84	75	69	69	43½	36	30	24
Cobre	130	111	91	81	75	75	46½	39	33	26
Montello	134	114	94	84	77	77	47	40	33⅔	27
Tecoma	136	116	95	85	77	77	47⅔	41	34	27
Fallon	58½	50	44	38	35	35	20⅔	20½	15⅔	15⅔
Lahontan	54	46	40½	35½	33	33	20⅔	19⅔	15⅔	14⅔

RATE IN CENTS PER 100 POUNDS

	Class 1	2	3	4	5	A	B	C	D	E
Between Nenzel, Nevada, and—										
Churchill	72	61	53	47	43	43	29½	20½	15½	15½
Dayton	90	79	68	59	54	54	23½	23	17	17
Mound House	94½	83	71	61½	56	56	24½	23½	17½	17½
Wabuska	81	70	61	53	48	48	21½	21½	16½	16½
Schurz	104	92	80	69	63	63	26½	25½	19	19
Thorne	115	103	89	78	72	72	30½	30	22½	22½
Luning	125	110	94	83	76	74	34½	34	25½	25½
Mina	128	112	97	85	77	74	35½	35	26½	26½
Tonopah Junction	131	115	100	88	79	76	36½	36½	27½	27½
Candelaria	140	122	104	92	83	78	41	40½	29½	29½
Queen	146	125	110	97	83	78	43½	42½	31	31
Between Rye Patch, Nevada, and—										
Verdi	74	63	52	46	43	43	26½	22	19	15
Reno	70	60	49	44	39	39	24½	21	17½	14
Sparks	68	58	48	43	38	38	23½	20	17	14
Wadsworth	60	51	42	38	35	35	21½	19	15½	12
Fernley	53	45	40	34	32	32	20½	18	15	12
Hazen	49	41	37	31	29	29	20½	17	14	12
Parran	39	33	29	25	23	23	17	14	12	9
Lovelock	22½	19	17	14	13	13	8	7½	6½	6½
Nenzel	9	8	6½	6½	6	6	4½	3½	3½	3½
Imlay	18	16	14½	12	11½	11½	7	6½	5½	5½
Mill City	22½	19	17	14	13	13	8	7½	6½	6½
Winnemucca	39	33	29	25	23	23	17	14	12	9
Golconda	45	38	34	29	27	27	19	16	13	11
Battle Mountain	63	53	44	40	36	36	21½	19	16	13
Beowawe	78	66	55	49	45	45	27½	23	20	16
Palisade	84	71	59	53	48	48	29½	25	21	17
Carlin	88	75	62	55	51	51	31	26	22	18
Elko	96	82	67	60	55	55	34½	29	24	19
Halleck	104	88	73	65	60	60	36½	31	26	21
Deeth	110	94	77	69	63	63	39½	33	28	22
Wells	118	100	83	74	68	68	43	35	30	24
Cobre	128	109	90	80	74	74	45½	38	32	26
Montello	131	111	92	82	75	75	46½	39	33	26
Tecoma	134	114	94	84	77	77	47	40	33½	27
Fallon	62½	53	47	40	37	37	20½	20½	15½	15½
Lahontan	58	49	43½	37½	35	35	20½	20½	15½	15½
Churchill	76	64	56	49	45	45	21½	20½	15½	15½
Dayton	91½	81	71	61	56	56	23½	23	17	17
Mound House	98½	86	74	63½	58	58	26½	25½	19	19
Wabuska	85	73	64	55	50	50	23½	23	17	17
Schurz	107	96	83	71	65	65	27½	26½	20½	20½
Thorne	119	106	92	80	74	72½	31½	31½	23½	23½
Luning	128	112	97	85	77	74	35½	35	26½	26½
Mina	130	113	100	87	78	75	36½	36	27	27
Tonopah Junction	133	116	103	90	79	76	37½	37	27½	27½
Candelaria	142	123	107	94	84	78	42	41½	30½	30½
Queen	148	127	113	98	84	79	44	43½	31½	31½
Between Imlay, Nevada, and—										
Verdi	82	70	57	51	47	47	28½	25	21	16
Reno	78	66	55	49	45	45	27½	23	20	16
Sparks	76	65	53	48	44	44	26½	23	19	15
Wadsworth	68	58	48	43	38	38	23½	20	17	14
Fernley	63	53	44	40	36	36	21½	19	16	13
Hazen	57	48	42	37	34	34	20½	19	15	12
Parran	47	40	36	30	28	28	20	16	14	11
Lovelock	33	29	26	22	19	19	13	12	9½	9
Nenzel	27	23	19	18	16	16	9½	9½	7½	7½
Rye Patch	18	16	14½	12	11½	11½	7	6½	5½	5½
MillCity	4½	4½	4½	4½	3½	3½	3½	3½	3½	3
Winnemucca	30	27	23	20	18½	18½	10½	10	8	8
Golconda	37	32	28	25	22	22	16½	14	12	9
Battle Mountain	55	46	41	36	33	33	20½	19	15	12
Beowawe	70	60	49	44	39	39	24½	21	17½	14
Palisade	78	66	55	49	45	45	27½	23	20	16
Carlin	80	68	56	50	46	46	28	24	20	16
Elko	90	77	63	56	52	52	31½	27	23	18
Halleck	98	83	69	61	56	56	35	29	25	20
Deeth	102	87	71	64	59	59	36½	31	26	20
Wells	110	94	77	69	63	63	39½	33	28	22
Cobre	123	105	86	77	71	71	44½	37	31	25
Montello	128	109	90	80	74	74	45½	38	32	26
Tecoma	129	110	90	81	74	74	45½	39	32	26
Fallon	70½	60	52	46	32	32	21½	21½	16½	16½
Lahontan	66	56	48½	43½	40	40	21½	20½	15½	15½
Churchill	84	71	61	55	50	50	24½	20½	17½	17½
Dayton	102	89	76	67	61	61	27½	26½	20½	20½
Mound House	106½	93	79	69½	63	63	33	27½	20½	20½
Wabuska	93	80	69	61	55	55	26½	25½	19	19
Schurz	113	101	88	77	70	70	29½	29½	22	22
Thorne	125	110	97	86	76	74	34½	34	25½	25½

RATE IN CENTS PER 100 POUNDS

Between Imlay, Nevada, and—	Class 1	2	3	4	5	A	B	C	D	E
Luning	133	116	102	91	76	76	37½	37	27½	27½
Mina	137	118	105	93	80	76	39½	39	28½	28½
Tonopah Junction	140	121	108	95	81	76	41	40¼	29½	29½
Candelaria	150	129	112	100	87	79	45½	45	32½	32½
Queen	153	130	118	104	87	81	45½	44½	32½	32½
Between Mill City, Nevada, and—										
Verdi	82	70	57	51	47	47	28½	25	21	16
Reno	78	66	55	49	45	45	27½	23	20	16
Sparks	78	66	55	49	45	45	27½	23	20	16
Wadsworth	70	60	49	44	39	39	24½	21	17½	14
Fernley	66	56	46	41	37	37	22½	20	17	13
Hazen	57	48	42	37	34	34	20½	19	15	12
Parran	49	41	37	31	29	29	20½	17	14	12
Lovelock	35	30	27	24	21	21	14½	13	11	9
Nenzel	30	27	23	20	18½	18½	10½	10	8	8
Rye Patch	22½	19	17	14	13	13	8	7½	6½	6½
Imlay	4½	4½	4½	4½	3½	3½	3½	3½	3½	3
Winnemucca	27	23	19	18	16	16	9½	9½	7½	7½
Golconda	35	30	27	24	21	21	14½	13	11	9
Battle Mountain	53	45	40	34	32	32	20½	18	15	12
Beowawe	68	58	48	43	38	38	23½	20	17	14
Palisade	76	65	53	48	44	44	26½	23	19	15
Carlin	78	66	55	49	45	45	27½	23	20	16
Elko	88	75	62	55	51	51	31	26	22	18
Halleck	96	82	67	60	55	55	34½	29	24	19
Deeth	100	85	70	63	58	58	35½	30	25	20
Wells	108	92	76	68	62	62	38½	32	27	22
Cobre	123	105	86	77	71	71	44½	37	31	25
Montello	126	107	88	79	72	72	45½	38	32	25
Tecoma	128	109	90	80	74	74	45½	38	32	26
Fallon	70½	60	52	46	42	42	22½	20½	17	16½
Lahontan	66	56	48½	43½	40	40	21½	21½	16½	15½
Churchill	84	71	61	55	50	50	25½	24½	18½	18½
Dayton	102	89	76	67	61	61	28	27½	20½	20½
Mound House	106½	93	79	69½	63	63	28½	28½	21½	21½
Wabuska	93	80	69	61	55	55	26½	26	19½	19½
Schurz	117	104	88	77	70	70	31	30½	23	23
Thorne	128	112	97	86	77	74	35½	35	26½	26½
Luning	135	117	102	91	79	76	38½	38	28½	28½
Mina	138	119	105	93	81	76	40	39½	29½	29½
Tonopah Junction	143	123	108	96	82	77	41½	41½	30½	30½
Candelaria	151	130	112	100	87	80	45½	45½	32½	32
Queen	154	131	118	104	87	81	45½	45	32½	32½
Between Golconda, Nevada, and—										
Verdi	102	87	71	64	57½	57½	36½	31	26	20
Reno	98	83	69	61	56	56	35	29	25	20
Sparks	96	82	67	60	55	55	34½	29	24	19
Wadsworth	88	75	62	55	51	51	31	26	22	18
Fernley	84	71	59	53	48	48	29½	25	21	17
Hazen	78	66	55	49	45	45	27½	23	20	16
Parran	70	60	49	44	39	39	24½	21	17½	14
Lovelock	53	45	40	34	32	32	20½	18	15	12
Nenzel	49	41	37	31	29	29	20½	17	14	12
Rye Patch	45	38	34	29	27	27	19	16	13	11
Imlay	37	32	28	25	22	22	16½	14	12	9
Mill City	35	30	27	24	21	21	14½	13	11	9
Winnemucca	18	16	14½	12	11½	11½	7	6½	5½	5½
Battle Mountain	35	30	27	24	21	21	14½	13	11	9
Beowawe	47	40	36	30	28	28	20	16	14	11
Palisade	55	46	41	36	33	33	20½	19	15	12
Carlin	57	48	42	37	34	34	20½	19	15	12
Elko	70	60	49	44	39	39	24½	21	17½	14
Halleck	78	66	55	49	45	45	27½	23	20	16
Deeth	82	70	57	51	47	47	28½	25	21	16
Wells	90	77	63	56	52	52	31½	27	23	18
Cobre	104	88	73	65	60	60	36½	31	26	21
Montello	112	95	78	70	64	64	40	34	28	22
Tecoma	114	97	80	71	66	66	41	34	29	23
Fallon	91½	78	65	58	53	53	29½	28½	22	20½
Lahontan	87	74	61½	55½	51	51	28½	26½	21½	19½
Churchill	105	89	74	67	61	61	31½	31½	23½	23½
Dayton	123	107	89	79	72	72	35	34½	25½	25½
Mound House	127½	111	92	81½	74	74	35½	35	26½	26½
Wabuska	114	98	82	73	66	66	33½	33	24½	24½
Schurz	133	116	101	89	79	76	37½	37	27½	27½
Thorne	145	124	110	98	83	77	43	42½	30½	30½
Luning	151	128	115	102	86	80	44½	44½	32	32
Mina	153	130	118	104	87	81	45½	44½	32½	32½
Tonopah Junction	155	132	120	105	88	81	45½	45½	33	33
Candelaria	162	139	125	111	92½	83	49	48½	35	35
Queen	163	139	127	107	88½	81	48	47½	34½	34½

RATE IN CENTS PER 100 POUNDS

Between Winnemucca and—	Class 1	2	3	4	5	A	B	C	D	E
Verdi	94	80	66	59	54	64	33½	28	24	19
Reno	90	77	63	56	52	52	31½	27	23	18
Sparks	90	77	63	56	52	52	31½	27	23	18
Wadsworth	82	70	57	51	47	47	28½	25	21	16
Fernley	78	66	55	49	45	45	27½	23	20	16
Hazen	72	61	50	45	41	41	25½	22	18	14
Parran	60	51	42	38	35	35	21½	19	15½	12
Lovelock	47	40	36	30	28	28	20	16	14	11
Nenzel	41	34	31	27	24	24	18	14	12	10
Rye Patch	39	33	29	25	23	23	17	14	12	9
Humboldt	33	29	26	22	19	19	13	12	9½	9
Imlay	30	27	23	20	18½	18½	10½	10	8	8
Mill City	27	23	19	18	16	16	9½	9½	7½	7½
Golconda	18	16	14½	12	11½	11½	7	6½	5½	5½
Valmy	35	30	27	24	21	21	14½	13	11	9
Battle Mountain	41	34	31	27	24	24	18	14	12	10
Beowawe	53	45	40	34	32	32	20½	18	15	12
Palisade	63	53	44	40	36	36	21½	19	16	13
Carlin	68	58	48	43	38	38	23½	20	17	14
Elko	76	65	53	48	44	44	26½	23	19	15
Halleck	84	71	59	53	48	48	29½	25	21	17
Deeth	90	77	63	56	52	52	31½	27	23	18
Wells	96	82	67	60	55	55	34½	29	24	19
Cobre	112	95	78	70	64	64	40	34	28	22
Montello	118	100	83	74	68	68	43	35	30	24
Tecoma	121	103	85	76	70	70	44	36	30	24
Fallon	85½	73	60	54	49	49	27½	26½	20½	18½
Lahontan	81	69	56½	51½	47	47	26½	25½	19½	17½
Churchill	99	84	69	63	57	57	29½	29½	22	21½
Dayton	117	102	84	75	68	68	32½	32½	24	24
Mound House	121½	106	87	77½	70	70	33½	33	24½	24½
Wabuska	108	93	77	69	62	62	31	30½	23	23
Schurz	127	112	96	85	77	74	35	34½	25½	25½
Thorne	137	118	105	94	80	76	39½	39	28½	28½
Luning	146	125	110	99	83	78	43½	42½	31	31
Mina	150	128	113	101	85	80	44½	44	32	32
Tonopah Junction	152	129	116	103	86	81	45	44½	32½	32½
Candelaria	159	136	120	108	91	83	48	47½	34½	34
Queen	160	136	124	107	88½	81	47½	46½	34	34
Between Battle Mountain and—										
Verdi	115	96	83	69	57½	57½	43	35	30	24
Reno	114	96	80	69	57½	57½	41	34	29	23
Sparks	112	95	78	69	57½	57½	40	34	28	22
Wadsworth	106	90	74	66	57½	57½	37½	31	27	21
Fernley	100	85	70	63	57½	57½	35½	30	25	20
Hazen	96	82	67	60	55	55	34½	29	24	19
Parran	86	73	60	54	49	49	30½	26	22	17
Lovelock	74	63	52	46	43	43	26½	22	19	15
Nenzel	68	58	48	43	38	38	23½	20	17	14
Rye Patch	63	53	44	40	36	36	21½	19	16	13
Imlay	55	46	41	36	33	33	20½	19	15	12
Mill City	53	45	40	34	32	32	20½	18	15	12
Winnemucca	41	34	31	27	24	24	18	14	12	10
Golconda	35	30	27	24	21	21	14½	13	11	9
Beowawe	30	27	23	20	18½	18½	10½	10	8	8
Palisade	37	32	28	25	22	22	16½	14	12	9
Carlin	41	34	31	27	24	24	18	14	12	10
Elko	49	41	37	31	29	29	20½	17	14	12
Halleck	57	48	42	37	34	34	20½	19	15	12
Deeth	66	56	46	41	37	37	22½	20	17	13
Wells	74	63	52	46	43	43	26½	22	19	15
Cobre	88	76	62	55	51	51	31	26	22	18
Montello	96	82	67	60	55	56	34½	29	24	19
Tecoma	98	83	69	61	56	56	35	29	25	20
Fallon	109½	94	77	69	63	63	36½	34½	27	23½
Lahontan	105	90	73½	66½	61	61	35½	32½	26½	22½
Churchill	123	105	86	78	71	71	37½	37	27½	26½
Dayton	140	121	101	90	81	76	41	40½	29½	29½
Mound House	145	124	104	92½	83	77	43	42½	30½	30½
Wabuska	132	114	94	84	76	76	40	39½	29½	28½
Schurz	148	127	113	100	84	79	44	43½	31½	31½
Thorne	155	132	120	105	88	81	45½	45½	33	33
Luning	160	136	124	107	88½	81	47½	46½	34	34
Mina	161	137	125	107	88½	81	47½	47½	34½	34½
Tonopah Junction	163	139	127	107	88½	81	48½	47½	34½	34½
Candelaria	170	145	132½	112	92½	83	51½	50½	36½	36½
Queen	168	143	127½	107	88½	81	49½	49½	35½	35½
Between Beowawe, Nevada, and—										
Verdi	115	96	86	69	57½	57½	45½	38	32	25
Reno	115	96	86	69	57½	57½	44½	37	31	25
Sparks	115	96	86	69	57½	57½	44½	37	31	25
Wadsworth	115	96	83	69	57½	57½	43	35	30	24
Fernley	114	96	80	69	57½	57½	41	34	29	23

RATE IN CENTS PER 100 POUNDS

Between Beowawe, Nevada, and—	Class 1	2	3	4	5	A	B	C	D	E
Hazen	108	92	76	68	57½	57½	38½	32	27	22
Parran	100	85	70	63	57½	57½	35½	30	25	20
Lovelock	86	73	60	54	49	49	30½	26	22	17
Nenzel	80	68	56	50	46	46	28	24	20	16
Rye Patch	78	66	55	49	45	45	27½	23	20	16
Imlay	70	60	49	44	39	39	24½	21	17½	14
Mill City	68	58	48	43	38	38	23½	20	17	14
Winnemucca	53	45	40	34	32	32	20½	18	15	12
Golconda	47	40	36	30	28	28	20	16	14	11
Battle Mountain	30	27	23	20	18½	18½	10½	10	8	8
Palisade	18	16	14½	12	11½	11½	7	6½	5½	5½
Carlin	27	23	19	18	16	16	9½	9½	7½	7½
Elko	37	32	28	25	22	22	16½	14	12	9
Halleck	45	38	34	29	27	27	19	16	13	11
Deeth	51	43	39	32	30	30	20½	18	15	12
Wells	57	48	42	37	34	34	20½	19	15	12
Cobre	76	65	53	48	44	44	26½	23	19	15
Montello	82	70	57	51	47	47	28½	25	21	16
Tecoma	84	71	59	53	48	48	29½	25	21	17
Fallon	121½	104	86	77	65½	65½	41	37½	29½	26½
Lahontan	117	100	82½	74½	63½	63½	40	35½	29½	25½
Churchill	135	115	95	86	73½	73½	43½	41½	31	29½
Dayton	152	129	110	98	84½	84½	45	44½	32½	32½
Mound House	153	130	113	100½	86½	81	45½	44½	32½	32½
Wabuska	144	124	103	92	78½	78½	44½	44	32	31½
Schurz	156	133	121	106	88½	81	46½	45½	33½	33½
Thorne	162	138	126	107	88½	81	48	47½	34½	34½
Luning	166	141	127½	107	88½	81	49½	48½	35½	35½
Mina	167	142	127½	107	88½	81	49½	49	35½	35½
Tonopah Junction	168	143	127½	107	88½	81	49½	49½	35½	35½
Candelaria	174	149	132½	112	92½	83	52½	52	37½	37½
Queen	171	146	127½	107	88½	81	50½	50	36½	36½
Between Palisade, Nevada, and—										
Verdi	115	96	86	69	57½	57½	46	38	33	26
Reno	115	96	86	69	57½	57½	45½	38	32	26
Sparks	115	96	86	69	57½	57½	45½	38	32	26
Wadsworth	115	96	86	69	57½	57½	44½	37	31	25
Fernley	115	96	84	69	57½	57½	43½	36	30	24
Hazen	115	96	81	69	57½	57½	41½	35	29	23
Parran	106	90	74	66	57½	57½	37½	31	27	21
Lovelock	94	80	66	59	54	54	33½	28	24	19
Nenzel	88	75	62	55	51	51	31	26	22	18
Rye Patch	84	71	59	53	48	48	29½	25	21	17
Imlay	78	66	55	49	45	45	27½	23	20	16
Mill City	76	65	53	48	44	44	26½	23	19	15
Winnemucca	63	53	44	40	36	36	21½	19	16	13
Golconda	55	46	41	36	33	33	20½	19	15	12
Battle Mountain	37	32	28	25	22	22	16½	14	12	9
Beowawe	18	16	14½	12	11½	11½	7	6½	5½	5½
Carlin	9	8	6½	6½	6	6	4½	3½	3½	3½
Elko	27	23	19	18	16	16	9½	9½	7½	7½
Halleck	39	33	29	25	23	23	17	14	12	9
Deeth	43	36	33	28	26	26	18	15	13	10
Wells	51	43	39	32	30	30	20½	18	15	12
Cobre	68	58	48	43	38	38	23½	20	17	14
Montello	76	65	53	48	44	44	26½	23	19	15
Tecoma	78	66	55	49	45	45	27½	23	20	16
Fallon	128½	108	91	78	65½	65½	44	40½	31½	27½
Lahontan	124	104	87½	75½	63½	63½	43½	38½	31	26½
Churchill	142	119	100	87	73½	73½	44½	44½	32	30½
Dayton	155	132	115	99	84½	81	45½	45½	33	33
Mound House	157	134	118	101½	86½	81	46½	46	33½	33½
Wabuska	151	128	108	93	78½	78½	45½	45	32½	32½
Schurz	159	135	124	107	88½	81	47	46½	33½	33½
Thorne	165	140	127½	107	88½	81	48½	48½	35	35
Luning	168	143	127½	107	88½	81	49½	49½	35½	35½
Mina	168	143	127½	107	88½	81	49½	49½	35½	35½
Tonopah Junction	169	144	127½	107	88½	81	50	49½	36	36
Candelaria	175	150	132½	112	92½	83	52½	52½	37½	37½
Queen	171½	146	127½	107	88½	81	50½	50½	36½	36½
Between Carlin, Nevada, and—										
Verdi	115	96	86	69	57½	57½	46	38	33½	27
Reno	115	96	86	69	57½	57½	46	38	33	26
Sparks	115	96	86	69	57½	57½	46	38	33	26
Wadsworth	115	96	86	69	57½	57½	45	38	31	25
Fernley	115	96	86	69	57½	57½	44½	37	31	25
Hazen	115	96	84	69	57½	57½	43½	36	30	24
Parran	110	94	77	69	57½	57½	39½	33	28	22
Lovelock	96	82	67	60	55	55	34½	29	24	19
Nenzel	92	78	64	58	53	53	32½	28	23	18
Rye Patch	88	75	62	55	51	51	31	26	22	18
Imlay	80	68	56	50	46	46	28	24	20	16

RATE IN CENTS PER 100 POUNDS

Between Carlin, Nevada, and—	Class	1	2	3	4	5	A	B	C	D	E
Mill City		78	66	55	49	45	45	27½	23	20	16
Winnemucca		68	58	48	43	38	38	23½	20	17	14
Golconda		57	48	42	37	34	34	20½	19	15	12
Battle Mountain		41	34	31	27	24	24	18	14	12	10
Beowawe		27	23	19	18	16	16	9½	9½	7½	7½
Palisade		9	8	6½	6½	6	6	4½	3½	3½	3½
Elko		22½	19	17	14	13	13	8	7½	6½	6½
Halleck		35	30	27	24	21	21	14½	13	11	9
Deeth		39	33	29	25	23	23	17	14	12	9
Wells		47	40	36	30	28	28	20	16	14	11
Cobre		63	53	44	40	36	36	21½	19	16	13
Montello		72	61	50	45	41	41	25½	22	18	14
Tecoma		74	63	52	46	43	43	26½	22	19	15
Fallon		128½	108	94	78	65½	65½	44½	41½	32	28½
Lahontan		124	104	90½	75½	63½	63½	44	39½	31½	27½
Churchill		142	119	103	87	73½	73½	45½	44½	32½	31½
Dayton		157	134	118	99	84½	81	46½	46	33½	33½
Mound House		159	135	121	101½	86½	81	47	46½	33½	33½
Wabuska		151	128	111	93	78½	78½	45½	45½	33	33
Schurz		161	137	125	107	88½	81	47½	47½	34½	34½
Thorne		166	141	127½	107	88½	81	49½	48½	35½	35½
Luning		169	144	127½	107	88½	81	50	49½	36	36
Mina		169	144	127½	107	88½	81	50	49½	36	36
Tonopah Junction		170	145	127½	107	88½	81	50½	50	36½	36½
Candelaria		175½	150	132½	112	92½	83	53	52½	37½	37½
Queen		172	146½	127½	107	88½	81	51	50½	36½	36½
Between Elko, Nevada, and—											
Verdi		115	96	86	69	57½	57½	46	38	34½	28
Reno		115	96	86	69	57½	57½	46	38	34	27
Sparks		115	96	86	69	57½	57½	46	38	34	27
Wadsworth		115	96	86	69	57½	57½	46	38	33	26
Fernley		115	96	86	69	57½	57½	45½	38	32	26
Hazen		115	96	86	69	57½	57½	45	38	31	25
Parran		115	96	83	69	57½	57½	43	35	30	24
Lovelock		106	90	74	66	57½	57½	37½	31	27	21
Nenzel		100	85	70	63	57½	57½	35½	30	25	20
Rye Patch		96	82	67	60	55	55	34½	29	24	19
Imlay		90	77	63	56	52	52	31½	27	23	18
Mill City		88	75	62	55	51	51	31	26	22	18
Winnemucca		76	65	53	48	44	44	26½	23	19	15
Golconda		70	60	49	44	39	39	24½	21	17½	14
Battle Mountain		49	41	37	31	29	29	20½	17	14	12
Beowawe		37	32	28	25	22	22	16½	14	12	9
Palisade		27	23	19	18	16	16	9½	9½	7½	7½
Carlin		22½	19	17	14	13	13	8	7½	6½	6½
Halleck		22½	19	17	14	13	13	8	7½	6½	6½
Deeth		30	27	23	20	18½	18½	10½	10	8	8
Wells		39	33	29	25	23	23	17	14	12	9
Cobre		53	45	40	34	32	32	20½	18	15	12
Montello		60	51	42	38	35	35	21½	19	15½	12
Tecoma		66	56	46	41	37	37	22½	20	17	13
Fallon		128½	108	96	78	65½	65½	45½	43½	33	29½
Lahontan		124	108	92½	75½	63½	63½	45½	41½	32½	28½
Churchill		142	119	105	87	73½	73½	46½	46½	33½	32½
Dayton		160	137	120	99	84½	81	48	47½	34½	34½
Mound House		163	139	123	101½	86½	81	48½	47½	34½	34½
Wabuska		151	128	113	93	78½	78½	47½	46½	34	34
Schurz		165	140	127½	107	88½	81	48½	48½	35	35
Thorne		168	143	127½	107	88½	81	49½	49½	35½	35½
Luning		170½	145	127½	107	88½	81	50½	50	36½	36½
Mina		171	146	127½	107	88½	81	50½	50	36½	36½
Tonopah Junction		171	146	127½	107	88½	81	50½	50	36½	36½
Candelaria		176½	151	132½	112	92½	83	53½	52½	38	38
Queen		172½	147	127½	107	88½	81	51	50½	36½	36½
Between Halleck, Nevada, and—											
Verdi		137½	115	101	82½	69	69	49½	43	35½	29
Reno		137½	115	99	82½	69	69	48½	42	35	28
Sparks		137½	115	99	82½	69	69	48½	42	35	28
Wadsworth		136	115	95	82½	69	68	47½	41	34	27
Fernley		133	113	93	82½	69	69	46½	40	33	27
Hazen		130	111	91	81	69	69	46½	39	33	26
Parran		124	105	87	78	69	69	44½	37	31	25
Lovelock		114	97	80	71	66	66	41	34	29	23
Nenzel		108	92	76	68	62	62	38½	32	27	22
Rye Patch		104	88	73	65	60	60	36½	31	26	21
Imlay		98	83	69	61	56	56	35	29	25	20
Mill City		96	82	67	60	55	55	34½	29	24	19
Winnemucca		84	71	59	53	48	48	29½	25	21	17
Golconda		78	66	55	49	45	45	27½	23	20	16
Battle Mountain		57	48	42	37	34	34	20½	19	15	12
Beowawe		45	38	34	29	27	27	19	16	13	11
Palisade		39	33	29	25	23	23	17	14	12	9

RATE IN CENTS PER 100 POUNDS

Between Halleck, Nevada, and—	Class 1	2	3	4	5	A	B	C	D	E
Carlin	35	30	27	24	21	21	14½	13	11	9
Elko	22½	19	17	14	13	13	8	7½	6½	6½
Deeth	13½	12	10½	9	8	8	5½	5½	4½	4½
Wells	27	23	19	18	16	16	9½	9½	7½	7½
Cobre	45	38	34	29	27	27	19	16	13	11
Montello	51	43	39	32	30	30	20½	18	15	12
Tecoma	55	46	41	36	33	33	20½	19	15	12
Fallon	143½	123	101	90	77	77	47	44½	33½	30½
Lahontan	139	119	97½	87½	75	75	46½	42½	33½	29½
Churchill	157	134	110	99	85	81	48	47½	34½	33½
Dayton	166	141	125	107	88½	81	49½	48½	35½	35½
Mound House	166	141	127½	107	88½	81	49½	48½	35½	35½
Wabuska	164	140	127	107	88½	81	48½	48	35	35
Schurz	167	142	127½	107	88½	81	49½	49	35½	35½
Thorne	170	145	127½	107	88½	81	50½	50	36½	36½
Luning	171½	146	127½	107	88½	81	50½	50½	36½	36½
Mina	172	146½	127½	107	88½	81	51	50½	36½	36½
Tonopah Junction	172	146½	127½	107	88½	81	51	50½	36½	36½
Candelaria	177½	152	132½	112	92½	83	53½	53	38½	38½
Queen	172½	147	127½	107	88½	81	51	50½	36½	36½
Between Deeth, Nevada, and—										
Verdi	146	122	103	88	73½	73½	49½	44	35½	29
Reno	145	122	102	88	73½	73½	49½	44	35½	29
Sparks	144	122	101	88	73½	73½	49½	43	35½	29
Wadsworth	139	118	97	87	73½	73½	48½	42	34½	28
Fernley	136	116	95	85	73½	73½	47½	41	34	27
Hazen	134	114	94	84	73½	73½	47	40	33½	27
Parran	128	109	90	80	73½	73½	45½	38	32	26
Lovelock	118	100	83	74	68	68	43	35	30	24
Nenzel	114	97	80	71	66	66	41	34	29	23
Rye Patch	110	94	77	69	63	63	39½	33	28	22
Imlay	102	87	71	64	59	59	36½	31	26	20
Mill City	100	85	70	63	58	58	35½	30	25	20
Winnemucca	90	77	63	56	52	52	31½	27	23	18
Golconda	82	70	57	51	47	47	28½	25	21	16
Battle Mountain	66	56	46	41	37	37	22½	20	17	13
Beowawe	51	43	39	32	30	30	20½	18	15	12
Palisade	43	36	33	28	26	26	18	15	13	10
Carlin	39	33	29	25	23	23	17	14	12	9
Elko	30	27	23	20	18½	18½	10½	10	8	8
Halleck	13½	12	10½	9	8	8	5½	5½	4½	4½
Wells	18	16	14½	12	11½	11½	7	6½	5½	5½
Cobre	39	33	29	25	23	23	17	14	12	9
Montello	47	40	36	30	28	28	20	16	14	11
Tecoma	49	41	37	31	29	29	20½	17	14	12
Fallon	147½	126	104	93	81½	81	48	45½	34½	31½
Lahontan	143	122	100½	90½	79½	79½	47½	43½	34	30½
Churchill	161	137	113	102	88½	81	48½	48	35	34½
Dayton	167	142	127½	107	88½	81	49½	49	35½	35½
Mound House	168	143	127½	107	88½	81	49½	49½	35½	35½
Wabuska	166	141	121	107	88½	81	49½	48½	35½	35½
Schurz	169	144	127½	107	88½	81	50	49½	36	36
Thorne	171	146	127½	107	88½	81	50½	50	36½	36½
Luning	172	146½	127½	107	88½	81	51	50½	36½	36½
Mina	172½	147	127½	107	88½	81	51	50½	36½	36½
Tonopah Junction	172½	147	127½	107	88½	81	51	50½	36½	36½
Candelaria	177½	152	132½	112	92½	83	53½	53	38½	38½
Queen	172½	147	127½	107	88½	81	51	50½	36½	36½
Between Wells, Nevada, and—										
Verdi	150	128	105	92	77	77	50	45	36	30
Reno	148	126	104	92	77	77	49½	44	35½	30
Sparks	148	126	104	92	77	77	49½	44	35½	30
Wadsworth	144	122	101	90	77	77	49½	43	35½	29
Fernley	141	120	99	88	77	77	48½	42	35	28
Hazen	138	117	97	86	77	77	48	41	34½	28
Parran	131	111	92	82	75	75	46½	39	33	26
Lovelock	124	105	87	78	71	71	44½	37	31	25
Nenzel	120	102	84	75	69	69	43½	36	30	24
Rye Patch	118	100	83	74	68	68	43	35	30	24
Imlay	110	94	77	69	63	63	39½	33	28	22
Mill City	108	92	76	68	62	62	38½	32	27	22
Winnemucca	96	82	67	60	55	55	34½	29	24	19
Golconda	90	77	63	56	52	52	31½	27	23	18
Battle Mountain	74	63	52	46	43	43	26½	22	19	15
Beowawe	57	48	42	37	34	34	20½	19	15	12
Palisade	51	43	39	32	30	30	20½	18	15	12
Carlin	47	40	36	30	28	28	20	16	14	11
Elko	39	33	29	25	23	23	17	14	12	9
Halleck	27	23	19	18	16	16	9½	9½	7½	7½
Deeth	18	16	14½	12	11½	11½	7	6½	5½	5½
Cobre	33	29	26	22	19	19	13	12	9½	9
Montello	39	33	29	25	23	23	17	14	12	9
Tecoma	43	36	33	28	26	26	18	15	13	10

RATE IN CENTS PER 100 POUNDS

Between Wells, Nevada, and—	Class	1	2	3	4	5	A	B	C	D	E
Fallon		151½	129	107	95	85	81	49½	46½	35½	32½
Lahontan		147	125	103½	92½	83	81	48½	44½	35	31½
Churchill		165	140	116	104	88½	81	49½	49	35½	35½
Dayton		169	144	127½	107	88½	81	50	49½	36	36
Mound House		170	145	127½	107	88½	81	50½	50	36½	36½
Wabuska		168	143	124	107	88½	81	49½	49½	35½	35½
Schurz		170½	145	127½	107	88½	81	50½	50	36½	36½
Thorne		172	146½	127½	107	88½	81	51	50½	36½	36½
Luning		172½	147	127½	107	88½	81	51	50½	36½	36½
Mina		172½	147	127½	107	88½	81	51	50½	36½	36½
Tonopah Junction		172½	147	127½	107	88½	81	51	50½	36½	36½
Candelaria		177½	152	132½	112	92½	83	53½	53	38½	38½
Queen		172½	147	127½	107	88½	81	51	50½	36½	36½
Between Cobre, Nevada, and—											
Verdi		154	128	111	92	77	77	50½	47	36½	32
Reno		154	128	109	92	77	77	50½	47	36½	31
Sparks		154	128	109	92	77	77	50½	47	36½	31
Wadsworth		152	128	106	92	77	77	50½	46	36½	30
Fernley		149	127	104	92	77	77	50	45	36	30
Hazen		147	125	103	92	77	77	49½	44	35½	29
Parran		141	120	99	83	77	77	48½	42	35	28
Lovelock		133	113	93	83	76	76	46½	40	33	27
Nenzel		130	111	91	81	75	75	46½	39	33	26
Rye Patch		128	109	90	80	74	74	45½	38	32	26
Imlay		123	105	86	77	71	71	44½	37	31	25
Mill City		123	105	86	77	71	71	44½	37	31	25
Winnemucca		112	95	78	70	64	64	40	34	28	22
Golconda		104	88	73	65	60	60	36½	31	26	21
Battle Mountain		88	75	62	55	51	51	31	26	22	18
Beowawe		76	65	53	48	44	44	26½	23	19	15
Palisade		68	58	48	43	38	38	23½	20	17	14
Carlin		63	53	44	40	36	36	21½	19	16	13
Elko		53	45	40	34	32	32	20½	18	15	12
Halleck		45	38	34	29	27	27	19	16	13	11
Deeth		39	33	29	25	23	23	17	14	12	9
Wells		33	29	26	22	19	19	13	12	9½	9
Montello		18	16	14½	12	11½	11½	7	6½	5½	5½
Tecoma		22½	19	17	14	13	13	8	7½	6½	6½
Fallon		160½	137	113	101	85	81	50	49½	36	33½
Lahontan		156	133	109½	98½	83	81	50	49½	36	32
Churchill		170½	145	127½	107	88½	81	50½	50	36½	36½
Dayton		171½	146	127½	107	88½	81	50½	50½	36½	36½
Mound House		171½	146	127½	107	88½	81	50½	50½	36½	36½
Wabuska		171	146	127½	107	88½	81	50½	50	36½	36½
Schurz		172	146½	127½	107	88½	81	51	50½	36½	36½
Thorne		172½	147	127½	107	88½	81	51	50½	36½	36½
Luning		172½	147	127½	107	88½	81	51	50½	36½	36½
Mina		172½	147	127½	107	88½	81	51	50½	36½	36½
Tonopah Junction		172½	147	127½	107	88½	81	51	50½	36½	36½
Candelaria		177½	152	132½	112	92½	83	50½	53	38½	38½
Queen		172½	147	127½	107	88½	81	51	50½	36½	36½
Between Montello, Nevada, and—											
Verdi		154	128	113	92	77	77	51	48	36½	32
Reno		154	128	111	92	77	77	51	48	36½	32
Sparks		154	128	111	92	77	77	51	48	36½	32
Wadsworth		154	128	109	92	77	77	50½	47	36½	31
Fernley		152	128	106	92	77	77	50½	46	36½	30
Hazen		150	128	105	92	77	77	50	45	36	30
Parran		145	123	102	91	77	77	49½	44	35½	29
Lovelock		138	117	97	86	77	77	48	41	34½	28
Nenzel		134	114	94	84	77	77	47	40	33½	27
Rye Patch		131	111	92	82	75	75	46½	39	33	26
Imlay		128	109	90	80	74	74	45½	38	32	26
Mill City		126	107	88	79	72	72	45½	38	32	25
Winnemucca		118	100	83	74	68	68	43	35	30	24
Golconda		112	95	78	70	64	64	40	34	28	22
Battle Mauntain		96	82	67	60	55	55	34½	29	24	19
Beowawe		82	70	57	51	47	47	28½	25	21	16
Palisade		76	65	53	48	44	44	26½	23	19	15
Carlin		72	61	50	45	41	41	25½	22	18	14
Elko		60	51	42	38	35	35	21½	19	15½	12
Halleck		51	43	39	32	30	30	20½	18	15	12
Deeth		47	40	36	30	28	28	20	16	14	11
Wells		39	33	29	25	23	23	17	14	12	9
Cobre		18	16	14½	12	11½	11½	7	6½	5½	5½
Tecoma		9	8	6½	6½	6	6	4½	3½	3½	3½
Fallon		163½	140	115	101	85	81	50½	50	36½	34½
Lahontan		159	136	111½	98½	83	81	50½	48½	36½	33½
Churchill		171	146	124	107	88½	81	50½	50	36½	36½
Dayton		172	146½	127½	107	88½	81	51	50½	36½	36½
Mound House		172½	147	127½	107	88½	81	51	50½	36½	36½
Wabuska		171½	146	127½	107	88½	81	50½	50½	36½	36½
Schurz		172½	147	127½	107	88½	81	51	50½	36½	36½

RATE IN CENTS PER 100 POUNDS

Between Montello, Nevada, and—	Class	1	2	3	4	5	A	B	C	D	E
Thorne		172½	147	127½	107	88½	81	51	50½	36½	36½
Luning		172½	147	127½	107	88½	81	51	50½	36½	36½
Mina		172½	147	127½	107	88½	81	51	50½	36½	36½
Tonopah Junction		172½	147	127½	107	88½	81	51	50½	36½	36½
Candelaria		177½	152	132½	112	92½	83	53½	53	38½	38½
Queen		172½	147	127½	107	88½	81	51	50½	36½	36½
Between, Tecoma, Nevada, and—											
Verdi		154	128	113	92	77	77	51	49	36½	32
Reno		154	128	112	92	77	77	51	48	36½	32
Sparks		154	128	112	92	77	77	51	48	36½	32
Wadsworth		154	128	109	92	77	77	50½	47	36½	31
Fernley		154	128	108	92	77	77	50½	46	36½	31
Hazen		151	128	106	92	77	77	50½	45	36½	30
Parran		147	125	103	92	77	77	49½	44	35½	29
Lovelock		139	118	97	87	77	77	48½	42	34½	28
Nenzel		136	116	95	85	77	77	47½	41	34	27
Rye Patch		134	114	94	84	77	77	47	40	33½	27
Imlay		129	110	90	81	74	74	45½	39	32	26
Mill City		128	109	90	80	74	74	45½	38	32	26
Winnemucca		121	103	85	76	70	70	44	36	30	24
Golconda		114	97	80	71	66	66	41	34	29	23
Battle Mountain		98	83	69	61	56	56	35	29	25	20
Beowawe		84	71	59	53	48	48	29½	25	21	17
Palisade		78	66	55	49	45	45	27½	22	20	16
Carlin		74	63	52	46	43	43	26½	22	19	15
Elko		66	56	46	41	37	37	22½	20	17	13
Halleck		55	46	41	36	33	33	20½	19	15	12
Deeth		49	41	37	31	29	29	20½	17	14	12
Wells		43	36	33	28	26	26	18	15	13	10
Cobre		22½	19	17	14	13	13	8	7½	6½	6½
Montello		9	8	6½	6½	6	6	4½	3½	3½	3½
Fallon		164½	140	116	101	85	81	50½	50	36½	34½
Lahontan		160	136	112½	98½	83	81	50½	48½	36½	33½
Churchill		171½	146	125	107	88½	81	50½	50½	36½	36½
Dayton		172½	147	127½	107	88½	81	51	50½	36½	36½
Mound House		172½	147	127½	107	88½	81	51	50½	36½	36½
Wabuska		172½	147	127½	107	88½	81	51	50½	36½	36½
Schurz		172½	147	127½	107	88½	81	51	50½	36½	36½
Thorne		172½	147	127½	107	88½	81	51	50½	36½	36½
Luning		172½	147	127½	107	88½	81	51	50½	36½	36½
Mina		172½	147	127½	107	88½	81	51	50½	36½	36½
Tonopah Junction		172½	147	127½	107	88½	81	51	50½	36½	36½
Candelaria		177½	152	132½	112	92½	83	53½	53	38½	38½
Queen		172½	147	127½	107	88½	81	51	50½	36½	36½

On June 26, 1913, and July 24, 1913, supplemental orders were entered, which read as follows:

SUPPLEMENTAL ORDER

By the Commission:

It appearing to the Commission that there are certain errors in Schedule A, annexed to and made a part of the order in this proceeding on rehearing, entered June 18, 1913, it is, therefore,

Further ordered: That the rates set forth in the schedule hereto annexed, marked "Schedule B," and made a part of this supplemental order, be substituted for the rates named between the same points in Schedule A, annexed to and made a part of the order entered on June 18, 1913; the remaining rates named in said Schedule A to be wholly unaffected by this supplemental order.

It is further ordered: That the rates prescribed by this supplemental order shall be made effective on or before July 1, 1913.

[SEAL]
Dated June 26, 1913.

RAILROAD COMMISSION OF NEVADA,
By E. H. WALKER, *Secretary.*

SCHEDULE B

RATE IN CENTS PER 100 POUNDS

Between—	Class	1	2	3	4	5	A	B	C	D	E
Sparks and Queen		108	92	76	68	62	62	38½	32	27	22
Fernley and Lahontan		22½	19	17	14	13	13	8	7½	6½	6½
Fernley and Candelaria		100	85	70	63	58	58	32½	30	23½	20
Fernley and Luning		86	73	60	54	49	49	26½	25½	19	17
Hazen and Winnemucca		72	61	50	45	41	41	25½	22	18	14
Hazen and Halleck		130	111	91	81	69	69	46½	39	33	26
Lovelock and Candelaria		135	118	101	90	82	77	39	38½	28½	28½
Imlay and Mound House		106½	93	79	69½	63	63	28	27½	20½	20½
Imlay and Luning		133	116	102	91	79	76	37½	37	27½	27½
Imlay and Candelaria		150	129	112	100	87	79	45½	45	32½	32½
Mill City and Fallon		70½	60	52	46	42	42	22½	22½	17	16½
Mill City and Thorne		128	112	97	86	77	74	35½	35	26½	26½
Halleck and Golconda		78	66	55	49	45	45	27½	23	20	16
Cobre and Candelaria		177½	152	132½	112	92½	83	53½	53	38½	38½
Tecoma and Wabuska		172	146½	127½	107	88½	81	51	50½	36½	36½

SECOND SUPPLEMENTAL ORDER

By the Commission:

It appearing to the Commission that there are certain errors in Schedules A and B, annexed to and made parts of the former orders in this proceeding, entered June 18, 1913, and June 26, 1913, it is, therefore,

Further ordered: That the rates set forth in the schedule hereto annexed, marked "Schedule C," and made a part of this second supplemental order, be substituted for the rates named between the same points in Schedules A and B, annexed to and made parts of the orders entered on June 18, 1913, and June 26, 1913; the remaining rates named in said Schedules A and B to be wholly unaffected by this second supplemental order.

It is further ordered: That the rates prescribed by this second supplemental order shall be made effective on or before August 15, 1913.

[SEAL] RAILROAD COMMISSION OF NEVADA,
Dated July 24, 1913. By E. H. WALKER, *Secretary.*

SCHEDULE C

RATE IN CENTS PER 100 POUNDS

Between—	*Class*	*1*	*2*	*3*	*4*	*5*	*A*	*B*	*C*	*D*	*E*
Imlay and Fallon		70½	60	52	46	42	42	21½	21½	16½	16½
Imlay and Candelaria		150	129	112	100	87	79	45½	45	32	32
Winnemucca and Cobre		112	95	78	70	62	62	40	34	28	22
Winnemucca and Montello		118	100	83	74	62	62	43	35	30	24
Winnemucca and Tecoma		121	103	85	74	62	62	44	36	30	24
Golconda and Cobre		104	88	73	65	57½	57½	36½	31	26	21
Golconda and Montello		112	95	78	69	57½	57½	40	34	28	22
Golconda and Tecoma		114	96	80	69	57½	57½	41	34	29	23
Halleck and Wabuska		164	140	118	107	88½	81	48½	48	35	35
Cobre and Winnemucca		112	95	78	70	62	62	40	34	28	22
Cobre and Golconda		104	88	73	65	57½	57½	36½	31	26	21
Cobre and Lahontan		156	133	109½	98½	83	81	50	47½	36	32
Cobre and Churchill		170½	145	124	107	88½	81	50½	50	36½	36½
Montello and Winnemucca		118	100	83	74	62	62	43	35	30	24
Montello and Golconda		112	95	78	69	57½	57½	40	34	28	22
Tecoma and Winnemucca		121	103	85	74	62	62½	44	36	30	24
Tecoma and Golconda		114	96	80	69	57½	57½	41	34	29	23

The rates as prescribed in the Commission's order of June 18, 1913, and its supplemental order of June 26, 1913, were put into effect July 1, 1913, and, upon stipulation being filed by the Commission's attorneys and counsel for the Southern Pacific Company, the cases pending in the United States Court were dismissed.

The reductions made effective in this order amounted to 25 per cent on freight moving under class rates over the Southern Pacific Company's lines in Nevada, or approximately $30,000 per year. The reductions in the rates from Reno to points south on the Nevada and California Branch of the Southern Pacific Company, and which automatically reduced the rates to Tonopah and Goldfield points, practically opened a new market to the merchants of Reno, as heretofore they were unable to meet California competition to those points, except on a very few commodities, for the reason that the freight rates were adjusted in such manner that California shippers had a great advantage. Under the new adjustment, the city of Reno is given an even chance with the California cities, which opens a large field for new business.

Case No. 155—Passenger Rates on the Southern Pacific Company in Nevada.

This case, entitled *Railroad Commission of Nevada* v. *Southern Pacific Company*, was decided by the Commission November 9, 1912, Chairman Bartine dissenting, ordering a reduction in the defendant company's passenger fares from 5 cents per mile on the Nevada and California Railway Branch and 4 cents per mile on the main line in Nevada, to a flat 3-cent per mile rate on the company's system in Nevada, with the exception of that portion of the same which is narrow-gage, running from Mina south to the California state line. The new rates were ordered effective on or before February 25, 1913.

Prior to the time the Commission's order should have taken effect the Southern Pacific Company brought proceedings in the United States District Court of Nevada to have the order set aside, and a temporary restraining order was issued to the Commission by the court, pending the hearing on the motion for an injunction *pendente lite*.

The case came up before the court, Judge Farrington presiding, on the motion for an injunction *pendente lite*. The Commission was represented by Attorney-General Thatcher, and C. W. Durbrow, H. C. Booth, and G. S. Brown appeared for the Southern Pacific Company.

The court entered its opinion and order on the motion in July, 1913, and issued an injunction *pendente lite* against the Commission, on the grounds that the order was broader than the issues, and that material data had been considered on which the Commission's order was largely based, which had not been admitted as evidence.

The court's opinion and order read as follows:

[No. A-2]

IN THE DISTRICT COURT OF THE UNITED STATES IN AND FOR THE DISTRICT OF NEVADA

SOUTHERN PACIFIC COMPANY (a Corporation), *Complainant*,

v.

H. F. BARTINE, ET AL., *Defendants*.

Appearances:

C. W. Durbrow, Henley C. Booth, and George S. Brown (W. F. Herrin, of Counsel), Solicitors for Complainant.

Geo. B. Thatcher, Attorney-General of the State of Nevada, Solicitor for Defendants.

OPINION

FARRINGTON, *District Judge:*

The Southern Pacific Company has filed its bill in this court to enjoin the enforcement of an order made by the Railroad Commission of Nevada, reducing local one-way passenger fares from 4 cents a mile on its main line, and from 5 cents a mile on its standard-gage branch lines within this State, to 3 cents a mile.

Complainant pleads that the order directly, and by its necessary operation, interferes with and burdens interstate commerce; that it reduces the revenues of the company to such an extent as to be confiscatory, and is arbitrary, unjust and unreasonable; that the statute under which the order was made is unconstitutional because of the excessive penalties imposed upon railroad companies failing to obey orders of the Commission; that the order is beyond the issues raised in the citation and framed by the Commission at the opening of the proceedings held before that body; and, finally, the order itself is not supported by, and is contrary to the evidence.

It is further contended that the order, if enforced, will work irreparable injury to complainant in this, it will require at least $5,500 to print tariffs to comply with the order of the Commission, the orders of the Interstate Commerce Commission, and the interstate commerce law; that it will require the Southern Pacific Company to reduce its interstate rates; that the company will be compelled to arrange divisions with its eastern connections, and, in the event the order is not sustained on final hearing, the company will be obliged to appear before the Interstate Commerce Commission, and ask leave to raise the interstate rates to their former basis; and that it will be impossible to recover from passengers the difference between the rates now charged and the rates which they will pay under the order.

As to the objection that the penalties prescribed by the statute are excessive, complainant declares that it relies thereon only as it bears on the claim of irreparable injury.

It is admitted that the question of interference with interstate commerce is foreclosed by the recent decision of the Supreme Court in the Minnesota rate case; that the only showing of confiscation set out in the bill, or which complainant is prepared to make, is by a method which in the same decision has been disapproved. The questions of confiscation and interference with interstate commerce must therefore for the present be laid aside.

Complainant now contends that, notwithstanding the elimination of all questions of confiscation and interference with interstate commerce, it is still entitled to an injunction *pendente lite* because the order is void, in that it is beyond the issues defined by the Commission, and is unsupported by and contrary to the evidence which was before the Commission and which they could properly take into consideration.

The proceedings were commenced by the Commission on its own initiative. There were no formal pleadings. A citation was issued and served on the Southern Pacific Company. So far as material it reads as follows:

It appearing to this Commission that your entire schedule of intrastate passenger fares, within the State of Nevada, may be unreasonable and unjustly discriminatory, and that investigation thereof should be made, you are hereby notified that upon the 12th day of July, 1911, at 11 o'clock a. m., an investigation of said schedule of rates and the whole thereof will be had for the purpose of determining the reasonableness of said fares and rates and whether they are unjustly discriminatory. You are therefore formally cited to appear at said investigation and take such part therein as you may deem proper.

This proceeding will be had under the provisions of subdivision b of section 12 of the railroad commission law of the State of Nevada.

At the hearing the issues were framed and defined by the Commission in a colloquy which reads thus:

Mr. Squires: * * * We are to combat the proposition that a 3-cent fare is what is in your mind.

Chairman Bartine: And also understand that we are not formally committed to that proposition.

Mr. Squires: We are to meet the proposition that a 3-cent rate on the main line of the Southern Pacific would be, in our view, unfair, and assuming that the Commission desires to get information upon that subject.

Chairman Bartine: Of course you also understand, Mr. Squires, that even if we had fixed upon a 3-cent rate absolutely, we should not feel bound by that. If the investigation showed that a 3½-cent rate would be fair, you understand. * * *

Mr. Squires: We will direct our testimony to that point, that a 3-cent rate is the one desired by the Commission. If Mr. Fee will be sworn——

Chairman Bartine: One moment. Commissioner Shaughnessy suggests that inasmuch as the citation refers to your entire schedule of passenger fares in this State, that of course would include the Nevada and California where you have a 5-cent schedule. You should direct your evidence in showing why that 5-cent rate should not be reduced to 4.

Mr. Squires: That may require the compilation of some further statistics. Mr. Fee will, of course, go over that in his testimony. * * * Q. I will ask you now to state to the Commission your views with reference to that situation, keeping in mind that the proposition here is to reduce the passenger fares on the main line and on the Nevada and California line to 3 cents per mile. State it in your own way and follow the situation out logically as you choose for their information.

Chairman Bartine: That is, 3 cents on the main line and 4 cents on the Nevada and California.

Mr. Squires: Three cents on the main line and 4 cents on the Nevada and California.

Thus the Southern Pacific Company was required to show why its rates should not be reduced on all its intrastate passenger business conducted over the main line from a 4-cent to a 3-cent rate; and over the Nevada and California line from a 5-cent to a 4-cent rate. That was the issue framed by the Commission itself. Nowhere in the record prior to the entry of the order complained of is there a suggestion of any other, or that any reduction on branch lines below a 4-cents-per-mile rate was contemplated, or that branch-line rates below 4 cents per mile were deemed to be unreasonable. The order of the Commission, however, rendered January 24, 1913, required the company to "collect and receive for the transportation of local one-way passengers between points on the main line and the standard-gage branch lines of the Southern Pacific Company within Nevada, local one-way passenger fares that will not exceed 3 cents a mile."

The hearing, both as to the law and evidence, was limited to the issue thus framed. No valid order could be broader than that issue. One holding the contrary might with equal propriety uphold a judgment for $500 where an indebtedness of but $400 was alleged. The order of the Commission was broader than the issue. (*Oregon Navigation Co.* v. *Fairchild*, 224 U. S. 510, 524.)

On the hearing before the Commission there was no testimony except that of the carriers. The Southern Pacific Company contended that volume of traffic and density of population were the controlling factors in fixing intrastate passenger rates, and to the application of this idea its testimony was mainly directed.

This contention was exhaustively investigated by the Commission, and in attempting to refute it a considerable amount of data gathered from statistics published under the authority of the Interstate Commerce Commission, but not introduced in evidence, was made use of by the Commission, and is recited in its opinion. This data was clearly relevant and material, had it been admitted as evidence.

The act of fixing a passenger rate is a legislative function, and this is true of the rate in question. The powers of the Commission, however, are not so broad as those of the Legislature. When a rate is fixed by the Railroad Commission of Nevada, it must be in the manner pointed out by the statute. The Commission has no power to act in any other way; it has no authority save that conferred by the statute.

Under the Nevada statute a new rate can be fixed and ordered by the Commission only after the old rate has been investigated and found to be unreasonable, or unjustly discriminatory. Such an investigation must be preceded by notice, and the notice must specify the rate to be investigated. The burden is upon the party attacking any established rate to show that it is unreasonable. The carrier is entitled to be heard at the time and place fixed for the investigation, to have process to compel the attendance of witnesses, and to introduce evidence in explanation or rebuttal of that offered. If the Commission may consider data which never has been introduced in evidence, and of which the carrier has received no notice, how can it be either explained or refuted? And of what avail is the right of cross-examination and the right to offer testimony on matters material to the investigation? Under such circumstances an investigation is of little use, and it is far from conforming to our ideals of either judicial or fair investigation.

In this connection I cannot do better than to quote the language of Mr. Justice Lamar in the case of *Interstate Commerce Commission* v. *Louisville and Nashville R. R. Co.*, 227 U. S. 88, 92:

> Under the statute the carrier retains the primary right to make rates, but if, after hearing, they are shown to be unreasonable, the Commission may set them aside and require the substitution of just for unjust charges. The Commission's right to act depends upon the existence of this fact, and if there was no evidence to show that the rates were unreasonable, there was no jurisdiction to make the order. (*Int. Com. Comm.* v. *Northern Pacific Ry.*, 216 U. S. 538, 544.) In a case like the present the courts will not review the Commission's conclusions of fact (*Int. Com. Comm.* v. *Delaware Ry.*, 220 U. S. 235, 251) by passing upon the credibility of witnesses, or conflicts in the testimony. But the legal effect of evidence is a question of law. A finding without evidence is beyond the power of the Commission. An order based thereon is contrary to law and must, in the language of the statute, be set aside by a court of competent jurisdiction. (36 Stat. 551.)
>
> The Government further insists that the commerce act (36 Stat. 743) requires the Commission to obtain information necessary to enable it to perform the duties and carry out the objects for which it was created, and having been given legislative power to make rates it can act, as could Congress, on such information, and therefore its findings must be presumed to have been supported by such information, even though not formally proved at the hearing. But such a construction would nullify the right to a hearing, for manifestly there is no hearing when the party does not know what evidence is offered or considered and is not given an opportunity to test, explain or refute. The information gathered under the provisions of section 12 may be used as a basis for instituting prosecutions for violation of the law, and for many other purposes, but is not available, as such, in cases where the party is entitled to a hearing. The Commission is an administrative body and, even where it acts in a *quasi*-judicial capacity, is not limited by the strict rules as to the admissibility of evidence, which prevail in suits between private parties. (*Int. Com. Comm.* v. *Baird*, 194 U. S. 25.) But the more liberal the practice in admitting testimony, the more imperative the obligation to preserve the essential rules of evidence by which rights are asserted or defended. In such cases the Commissioners cannot act upon their own information as could jurors in primitive days. All parties must be fully apprised of the evidence submitted or to be considered, and must be given opportunity to cross-examine witnesses, to inspect documents and to offer evidence in explanation or rebuttal. In no other way can a party maintain its rights or make its defense. In no other way can it test the sufficiency of the facts to support the finding; for otherwise, even though that it appeared that the order was without evidence, the manifest deficiency could always be explained on the theory that the Commission had before it extraneous unknown, but presumptively sufficient, information to support the finding. (*U. S.* v. *Baltimore R. R.*, 226 U. S. 14.)

It is unnecessary to consider the objection that the order is not supported by the evidence. The order is clearly broader than the issue, and material data considered by the Commission, and on which its order is largely based, was not admitted in evidence. For this reason, without passing on the reasonableness or

the unreasonableness of the rates fixed, and because the evidence sufficiently established the probability of irreparable injury, the injunction now in force will be continued pending the suit.

Since the rendering of the foregoing opinion by the court, the Commission has rescinded the original order and the case in court has been dismissed.

Case No. 170—Minimum Weights on Hay, Carloads, Alvord, Cal., to Mina, Nevada.

This case, entitled *The Mina Mercantile Company* v. *Southern Pacific Company*, is fully set forth in the Commission's Fifth Annual Report, and during the year 1913 complainant secured reparation on the shipments referred to.

Case No. 181—Switching Charges at Goldfield.

This case, entitled *Petition of the Las Vegas and Tonopah Railroad Company and Tonopah and Goldfield Railroad Company*, the details of which are fully set forth in the Commission's Fifth Annual Report, is still pending before the Commission at the time of closing this report.

Case No. 194—Switching Charges at Thompson.

Case No. 194, entitled *Mason Valley Mines Company* v. *Nevada Copper Belt Railroad Company*, which was still pending at the time of closing the Commission's Fifth Annual Report, has been consolidated with Case No. 225, which bears the same title and relates to the same subject.

Case No. 202—Various Commodity Rates Between Points on the Tonopah and Goldfield Railroad.

Case No. 202, entitled *Railroad Commission of Nevada* v. *Tonopah and Goldfield Railroad Company*, the details of which are fully set forth in the Fifth Annual Report of the Commission, was disposed of during the year 1913, the defendant company publishing and making effective a new tariff in accordance with the Commission's requirements.

Case No. 204—Cost of Making Improvements on Spur Track of Nevada Gas Company, at Tonopah, Nevada.

This case, entitled *Nevada Gas Company* v. *Tonopah and Goldfield Railroad Company*, the details of which are fully set forth in the Commission's Fifth Annual Report, is still pending at the time of closing this report.

Case No. 205—Overcharge on Trunk Shipped from Juab, Utah, to Yerington, Nevada.

Case No. 205, entitled *George Parker* v. *San Pedro, Los Angeles and Salt Lake Railroad Company*, the details of which are fully set forth in the Commission's Fifth Annual Report, was dismissed during the year 1913, for the reason that the Commission's correspondence addressed to the complainant was not answered.

Case No. 211—Coal Rates, Utah and Wyoming Points to Points in Nevada.

This case, entitled *Railroad Commission of Nevada* v. *Southern Pacific Company, et al.*, details of which are set forth in the Commission's Fifth Annual Report, is still pending, no further action having been taken.

Case No. 225—Switching Rates on the Nevada Copper Belt Railroad Between Wabuska and Thompson.

Case No. 225, entitled *Mason Valley Mines Company* v. *Nevada Copper*

Belt Railroad Company, had just been brought before the Commission at the time of closing its Fifth Annual Report.

Citation was issued under date of January 22, 1913, to the defendant company, requiring it to answer the complaint on or before February 10, 1913. Before the answer was filed, several motions and demurrers were brought before the Commission by defendant, which were overruled. The answer was received by the Commission March 13, 1913, time for filing the same having been extended to that date.

The hearing in this case took place before the Commission at Carson City, April 10 to April 16, 1913, both dates inclusive. Appearances were made on behalf of complainant by Messrs. Brown and Belford, attorneys; and Henry I. Moore, attorney, represented the defendant company. Testimony was taken on behalf of complainant and defendant, and at the close of the hearing time was allowed for the filing of briefs.

On November 25, 1913, the Commission received complainant's brief, and defendant was given until January 15, 1914, in which to file its reply brief.

At the time of closing this report the case is still pending.

CASES FILED WITH THE RAILROAD COMMISSION OF NEVADA DURING 1913

Cases No. 226—Unloading of Cars.

December 14, 1912. Complaint filed by J. E. Sexton, General Manager of the Nevada Transportation Company, lessee of the Eureka Nevada Railway, against the United States Smelting Company, asking that the defendant be required to unload five or six cars which had been loaded with ore just prior to the time the railroad had been washed out in 1910 and had never been unloaded by defendant, which held bills of lading issued by the Eureka and Palisade Railway Company covering the same, and insisted that the Nevada Transportation Company forward to destination at rates that were in effect at time shipments were offered. Complainant contended that the shipments could not be handled.

Under date of January 7, 1913, the Commission advised complainant that it was without legal authority in the matter, and that his proper remedy was in a court of competent jurisdiction.

Case No. 227—Rate on Paper Lamp-Shades, Less than Carload, New York to Reno.

January 8, 1913. Complaint of the Nevada Machinery and Electric Company against the Southern Pacific Company, alleging overcharge on shipment of paper lamp-shades, less than carload, New York to Reno weight 120 pounds, upon which charges of $12.85 had been assessed.

Under date of January 9, 1913, complainant was advised that the correct rate on the commodity, not otherwise specified, was $10.50 per cwt., while the rate applicable if the same had been nested or folded flat would have been $7 per cwt.

Under date of January 17, 1913, complainant advised the Commission that a small portion of the shipment was not nested, and correct rate had been applied.

Case No. 228—Station Service at Schurz.

December 28, 1912. Complaint filed by Charles Shickle against the Southern Pacific Company, alleging that the station waiting-room, at Schurz, Nevada, was kept without a stove in it for the purpose of keep-

ing the room warm, and that passengers waiting for night trains often suffered from the cold.

The Commission took this matter up with with the proper officials of the defendant company, and was assured that the matter would be immediately remedied. Complainant was so advised under date of January 18, 1913.

Case No. 229—Passenger Train Service on the Nevada Northern Railway.

January 20, 1913. Complaint filed by G. L. Sheldon and A. D. Chamberlin against the Nevada Northern Railway Company, alleging inadequate passenger train service between suburban points in the Ely district.

After corresponding with the officials of the defendant company, the Commission was informed under date of February 6, 1913, that the suburban passenger train service would be immediately adjusted so as to give the people of the Ely district the service they desired. Complainants were so advised, and under date of March 6, 1913, notified the Commission that the adjustment in service made by defendant was entirely satisfactory.

Case No. 230—Ore Rates from Points on the Nevada Northern Railway to the Salt Lake Smelters.

January 23, 1913. Complaint filed by James Cronon, F. B. Becker, C. E. Smith, and O. H. Paulson against the Nevada Northern Railway Company, Southern Pacific Company, Oregon Short Line Railroad Company, Western Pacific Railway Company, Denver and Rio Grande Railroad Company, San Pedro, Los Angeles and Salt Lake Railroad Company, and Tooele Valley Railroad Company, alleging unreasonable and exorbitant rates charged for the transportation of ores from the Ely district to various smelter points located near Salt Lake City, Utah.

After a careful study of the question of the rates involved in this proceeding, the Commission, under date of February 10, 1913, addressed letters to the traffic managers of the defendant companies, suggesting that certain through joint rates on ore be established, in lieu of the rates in effect. The carriers were unwilling to establish the rates suggested by the Commission, and requested to appear before it for the purpose of a conference looking toward an adjustment of the case.

This conference was held on April 8, 1913, appearances being made on behalf of the Southern Pacific Company, Nevada Northern Railway Company, and Western Pacific Railway Company. At this conference, the railroads offered to make certain adjustments in the rates applying on ores of a grade higher than $30 in value per ton, but were unwilling to adjust the rates on ores of a lower value. The commission refused to accept the adjustments proposed by the carriers, as the complaint referred particularly to the rates on ores of a low value. At the conclusion of the conference it was agreed that the question of the amount of low-grade tonnage of ore in the Ely district would be investigated by the Commission and the matter taken up further at a later date.

The Commission addressed letters to a number of mining men in the Ely district with a view to getting information regarding this tonnage, but up to the closing of this report no information of a definite nature has been received, and the case has not been carried further.

Case No. 231—Station Service at Yerington.

January 16, 1913. Complaint of N. W. Willis, District Attorney of Lyon County, against the Nevada Copper Belt Railroad Company, alleging unsatisfactory station service at Yerington, Nevada.

From the statement of complainant in this action it appeared that the defendant company had a passenger train schedule by which two trains stopped at Yerington station during the night, one train northbound due about 12:15, and one south-bound, due at 2 a. m. It further appeared, from complainant's statement, that the depot at Yerington was not provided with a fire for the comfort of passengers waiting for trains, or other parties waiting to meet incoming passengers, and they were often forced to wait outside the depot, the same being locked.

The Commission took the question up with the officials of the defendant company, and under date of January 31, 1913, was informed that the company had arranged to keep the depot open at night, with a fire therein for the comfort of parties waiting for trains. Complainant was so notified, and under date of January 31, 1913, the Commission was advised that defendant had adjusted the matter satisfactorily.

Case No. 232—Overcharge on Shipment of One Motorcycle, Los Angeles, Cal., to Tonopah, Nevada.

February 8, 1913. Complaint received from Arthur C. Smith against the Tonopah and Goldfield Railroad Company, alleging overcharges on shipment of one crated motorcycle, forwarded from Los Angeles, Cal., January 31, 1913, consigned to complainant at Tonopah, Nevada.

Upon investigation it was found that charges had been assessed on the shipment on the basis of two and one-half times the first-class rate, or $6.25 per cwt. It was found further that the correct classification was one and one-half times the first-class rate, a reduction in the same having been made in Supplement 12 to Western Classification No. 50, effective January 15, 1913, making the correct charges applicable $3.75 per cwt.

The question was taken up with the officials of the defendant company, and under date of February 13, 1913, the Commission was advised that refund of $7 would immediately be made to complainant.

Under date of February 25, 1913, the complainant informed this Commission that the matter had been satisfactorily adjusted.

Case No. 233—Telephone Service in Reno.

February 21, 1913. Complaint received from O. H. Mack against the Bell Telephone Company of Nevada, alleging that a representative of the defendant company had called upon him and stated that he would be compelled to have a two-party line service installed in his place of business, whether he desired it or not, such two-party line service requiring a higher monthly rental charge than complainant was then paying.

The question was taken up personally with the officials of the defendant company, who denied that complainant had been told that it would be compelled to install the two-party line service, he being entitled to demand the service which was being rendered at that time. Case was therefore dismissed, the adjustment being satisfactory to complainant.

Case No. 234—Rate on Lumber, Carloads, Palisade to Eureka.

March 2, 1913. Complaint received from P. H. Hjul against the Nevada Transportation Company, lessee of the Eureka-Nevada Railway

Company, alleging overcharge on carload shipment of lumber moving from Palisade to Eureka, point of origin, Truckee, Cal.

The shipment in question consisted of 32,180 pounds of rough lumber and shingles, 1,630 pounds of doors and windows, and 4,170 pounds of surfaced lumber. A rate of 35 cents per cwt. had been applied on the rough lumber and shingles, and a rate of $1 per cwt. on the doors, windows, and surfaced lumber.

Under date of March 6, 1913, the Commission ruled that the correct application of rates was 35 cents per cwt. on the rough lumber, shingles, and surfaced lumber, and $1 per cwt. on the doors and windows. The defendant company was advised to make an adjustment accordingly. The Commission was advised that such adjustment would be made, but on November 7, 1913, complainant notified the Commission that refund had not been made, the reasons given by defendant being that the shipment was interstate in character and that if adjustment was made by the company it would violate the rulings of the Interstate Commerce Commission.

On November 14, 1913, the Comission advised the defendant company that in its opinion there would be no violation of the Interstate Commerce Commission rulings in making the refund, and asked for an immediate adjustment of the case.

Case No. 235—Interchange Tracks Between Southern Pacific Company and Western Pacific Railway Company at Elko.

March 6, 1913. Complaint filed by J. B. Fitzgerald, Assemblyman from Elko County, on behalf of the citizens of Elko against the Southern Pacific Company and Western Pacific Railway Company, asking that defendants be required to establish and maintain interchange tracks at that point.

This matter was immediately taken up with the officials of the two defendant companies, who replied, stating that they were unwilling to establish an interchange track at Elko, on the grounds that business conditions did not warrant the construction of such track at that point.

Later during the year the Commission took the same question up with the two companies under Case No. 253, asking them to establish interchange tracks at Elko, Winnemucca, and Wells, and details regarding the same will be found under that case-number in this report.

Case No. 236—Weight on Shipment of Lumber, Newberg, Oreg., to Ely, Nevada.

March 28, 1913. Complaint received from the Ely Lumber and Coal Company against the Southern Pacific Company and the Nevada Northern Railway Company, alleging overweight on shipment of one carload of lumber moving from Newberg, Oreg., to Ely, Nevada.

This shipment consisted of 24,000 feet of lumber, the net weight upon which charges were assessed being 86,000 pounds, less 500 pounds dunnage, or 85,500 pounds. Complainant contended that charges should have been assessed on the basis of 3,300 pounds to the thousand feet, or a gross weight of 79,200 pounds.

Upon investigation the Commission found that the gross weight of the car in which the shipment was carried was 120,000 pounds, and that the tare weight of the car was 34,000 pounds, and that therefore the actual weight of the lumber amounted to 86,000 pounds. The Commission considered that the correct weight had been applied by the carriers,

as actual weight of shipments must govern except in cases where it is impossible to have cars weighed. Case was therefore dismissed.

Case No. 236½—Rate on Brick, Carloads, Carson City to Wabuska.

March 18, 1913. Complaint received from the Carson Brick Company against the Virginia and Truckee Railway and the Southern Pacific Company, alleging unreasonable rate on brick in carload lots from Carson City to Wabuska, and asking that reasonable rates be established.

This case was taken up informally with the two defendant carriers and the Nevada Copper Belt Railroad Company, asking that a through rate of $1.70 per ton be established from Carson City to Yerington, and a through rate of $1.10 per ton be established from Carson City to Wabuska.

After some correspondence, the carriers agreed to establish a rate of $1.35 per ton, Carson City to Wabuska, a reduction of $2.22½ per ton from the rate in effect, which was $3.57½ per ton. The reduction was made effective May 8, 1913. (See Case No. 246.)

Case No. 237—Lumber Rates, California Points to Elko, Nevada.

March 31, 1913. Complaint received from J. A. McBride against the Southern Pacific Company, protesting against increases in lumber rates proposed by the defendant company from lumber-producing points in California to Elko, which had been suspended by the Interstate Commerce Commission to take effect on July 19, 1913, instead of March 22, 1913, and asking this Commission to take the case before the Interstate Commerce Commission, if necessary.

Upon investigation it was found that the increases proposed by the defendant company did not affect Elko or other points on the main line of the Southern Pacific Company in Nevada, with the exception of Reno and points west to the state line.

Complainant was so advised, and under date of May 5, 1913, withdrew his complaint.

Case No. 238—Damages to Baggage En Route, New York, N. Y., to Reno, Nevada.

April 1, 1913. Complaint received from Mrs. Kate Libbey against the Southern Pacific Company, alleging damages to the extent of $155 to contents of trunks forwarded by baggage, New York, N. Y., to Reno.

Upon investigation it was found that the baggage had been damaged by fire, having evidently been placed too close to a stove or other heating apparatus. The carriers handling the baggage were unable to check any damage to the same, and the local agent's office in Reno had a record of delivering the baggage in good order to an expressman. As representatives of the Southern Pacific Company were not called upon to make an investigation of the damage until one week after the delivery of the shipment at Reno, the carriers contended that the trunks must have been damaged during the intervening period.

Under date of May 7, 1913, the Commission advised complainant of the result of its investigation and recommended that she bring suit in a court of competent jurisdiction for the recovery of damages if she still believed that the baggage had been damaged while in the hands of the carriers, the Commission having no direct jurisdiction over cases of this nature.

Case No. 239—Damages to Live Stock Shipped from Diamond to Palisade.

April 25, 1913. Complaint received from Chas. P. Barnum against

the Nevada Transportation Company, lessee of the Eureka-Nevada Railway Company, alleging damages to live stock shipped from Diamond to Palisade.

The Commission took this matter up with the officials of the defendant company, and urged that the damage claim be allowed if it was found that such damages had resulted from negligence in handling the shipment on its line of railroad.

Under date of May 15, 1913, the company advised that after investigation it was found that it was in no way responsible for the damages to the shipment in question, and asked for permission to withdraw all of its livestock rates, giving as reasons that the business was small, and that it could dispose of its livestock equipment at a good figure. On May 28, 1913, the Commission refused to allow the company to withdraw its livestock rates.

Complainant was informed as to the attitude of the company relative to his claim, and it was recommended that he bring the matter before a court of competent jurisdiction if he believed he was entitled to damages, as the Commission had no direct jurisdiction over cases of this nature.

Case No. 240—Rates on Scrap Iron, Carloads, Dayton, Nevada, to San Francisco and Other Bay Points in California.

May 13, 1913. Complaint received from R. R. Newell against the Southern Pacific Company, alleging unreasonable and exorbitant rate on scrap iron in carload lots, Dayton, Nevada, to San Francisco and other so-called bay points in California.

Upon investigation it was found that the current rate applying to this commodity between the points named, if routed via Mound House and Reno, Nevada, was $5.40 per ton. The Commission stated to the defendant company that it believed a rate of $3.50 per ton routing via Hazen, Nevada, would be reasonable, and asked that such rate be established.

The defendant company notified the Commission that it was agreeable to establishing a rate of $4.25 per ton, and, as the same was satisfactory to complainant, the case was adjusted on that basis.

Case No. 241—Additional Charges Assessed on Prepaid Shipments.

May 14, 1913. Complaint received from the Yerington Drug Company against the Nevada Copper Belt Railroad Company, alleging that on numerous prepaid shipments forwarded from eastern points the defendant company required the payment of additional charges at point of destination before the same would be delivered.

The Commission addressed a letter to complainant suggesting that in many instances agents at point of origin in the East apply erroneous rates on shipments destined to Pacific Coast points, which, in the case of prepaid shipments, necessitates either the collection of additional charges where there is an undercharge, or the refund of part of the prepayment where there is an overcharge. Complainant was also advised that the Commission would check the freight bills complained of, if the same were submitted for inspection.

As nothing further was heard from the complaint, the case was dismissed.

Case No. 242—Divisions of Through Freight Rates.

May 16, 1913. Complaint received from the Las Vegas and Tonopah Railroad Company against the Tonopah and Goldfield Railroad Company, alleging that the defendant company was demanding an excessive amount as its proportion of through freight rates from Nevada points on the San Pedro, Los Angeles and Salt Lake Railroad and the Las Vegas and Tonopah Railroad, to Tonopah, Nevada, and other points on the defendant's line of railroad when routed via Goldfield, Nevada.

Citation was issued to the defendant company under date of June 24, 1913, and the answer of the said company was duly filed on August 10, 1913. This case was set for hearing several times, but, on request of both parties to the proceeding, the hearing was postponed from time to time.

On December 28, 1913, a stipulation signed by both parties to the proceeding was received, asking that the case be dismissed without prejudice. At a regular meeting of the Commission held January 3, 1914, the case was formally dismissed.

Case No. 243—Operation of Ruby Hill Branch of Eureka-Nevada Railway, and Ore Rates, Ruby Hill to Palisade.

May 20, 1913. Telegraphic complaint received from the Richmond Eureka Mining Company against the Nevada Transportation Company, operating company of the Eureka-Nevada Railway Company, alleging that defendant was in the act of destroying that portion of the Eureka-Nevada Railway Company's line running from Eureka to Ruby Hill, Nevada, by the removal of rails and ties, thereby leaving complainant without facilities for shipping ore and freight between Ruby Hill and Palisade, Nevada. Complainant also stated that five hundred feet of track had already been removed.

Immediately upon receipt of this complaint the Commission telegraphed to the general manager of the Nevada Transportation Company advising him to discontinue the removal of the piece of road referred to until a full investigation of the matter could be made by the Commission. A telegram to the same effect was also forwarded to the Eureka-Nevada Railway Company, and the Commission was assured that no further track would be removed until an investigation could be made.

Hearing was held in this proceeding in Carson City on July 2, 1913, complainant being represented by Alfred Sutro, Counsel, and G. W. Heintz, Traffic Manager; and defendant, The Nevada Transportation Company, being represented by W. H. McNair, Attorney, and J. E. Sexton, General Manager. At the opening of the hearing it was stipulated by both parties that the question of ore rates, Ruby Hill to Palisade, Nevada, should be considered in addition to the question already at issue. Testimony was taken on behalf of complainant and defendant, and the case was submitted to the Commission for decision.

Under date of September 10, 1913, the Commission entered a tentative opinion in the case, recommending certain action on the part of defendant, and giving both parties until October 15, 1913, in which to make formal objection to the same, and stating that further hearing would be given both parties if any objections were filed.

The tentative opinion reads as follows:

[Case No. 243]

BEFORE THE RAILROAD COMMISSION OF NEVADA

RICHMOND EUREKA MINING COMPANY, *Complainant*,
v.
EUREKA-NEVADA RAILWAY COMPANY, and
THE NEVADA TRANSPORTATION COMPANY, *Defendants*.

OPINION

SHAUGHNESSY, *First Associate Commissioner:*

This proceeding was begun by the Commission upon its own initiative under date of February 10, 1913, after receipt of notice from the Richmond Eureka Mining Company that the Eureka-Nevada Railway, through its lessee, The Nevada Transportation Company, had withdrawn from the various connecting lines, the concurrences of the Eureka and Palisade Railway, its insolvent predecessor, in through joint rates to and from points on the Eureka-Nevada Railway, and that the new schedule of local rates covering the movement of low-grade ores, materials and supplies, between the towns of Palisade and Eureka, Nevada, was increased to such a point that the said mining company could not operate successfully thereunder.

Responsive to the investigation initiated by the Commission the following facts were developed:

HISTORICAL

A corporation was formed under the laws of the State of Nevada on November 19, 1873, to construct, operate and maintain a railroad between the town of Palisade and the town of Eureka, both in Eureka County, State of Nevada, under the name of the Eureka and Palisade Railroad. This corporation was capitalized for $2,000,000, stock being issued for $1,000,000, and later on a bonded indebtedness of $1,000,000 was created upon which bonds were disposed of for practically the entire amount.

On June 13, 1900, the road was placed in the hands of a receiver, for the reason that said corporation had defaulted in the interest charges on said bonded indebtedness due for several years; that thereafter the road was operated by the receiver until February 1, 1902, when it was sold to satisfy the mortgage upon which the bonds were issued, to a corporation known as the Eureka and Palisade Railway Company, organized by the bondholders of the original Eureka and Palisade Railroad Company, under the laws of the State of Utah on July 10, 1901. The capitalization of the new corporation was reduced to $300,000; and at the time of reorganization the stock of the original corporation was canceled and the parties owning the bonds agreed and did accept one share of stock in the new company (Eureka and Palisade Railway Company), at the par value of $100 each for each $300 of the old bonds.

That on March 1, 1910, the said Eureka and Palisade Railway Company was partially destroyed by flood, and for a period of approximately two years thereafter was totally disabled from further operation. Following the said disaster the road, having an indebtedness exceeding $70,000, was placed in the hands of a receiver and was sold under a decree of the United States Circuit Court, Ninth Circuit, State of Nevada, on November 29, 1910, to George W. Heintz, General Manager of the said Richmond Eureka Mining Company, to satisfy said judgment.

Following the sale at public auction for the purpose above named, Mr. George Whittell of San Francisco, Cal., a stockholder and originally the purchaser and owner of $365,000 of the bonds of the original corporation (Eureka and Palisade Railroad Company), requested the company to redeem the property within the statutory limit. The board of directors of the Eureka and Palisade Railway Company, at a regular meeting held in San Francisco, May 8, 1911, finding itself without funds and being without power to force contributions from its stockholders, and also without means of raising money from any other source, officially refused to redeem the property within the statutory limit.

Thereafter, it is alleged, Mr. Whittell did, on the 23d day of May, 1911, redeem

the said property by paying to the said George W. Heintz the amount of said judgment together with other costs, amounting in all to $86,345.

Subsequent thereto on the 30th day of April, 1912, the Eureka-Nevada Railway Company was formed under the laws of the State of Utah, with a capitalization of $500,000. The important provisions of its charter are given below:

The purposes, pursuit and business for which this corporation is organized and formed are as follows, to wit:

To buy, own, maintain, operate and further extend the railroad, rights, property and franchises of the Eureka and Palisade Railway Company, a corporation duly incorporated under the laws of the State of Utah, which rights, property and franchises have been sold under judicial proceedings in the enforcement of a mortgage lien authorized in a certain action of record in the Circuit Court of the United States, Ninth Judicial Circuit, District of Nevada, and entitled *National Bank of D. O. Mills and Company (a corporation), Complainant*, v. *Eureka and Palisade Railway Company (a corporation), and the Richmond Eureka Mining Company (a corporation), Defendants*, and numbered 1132 on the files and records of said court; to operate said railroad or any part thereof by steam, electrical or other power, to lease the same or any part thereof, and to exercise and enjoy all the rights, powers and privileges, and franchises which, at the time of the sale of said railroad, belonged to or were vested in said company, and all the rights, privileges, powers and franchises of railroad corporations organized under the laws of the State of Utah.

That the termini of the railroad purchased and acquired as aforesaid by this corporation (The Eureka-Nevada Railway Company) are the town of Palisade and the town of Eureka, both in the county of Eureka, State of Nevada. Said road commences at Palisade in said county and State and runs thence in a southerly direction entirely within and through said county of Eureka, to and terminates at the town of Eureka, with a branch 4⅛ miles in length, extending from the town of Eureka to the town of Ruby Hill, also in said county. The approximate length of said road, including said line to Ruby Hill, is 88⅛ miles.

That all and singular the railroad, the assets, rights, properties, privileges and franchises formerly owned by the said Eureka and Palisade Railway Company, situate wholly in the county of Eureka, State of Nevada, described as follows:

First—A line of railway from Palisade, Eureka County, Nevada, to Eureka, in said county and State, a distance of 84 miles.

Second—A line of railway from Eureka, in said county and State, to Ruby Hill, in said county and State, a distance of 4⅛ miles.

And also all the estate, right, title, interest, property, possession, claim and demand whatsoever, as well in law as in equity, of the said Eureka and Palisade Railway Company and of George W. Heintz, purchaser at the judicial foreclosure sale aforesaid, and of George Whittell, assignee of said purchaser, in or to said properties and every part and parcel thereof with the appurtenant rights, privileges and franchises as aforesaid.

Thereafter on the 6th day of May, 1912, that part of the line between Palisade and Eureka (excluding the Ruby Hill extension) was leased to the Nevada Transportation Company, a corporation formed under the laws of the State of California with a capitalization of $25,000. The latter corporation was formed for the purpose of leasing and operating the said Eureka-Nevada Railway, and in consideration of the lease agreement the Nevada Transportation Company agrees to pay to the Eureka-Nevada Railway an annual rental of 5 per cent on $500,000, the capital stock of the Eureka-Nevada Railway Company, or, in other words, $25,000 per annum.

Operation of the railway property by the Nevada Transportation Company was resumed between Palisade and Eureka on May 6, 1912, two years and two months following the time when the property was disabled by washouts.

REHABILITATION

Following the disposal of the property at foreclosure sale, an examination was made of the road by experts employed by the board of directors of the Eureka and Palisade Railway, with a view to ascertaining what it would cost to rehabilitate the property. The following is an extract taken from the minutes of the meeting of said board, held December 30, 1910: "To rehabilitate the property it will require a further outlay estimated at a minimum of $150,000." Subsequent thereto Mr. Whittell, who redeemed the property, had an examination made. It was estimated that it would cost approximately $50,000 to rehabilitate the line for light traffic and that for the purpose of heavy traffic an additional expenditure of $100,000 would be necessary for additions and betterments to the line and for new equipment. Summarized, this estimate was as follows:

TABLE A

Cost of redemption	$86,345
Rehabilitating the washed-out portions of the line	50,000
Repairing shop and roundhouse at Palisade	3,200
Renewing 7 miles of rail	19,200
Renewing 22,000 ties at 70 cents each	15,400
Repairing bridges and buildings	2,200
Repairing pipe lines and water tanks	2,500
Ballasting and raising 20 miles of track	15,000
Repairing cars on hand	2,500
Purchasing 30 twelve-ton H. C. cars	23,000
Purchasing 3 14x18 Mogul locomotives	23,000
Repairing 2 locomotives	3,000
Total	$245,345
Less amount from sale of old rail	4,000
Net total	$241,345

In addition to the foregoing, the Eureka-Nevada Railway contends that there should be added to the actual investment $365,000 which Mr. Whittell originally invested in the bonds of the Eureka and Palisade Railroad Company.

Estimates were likewise made by the Richmond Eureka Mining Company, the purchaser of the property at foreclosure sale, and are approximately as follows:

TABLE B

Cost at foreclosure sale	$72,000
Rehabilitation of property	75,000
Extra equipment	35,000
Additions, betterments, etc.	18,000
Total	$200,000

On the basis of this estimate the mining company contends that the actual property investment of the Eureka-Nevada Railway Company should not exceed $200,000 for rate-making purposes, for the reason that if the property had not been redeemed, and had been allowed to remain in its control, that operations would have been resumed and continued upon a property valuation not exceeding $200,000.

Thus far, due to inability on the part of both the mining company and the railway company to reach a satisfactory agreement as to rates covering the movement of ore, materials and supplies, between Ruby Hill and Palisade, the railway has been rehabilitated for light traffic only. It has been since May 6, 1912, and is now, in operation between Eureka and Palisade, Nevada.

It is alleged by the company that the cost of the said rehabilitation amounted to $57,976 plus $4,222 for attorneys' fees, which, when added to $86,345, the cost of redemption, gives an actual property investment of $148,543, which has thus far been made by the Eureka-Nevada Railway Company. Therefore, on the basis of the railway's estimate, submitted in this case, it will be seen that after approximately $100,000 more is expended for betterments and new equipment, in order to rehabilitate the property for heavy traffic between Palisade and Ruby Hill, the actual investment of the Eureka-Nevada Railway Company will aggregate $248,543.

Upon the other hand, the mining company has within recent years made an investment for property, equipment and development at the Ruby Hill mines aggregating several hundred thousand dollars.

It is able to estimate by a very close approximation that there is available more than 300,000 tons of $9 ore which can be mined and shipped to the Utah smelters. In addition thereto the mining company is hopeful that the extraction of the said $9 ore may result in the finding of ores which carry a very much higher value, and in this connection the mining company states that it will undertake to unwater the mines at heavy expense for the purpose of securing ores at the lower levels of the mine which, it is believed, have a value of approximately $30 per ton.

The present rate maintained by the Nevada Transportation Company covering the movement of $9 ore between Eureka and Palisade is $2.60 per ton, which includes a transfer charge of 25 cents per ton at Palisade.

The rate which was formerly maintained by the Eureka and Palisade Railway and its connecting carriers, between Ruby Hill, Nevada, and Midvale, Utah, was $2.95 per ton, divided $1.35 to the Eureka and Palisade Railway and $1.60 to its connecting carriers.

Added to this expenditure the mining company alleges that the cost of mining is $2.50 per ton and that the cost of sampling, smelting, refining and marketing

amounts to $3.35, making a total of $8.80 per ton for cost of extraction, transportation, reduction and sale.

From this it will be seen that there is left as a margin for profit only 20 cents per ton. It was urged at the hearing, however, that the Ruby Hill ores have a peculiar value for fluxing purposes separate and apart from the figures above shown, but this was not clearly established. However, from a purely comparative viewpoint within the knowledge of the Commission, it occurs to the members thereof that the Ruby Hill ores, while perhaps returning to the Richmond Eureka Mining Company a margin of only 20 cents per ton profit, are, nevertheless, not without substantial value to some other related company. For example, the Richmond Eureka Mining Company is owned and operated by the United States Smelting and Refining Company. The ores thereof carry a large percentage of iron and also some lead. They must, therefore, have a substantial fluxing value to the smelting company.

This conclusion is supported by the fact that the American Smelting and Refining Company owns and operates an iron-ore deposit at Barth, Nevada (six miles west of Palisade), which it mines and ships to its smelter at Salt Lake for fluxing purposes. These ores carry no other values. The cost of mining and shipping this ore must, at the very least, represent its value to the American Smelting and Refining Company; otherwise the expenditure would not be made. There is mined and shipped from Barth an average of 250 tons of this ore per day. The cost thereof will probably average 60 cents per ton for mining, plus $1.65 for transportation from Barth to Salt Lake, or a total cost of $2.25 per ton. The Commission, therefore, feels that it is not unfair to assume that the Ruby Hill ores have at least a similar value to the United States Smelting Company for fluxing purposes.

Throughout this controversy the mining company has contended strenuously for the establishment of the same rate that formerly applied over the Eureka and Palisade Railway, including the Ruby Hill branch, viz, $1.35 per ton. On the other hand, the railway company contends that $1.35 per ton will not cover the cost of operation between Ruby Hill and Palisade, but, on the contrary, alleges that if the business is to render any profit the rate should not be less than $2.23 per ton.

Pending negotiations on the part of this Commission with the said interested parties for the establishment of a satisfactory scale of rates covering the said commodities between Ruby Hill and Palisade, the Richmond Eureka Mining Company, early in March, 1913, brought a formal complaint before the Interstate Commerce Commission, a synopsis of which reads as follows:

Case No. 5554—Richmond Eureka Mining Company of Eureka, Nevada, against Eureka-Nevada Railway Company, *et al.*

Protests against increases in rates for the transportation of ore from the mines at Ruby Hill, Nevada, to Midvale, Utah, the result of cancel-out through rates and leaving in effect rates that are a combination of the locals.

Ask that the former rates be restored on all ores from Ruby Hill to Midvale; that defendants be required to establish rates of $4 per ton on mine-run slack coal from Rock Springs, Wyo., to Ruby Hill, and of $4.25 from Price, Hiawatha and Mohrland, Utah; that they be required to establish former rate of $8 on ties and $8.70 on mining timbers from Portland, Oreg., and that they be required to furnish sufficient cars for the working of the mines at Ruby Hill.

Thereafter J. E. Sexton, General Manager of the Nevada Transportation Company (lessee), and the duly appointed and authorized custodian of the Eureka-Nevada Railway property, began tearing up the rails and ties of the said Ruby Hill extension and moving them forward to a point on the line of the Eureka-Nevada Railway between Palisade and Blackburn, Nevada, for the purpose of reconstructing and bettering the line between those points.

One and one-half miles of track of the said railway had been torn up when, on May 20, 1912, the Richmond Eureka Mining Company, by its attorney, Mr. Alfred Sutro, filed a protest with this Commission against the further destruction of the line. In response thereto the Commission requested Mr. Sexton of the Nevada Transportation Company, and also Mr. Whittell, President of the Eureka-Nevada Railway Company, to discontinue the tearing up of any more track on the said line until the matter could be thoroughly investigated and determined by the Commission. This request was promptly complied with by both Mr. Whittell and Mr. Sexton.

Pursuant thereto the matter came on for formal hearing before the Commission at its offices in Carson City, July 2, 1913, at the beginning of which it was

stipulated and agreed as between all parties that the Commission should consider and determine whether the Nevada Transportation Company shall be permitted to continue to tear up the track between Eureka and Ruby Hill, and, as incidental thereto, if any has been torn up to order that it shall be replaced, and also what shall be reasonable rates to cover the movement of ore between Ruby Hill and Palisade. At the conclusion of the hearing it was agreed by both parties that the whole matter be submitted to the Commission with the understanding that the question be covered by an order which it may consider just and reasonable in the premises.

CONSIDERATION OF THE CASE

For the purpose of this case the Commission will consider the rehabilitation of the Ruby Hill extension, the operation of the entire line, and the rates covering the movement of ore between Ruby Hill and Palisade, for the reason that the tonnage thereof constitutes, or should constitute, on the basis of a movement of 200 tons per day, not less than 92 per cent of the entire traffic and 75 per cent of the entire revenue of the railroad; also, for the reason that the life and prosperity of the town of Eureka is almost wholly dependent upon the operation of the Richmond Eureka mines at Ruby Hill and, in fact, the success of the railroad itself is largely dependent upon the continued operation and success of the mines at Ruby Hill and points tributary thereto. The interests of the town of Eureka, the mining company, and the railroad are so closely interwoven in connection with their continued future prosperity that it appeals to the Commission as highly essential that a satisfactory adjustment of the controversy now pending between the parties should be reached at the earliest date possible.

The main points to be considered are:

First—The rehabilitation and operation of the Eureka-Nevada Railway's entire property.

Second—What is a just and reasonable rate to cover the movement of ore over the line of the Eureka-Nevada Railway?

REHABILITATION AND OPERATION

The Eureka-Nevada Railway Company is a corporation under the laws of the State of Utah, chartered to perform the services of a common carrier between the towns of Palisade, Nevada, and Ruby Hill, Nevada. Therefore, in the exercise of its contract it cannot, without the consent of the Legislature, abandon the operation of a part of its line and consent to render public service over only a particular portion thereof. (*New Jersey Steam Navigation Co.* v. *Merchants Bank*, 6 How. 382; *Cherokee Nation* v. *Southern Kansas R. R. Co.*, 135 U. S. 641; *Mo. P. R. R.* v. *Larabee Flour Mills Co.*, 211 U. S. 614.)

The arrangement by which the Eureka-Nevada Railway Company undertakes to lease that portion of its property between Eureka and Palisade, for operation, to the Nevada Transportation Company and abandons that portion of the property between Eureka and Ruby Hill, defeats the provisions of its charter which require the operation of the entire line between Palisade and Ruby Hill, and it is therefore clearly unreasonable and void.

This is seen to be especially true when it is considered that on the basis of the traffic carried for the fiscal year ending June 30, 1909, when the road was operated at its full capacity, the ore tonnage originating at Ruby Hill and moved over the line to Palisade, Nevada, constituted 92 per cent of the entire traffic and 75 per cent of the entire revenue of the road.

An implied condition attaches to all legislative grants of corporate powers that are conferred not merely as the privilege of the recipient to be used at its discretion, but as a *quasi* trust to be exercised for the benefit of the public as well. Consequently, any contract of a corporation by which it disables itself from performing its duties to the public, or subordinates to its private interest the rights and conveniences it impliedly undertakes to secure to the community, is beyond the lawful power of the corporation. Such a contract is contrary to public policy and is invalid on that ground also.

A corporation which undertakes to operate a railroad franchise assumes all the duties which spring by law from the character of its business and from customs incident to it, and it tenders a continuing offer to the general public that it will perform those duties for the benefit of each of them when demanded, which obligation is an enforcible contract. (Moore on Carriers, p. 93.)

Railroad companies invested with important powers and franchises by the State become to a certain extent public agencies, and in the exercise of their calling they

are held to a strict performance of the public duties enjoined upon them as a consideration for the rights and powers thus granted. (Id. p. 95.)

A railroad corporation cannot escape the performance of any duty or obligation imposed by its charter or the general laws of the State by a voluntary surrender of its road into the hands of lessees. The operation of the road by the lessee does not change the relations of the original company to the public. (*Railroad Co.* v. *Brown*, 17 Wall. 447; *N. Y. & Mid. R. R.* v. *Winans*, 17 How. 30; *Thomas* v. *Railroad Co.*, 101 U. S. 71; *Cent. Transpn. Co.* v. *Pullman Co.*, 139 U. S. 24; *Pullman Co.* v. *Cent. Transpn. Co.*, 171 U. S. 138; *Hartford Fire Ins. Co.* v. *Chicago R. R.*, 175 U. S. 91.)

A railroad is a public highway established primarily for the convenience of the public and to subserve public ends. A railroad corporation cannot, therefore, without the sanction of the government creating it, make any agreement that militates against the public convenience or that will defeat the public objects for which it was established. (*Cherokee N.* v. *So. Ks. R. R. Co.*, 135 U. S. 641; *N. J. Steam Nav. Co.* v. *Merchants Bank*, 6 How. 382.)

Railroads are public highways and it is the duty of a carrier to receive and carry the goods of all at reasonable compensation therefor. (*N. J. S. Nav. Co.* v. *Merchants Bank*, 6 How. 382; *Hannibal R. R.* v. *Swift*, 12 Wall. 270; *Winona R. R.* v. *Blake*, 94 U. S. 180; *Myrick* v. *Mich. R. R.*, 107 U. S. 102; *Wabash R. R.* v. *Pearce*, 192 U. S. 179; *Inman* v. *So. Carolina R. R. Co.*, 129 U. S. 128.)

A foreign corporation leasing a railroad is subject to the same regulation that the lessor would have been subject to had the lease not been made. (*Stone* v. *Illinois*, 116 U. S. 347; *Norfolk R. R.* v. *Pendelton*, 156 U. S. 667.)

The lease contract conveying the property of the Eureka-Nevada Railway, between Eureka and Palisade, to the Nevada Transportation Company, for operation, provides that an annual rental amounting to 5 per cent on the capital stock, or $25,000 per annum, shall be paid by the lessee to the lessor. This arrangement is legal only in so far as it does not interfere with the performance of any duty or obligation imposed by the charter and the rendering of an adequate service to the public at reasonable compensation therefor.

Our conclusions are that the facts in this case and the law applicable thereto do not justify the defendant railway company in tearing up that portion of its line between Eureka and Ruby Hill and refusing to perform service thereupon for the complainant mining company. Upon the contrary, we are of the opinion that the defendant railway company should reconstruct that portion of the said line which has been torn up, rehabilitate the entire line for heavy traffic, and at the earliest possible date furnish service covering the movement of ores, materials and supplies between Palisade and Ruby Hill.

REASONABLENESS OF RATES

It now remains to find a reasonable rate for the movement of $9 ore between Ruby Hill and Palisade.

As before stated, there is in sight at the present time approximately 300,000 tons of ore in the Richmond Eureka mines at Ruby Hill, and the mining company is desirous of shipping to the Salt Lake smelters at the rate of 200 tons of this ore per day.

It is also quite probable that further development of this and other mining properties in the vicinity of Eureka will considerably augment the 300,000 tons mentioned above. The Commission will not undertake to express an opinion as to the ultimate life of the Eureka mining district, for the reason that no one can say, in advance of actual development work, what amount of new ore may be discovered or how much the values thereof may be increased. We do know, however, that the mines at Eureka have been in operation for more than thirty years, and that at the present time they are in the hands of a strong and aggressive corporation who is prepared to prosecute active development work therein so long as there is any prospect of even very small returns upon the money invested.

It is also to be noted in passing that the resumption of operations by the mines at Ruby Hill will give to the railway a substantial inbound tonnage of coal, mining timbers and supplies for the mining company. The town of Eureka will be greatly vitalized, and thus the inbound movement of merchandise freight and the passenger business will be very substantially increased; also, it is not unlikely that the resumption of operations by the Richmond Eureka Mining Company may encourage other independent mining companies to resume operations in the vicinity of Eureka. At present everything in the Eureka district is at a standstill, and the resumption of operations of the line between Ruby Hill

and Palisade and the establishment of a just and reasonable rate for the movement of ores would seem to be imperative.

A review of the operations of the Eureka and Palisade Railway for the year 1909, when approximately 200 tons of ore per day were transported for the Richmond Eureka mines from Ruby Hill to Palisade, is enlightening. The gross tonnage handled for that period was 77,179 tons, of which 71,395 tons were ore.

The earnings for the period were:

TABLE C

Gross earnings	$129,371.64
Operating expenses	125,234.96
Net earnings	$4,136.68
Taxes	4,411.29
Net income (deficit)	$274.61
Freight earnings	$103,915.04
Passenger earnings	17,191.20
Mail, express and miscellaneous earnings	8,265.40

The operating expenses as shown above seem to be clearly excessive and are not by any means fairly comparable with the operating expenses shown by any other railroad that is operating under substantially similar circumstances and conditions. This is made clear by the comparative statement set forth below, wherein the Eureka and Palisade Railway, for the year 1909, has been compared in statistical detail with the Nevada Central Railroad for the year 1911, and also with the Nevada Copper Belt Railroad for the year ending June 30, 1912:

TABLE D

Item	Eureka and Palisade Railway (narrow-gage) for the year ending June 30, 1909	Nevada Central Railroad (narrow-gage) for year ending June 30, 1911	Nevada Copper Belt Railroad (standard gage) for year ending June 30, 1912
Mileage operated	88	94	42
Traffic density (ton mileage per mile of road)	75,368	9,885	100,450
Train mileage	83,147	51,593	78,149
Car mileage	654,891	259,691	300,850
Maintenance-of-way expenses	$42,172	$12,903	$12,039
Average per mile of road	$480	$140	$286
Average per train-mile (cents)	50.72	25.01	15.41
Maintenance-of-equipment expenses	$23,398	$9,266	$9,631
Average per mile of road	$266	$99	$229
Average per car-mile (cents)	3.6	3.6	3.2
Transportation expenses	$51,443	$18,630	$42,554
Average per mile of road	$585	$200	$1,013
Average per train-mile (cents)	.62	.36	.55

It will be observed that the maintenance-of-way expenses, maintenance-of-equipment expenses and transportation expenses are compared on an actual basis, per mile of road basis, and a unit basis. The train-mile is used as the factor in finding the unit cost of operation for maintenance-of-way and transportation expenses, and the car-mile as the factor in finding the unit cost of operation for maintenance-of-equipment expenses.

In view of these comparisons (and others could be made if necessary), it would seem that the average costs shown by the Eureka and Palisade Railway are clearly excessive. If, as shown by the defendant railway company before the Commission, an additional expenditure of approximately $100,000 is necessary for betterments and improvements to fully rehabilitate the property for heavy traffic, there would seem to be no good reason, after the expenditure is made, why the Nevada Transportation Company, or the Eureka-Nevada Railway, as the case may be, could not operate upon approximately the same unit cost basis as that shown by the Nevada Copper Belt Railroad or the Nevada Central Railroad.

An allowance of 25 cents per train-mile for maintenance-of-way expenses, 3½ cents per car-mile for maintenance-of-equipment expenses, and 50 cents per train-mile for transportation expenses, would seem to be a liberal estimate for operating expenses. Upon this basis the operating expenses would be as follows:

TABLE E

Maintenance-of-way expenses	$20,786.75
Maintenance-of-equipment expenses	22,920.68
Transportation expenses	41,573.50
General expenses	7,500.00
Total operating expenses	$92,780.93
Taxes (estimated)	5,000.00
Total operating expenses and taxes	$97,780.93

The Commission finds that a rate of $1.35 per ton will not enable the ore traffic to carry its fair proportion of the burden of operating the property of the Eureka-Nevada Railway Company at a profit. Such a rate proceeds upon the theory that the ore movement will pay the operating expenses and taxes of the road and leave the earnings from the passenger and merchandise business as profit. If this is conceded, the objection is that it does not permit of any leeway whatever for a readjustment in the freights and fares covering traffic other than ore, regardless of the question of their reasonableness, and under this scheme they must remain fixed as they are.

The Commission does not feel that it can give its approval to a system of rate-making which will not operate uniformly upon all classes of traffic. On a small line, such as the one before us, there is little or no opportunity for averages, and each class of traffic should be made to carry its share of the burden and thus enable the railway to conduct its operations at a reasonable profit without discrimination to any of its patrons.

As before stated, the ore traffic will, on the basis of the movement in 1909, constitute approximately 92 per cent of the total traffic. Two hundred tons per day is 73,000 tons per annum, and it is to be observed that if this amount is divided into $97,780, the estimated expenses and taxes, the average cost per ton is approximately $1.34.

In view of the expenditures which must be made for reconstruction, betterments and new equipment, the Commission is of the opinion that in order to enable the company to operate the ore traffic at a profit and enable it to get its money back within a reasonable period of time, the rate should not be less than $1.65 per ton. On the basis of $1.65 per ton, the results will be as follows:

TABLE F

Capitalization	$500,000.00
Actual investment (when completed)	$248,543.00
Operating expenses and taxes (estimated)	$97,780.00
73,000 tons at $1.65	$120,450.00
Ratio of ore tonnage to total tonnage	92.00%
Applying 92% of estimated operating expenses and taxes ($97,780) to ore traffic	$89,957.00
Net income	$30,493.00
Net income return on 92% of capitalization ($460,000)	6.63%
Net income return on 92% of actual investment ($228,659)	13.33%

CONCLUSION

This opinion is submitted tentatively with the understanding that the complainant, Richmond Eureka Mining Company, and the defendants, Eureka-Nevada Railway Company and the Nevada Transportation Company, may have until October 15 within which to comply with the recommendations therein contained, or, if unsatisfactory, to except thereto by formal objection to the Commission. If formal objection is made, the case will be set down for further hearing and the parties complaining given an opportunity to meet the issues raised by the opinion. If, upon the other hand, no objection is made, an order in conformity with the opinion will be promulgated.

[SEAL]
Dated September 10, 1913.

RAILROAD COMMISSION OF NEVADA,
By E. H. WALKER, *Secretary*.

On October 2, 1913, the Commission received a formal objection to its tentative opinion from defendant, and the case was set for rehearing to take place October 20, 1913, which date was later vacated and changed to November 21, 1913, at Carson City.

Rehearing was held in this proceeding on November 21, 1913. Complainant was represented by Alfred Sutro, Counsel, and G. W. Heintz, Traffic Manager; and defendant by G. E. Stoker, Attorney, and J. E. Sexton, General Manager. G. E. Stoker, Attorney, and E. H. Clar,

Secretary, appeared on behalf of the Eureka-Nevada Railway. By stipulation it was agreed that the Eureka-Nevada Railway Company should also be entered as a defendant in the case. Testimony was taken on behalf of complainant and defendants, and the case submitted to the Commission for decision.

On November 17, 1913, a petition was received, signed by the citizens of Eureka, which related to this proceeding, and was formally entered and made of record in the case.

Up to the closing of this report, the Commission has not made its final decision in this case.

Case No. 244—Joint Telephone Toll Rates.

May 21, 1913. Complaint received from the Utah, Nevada and Idaho Telephone Company against the Pacific Telephone and Telegraph Company and Bell Telephone Company of Nevada, alleging that the defendant companies refused to accept for transmission all telephone messages originating on the line of complainant, and asking that the Commission require defendants to accept and transmit such messages.

Citations were issued to the defendant companies on June 9, 1913, and answers were filed with the Commission on August 16, 1913, time having been extended to that date for the filing of the same.

This case was set for hearing to take place in Carson City, October 18, 1913.

On October 4, 1913, a communication was received from attorneys for complainant asking that the proceeding be dismissed, the questions involved having been satisfactorily adjusted.

At a regular meeting of the Commission held October 18, 1913, the case was formally dismissed.

Case No. 245—Regarding Opening of Gates in Yards at Sparks.

May 30, 1913. Complaint received from John B. O'Sullivan against the Southern Pacific Company, alleging that by the closing of certain gates in the railroad yards at Sparks, and the opening of other gates in lieu thereof, a certain amount of property located adjacent to the old gates had greatly depreciated in value. The Commission was asked to require the defendant company to reopen the old gates which had been closed since the strike of the winter of 1911–1912 and had never been reopened.

The Commission laid this matter before the officials of the Southern Pacific Company, who expressed an unwillingness to take any action in the matter.

As this was a case over which the Commission had absolutely no jurisdiction, it being one in which it could only use its good offices, the same was dismissed for lack of jurisdiction July 15, 1913.

Case No. 246—Rates on Brick, Hollow Brick, and Tile, Carson to Wabuska.

June 16, 1913. Complaint received from H. Luhrs against the Southern Pacific Company and Virginia and Truckee Railway, alleging unreasonable rates on brick, hollow brick, and tile, Carson City to Wabuska, Nevada, and asking that the Commission order the defendant companies to establish a reasonable joint rate covering the same, after hearing and investigation.

Under date of July 31, 1913, citations were issued to the defendant companies. The answer of the Southern Pacific Company was filed

August 16, 1913, and of the Virginia and Truckee Railway on August 24, 1913.

The hearing in this proceeding was set to take place in Carson City, October 10, 1913, and later postponed to an indefinite time, as defendants were endeavoring to reach a satisfactory adjustment of the same.

At the time of closing this report the case was still pending.

Case No. 247—Station Facilities at Fernley.

June 12, 1913. Complaint received from N. W. Willis, District Attorney of Lyon County, against the Southern Pacific Company, alleging that several serious accidents had occurred at Fernley, Nevada, for the reason that there was no depot building at that point, and, further, that passenger trains coming in from Southern Pacific main-line points did not make proper connections with trains leaving Fernley destined to branch-line points on the Fernley-Lassen branch of the company.

Under date of July 9, 1913, the questions involved in this proceeding were taken up with the general manager of the defendant company, who advised under date of July 17, 1913, that arrangements had been made for proper train connections at Fernley, and, further, that the company had under consideration the building of a depot at that point.

Under date of July 30, 1913, complainant was notified of the action taken by the Southern Pacific Company, and under date of July 31, 1913, complainant advised the Commission that such action satisfactorily disposed of his complaint.

Case No. 248—Rate on Coke, Cokedale, Colo., to Wabuska, Nevada.

June 19, 1913. Complaint received from S. W. Belford against the Southern Pacific Company and other carriers, asking the Commission's assistance in securing a carload rate of $8 per ton on coke from Cokedale, Colo., to Wabuska, Nevada.

Under date of June 20, 1913, this matter was taken up with the officials of the Southern Pacific Company, and on July 4, 1913, the Commission received notice that the rate asked for would be published and made effective at the earliest possible date. This rate was later published and made effective July 28, 1913, and complainant was so notified.

Case No. 249—Demurrage Charges on the Nevada-California-Oregon Railway, at Reno.

July 9, 1913. The Commission on its own motion took up the question of the establishment of a $1 per day demurrage rate, in lieu of the $3 per day rate in effect at Reno, Nevada, on the Nevada-California-Oregon Railway Company's line. The company was informed that at all other points in Nevada a rate of $1 per day was in effect, and in the interest of uniformity was advised to establish a $1 rate at Reno.

Under date of August 26, 1913, the defendant company informed the Commission that it desired to maintain a $3 per day rate at Reno, for reasons fully set forth. At a regular meeting of the Commission held September 6, 1913, it was ordered that this case to be held in abeyance for the time being.

Case No. 250—Classification of Fruits and Vegetables.

July 14, 1913. It appearing to the Commission that, effective July 23, 1913, various railroads operating in the State of Nevada intended to

increase the classification of fruits and vegetables on their interstate traffic, a formal protest was sent to the Interstate Commerce Commission, asking that such increase be suspended until a full investigation of the reasonableness of the same could be made.

The proposed classification increased fruits in straight carload lots, and fruits and vegetables in mixed carload lots from Class C to Class 5, and fruits and vegetables in less-than-carload lots from Class 4 to Classes 3, 2, and 1, and, in one or two instances, to double first class.

On July 26, 1913, the Commission received notice from the Interstate Commerce Commission that the classifications complained of had been suspended until November 20, 1913.

On November 1, 1913, the Commission received notice from the Interstate Commerce Commission that the increased classifications had been further suspended until May 20, 1914.

Hearing was held in this proceeding in Sacramento, Cal., before Examiner Hart of the Interstate Commerce Commission, on December 8, 1913, the Nevada Commission being represented by Chief Commissioner Bartine, Second Associate Commissioner Simmons, and Secretary Walker. The Arizona Corporation Commission and the Merchants' and Manufacturers' Traffic Association of Sacramento were also represented, and protested the proposed increases. The railroads represented were the Southern Pacific Company, Western Pacific Railway Company, and Atchison, Topeka and Santa Fe Railway Company.

At the time of the closing of this report the case is still pending. All parties having been given time in which to file briefs, before the same was finally submitted, the brief of this Commission, prepared by Chief Commissioner Bartine, was duly filed with the Interstate Commerce Commission.

Case No. 251—Telephone Service in Reno.

July 22, 1913. Complaint received from George Pyatt of Reno, Nevada, against the Bell Telephone Company of Nevada, alleging that the telephone number at his place of business had been changed from Number 38 to Number Main 1835 J, and asking that his old number be restored.

On July 24, 1913, the Commission received notice from complainant that the defendant company had agreed to reestablish his old telephone number, and asked that the complaint be dismissed. At a regular meeting of the Commission held July 26, 1913, the case was formally dismissed.

Case No. 252—Rate on Slab Wood, Carloads, Truckee, Cal., to Lovelock, Nevada.

July 22, 1913. Complaint received from A. G. McBride against the Southern Pacific Company, alleging unreasonable rate on slab wood in carload lots, Truckee, Cal., to Lovelock, Nevada, and asking that a reasonable rate be secured.

Under date of August 1, 1913, a letter was addressed to the Freight Traffic Manager of the Southern Pacific Company, recommending that a rate of $1.95 per cord, or 97½ cents per ton, be established between the points named, instead of a rate of $1.60 per ton, then in effect.

On August 7, 1913, the Commission received notice from the Southern Pacific Company to the effect that it was willing to establish a rate of $1.85 per cord. Complainant was so notified, and the case was dismissed.

Case No. 253—Rate on Lumber, Carloads, Verdi to Tobar, Nevada.

July 24, 1913. Complaint received from Cornelius Hoaglin against the Southern Pacific Company and Western Pacific Railway Company, alleging the rate of $6.75 per ton on lumber in carload lots, Verdi to Tobar, Nevada, to be unreasonable, and asking for the establishment of a reasonable rate for the service rendered.

Upon investigation it was found that the $6.75 per ton rate applied to shipments routed Verdi to Boca, via Southern Pacific Company, and thence Boca, Cal., to Tobar, Nevada, via Boca and Loyalton Railroad and Western Pacific Railway. It was also found that the rate from Verdi to Wells, a straight Southern Pacific Company haul, was $4 per ton, while Tobar was located about 20 miles east of Wells on the Western Pacific Railway, but, as there were no facilities for interchanging traffic at Wells or other points in Nevada located on the two roads, shipments were necessarily routed either via Boca and Loyalton and Western Pacific to destination, or else via Reno over the Nevada-California-Oregon Railway and thence Western Pacific to destination. Via the latter route the through rate was $6.50 per ton.

Under date of August 1, 1913, the Commission addressed letters to the officials of the defendant companies, urging that interchange tracks be established between the two lines at Winnemucca, Wells, and Elko, and that a through rate of either $5 or $4.75 per ton be published and made effective on lumber in carload lots, Verdi to Tobar, Nevada.

At the time of closing this report the case is still under investigation.

Case No. 254—Rate on Beer, Carloads, Palisade to Eureka.

July 25, 1913. Complaint received from the Salt Lake City Brewing Company against the Eureka-Nevada Railway Company, alleging that the defendant company had increased its rate on beer in carload lots from a rate of 70 cents per cwt. to a rate of $1 per cwt., Palisade to Eureka, and asking that the 70-cent rate be reestablished.

Upon investigation it was found that the rate complained of had been made effective by the defendant railroad company July 8, 1913, and under date of August 1, 1913, the Commission advised the company to reestablish the old rate of 70 cents per cwt., which was done, effective December 8, 1913.

Case No. 255—Switching Charges on Less-than-Carload Freight, Wabuska to Thompson.

July 25, 1913. Complaint received from M. H. Farris against the Nevada Copper Belt Railroad Company, alleging unreasonable charges for the switching of less-than-carload shipments, Wabuska to Thompson, and asking that reasonable rates be established.

After an investigation of this matter, the Commission addressed a letter to the defendant company, recommending that the following rates be established to govern the movement of less-than-carload freight between Wabuska and Thompson:

First class	6 cents per cwt.
Second class	5 cents per cwt.
Third class	5 cents per cwt.
Fourth class	5 cents per cwt.

During the investigation of this case the complainant left Thompson, Nevada, and his business was taken over by the firm of Hall & Morgan.

A letter was addressed to the new firm, under date of December 19, 1913, asking whether it was their desire to continue the investigation in this proceeding. At the time of closing this report no answer has been received from the firm above mentioned.

Case No. 256—Rate on Fruits and Vegetables, Goldfield to Tonopah.

July 30, 1913. Complaint received from H. Peterson & Company against the Tonopah and Goldfield Railroad Company, alleging excessive rates for the transportation of fruits and vegetables in half-carload lots from Goldfield to Tonopah.

Complainant was notified that the issues raised in this proceeding would be considered together with those raised in Case No. 242, entitled *Las Vegas and Tonopah Railroad Company* v. *Tonopah and Goldfield Railroad Company*.

Case No. 257—Estimated Weights Applied on Flour in Sacks.

August 13, 1913. Complaint received from the W. C. Pitt Warehouse Company against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging discrimination in the application of estimated weights applied to shipments of flour in sacks when forwarded from Lovelock, Nevada, to points on the Tonopah and Goldfield Railroad, as compared with the estimated weights applied on shipments forwarded from points outside of the State of Nevada to points within the State.

Upon investigation it was found that the estimated weights applied on shipments of this commodity, from points in California and Nevada to points on the Tonopah and Goldfield Railroad, were as follows:

Whole sacks	98 pounds
Half sacks	49 pounds
Quarter sacks	24½ pounds

Upon shipments of flour moving from Utah points to points on the Tonopah and Goldfield Railroad the following estimated weights were applied:

Whole sacks	98 pounds
Half sacks	48 pounds
Quarter sacks	24 pounds

Under date of August 25, 1913, the questions involved in this case were taken up with the officials of the Southern Pacific Company and Tonopah and Goldfield Railroad Company, who advised that the discrimination had been eliminated by raising the estimated weights applying from Utah points to the basis of those applying from California and Nevada points.

In view of the fact that the weights applied on shipments moving from Nevada points were correct when figured on the basis of whole sacks, half sacks, and quarter sacks, and further that the discrimination had been removed by raising the estimated weights applied from Utah points, the Commission deemed it inadvisable to take any further action at that time, and so notified complainant.

Case No. 258—Water Rates Charged by San Pedro, Los Angeles and Salt Lake Railroad Company at Moapa.

August 17, 1913. Complaint received from W. J. Powers against the San Pedro, Los Angeles and Salt Lake Railroad Company, alleging discrimination in the application of water rates at Moapa.

This case has been transferred to Public Service Commission cases, and will be found in the report of that Commission.

Case No. 259—Overcharges on Shipments Moving from Goldfield to Mina.

July 26, 1913. Complaint received from the Verdi Lumber Company against the Tonopah and Goldfield Railroad Company, alleging overcharges on two carload shipments moving from Goldfield to Mina, and thence to Verdi, one consisting of lumber and the other consisting of wood-working machinery.

Upon investigation it was found that the rate charged on the carload of lumber for the movement, Goldfield to Mina, was 65 cents per cwt., which should have been 56 cents per cwt. On the carload of wood-working machinery the rate charged was 76 cents per cwt., which should have been 63 cents per cwt.

Under date of August 15, 1913, this matter was taken up with the traffic manager of the Tonopah and Goldfield Railroad Company, who was advised to make refunds on the two shipments in line with the Commission's findings.

On August 29, 1913, the Commission was advised by the defendant company that the refunds would be made, and complainant was so notified.

Case No. 260—Charges for Extension Telephone Service.

July 31, 1913. Complaint received from the Nevada State Journal against the Bell Telephone Company of Nevada, alleging unreasonable and exorbitant charges for extension telephone service in the city of Reno, and asking that reasonable rates be established for such service.

Under date of September 2, 1913, citation was issued to the defendant company, requiring it to appear before the Commission and answer the complaint in this proceeding on September 27, 1913.

Hearing was held in this case on September 27, 1913, at the offices of the Commission in Carson City, before Commissioners Shaughnessy and Simmons. No appearances were made on behalf of complainant. The defendant company was represented by James T. Shaw, attorney and expert. At the close of the taking of testimony, the defendant company was given time in which to file a brief, which was duly received, and the case submitted to the Commission for decision.

At the time of closing this report the case has not been decided.

Case No. 261—General Complaint.

September 12, 1913. Complaint received from party wishing name withheld, in which it was charged that the official of a certain company was acting unjustly towards a certain employee. As this was a case purely personal in character, the complainant was notified that the Commission had no jurisdiction whatever, and the case was dismissed.

Case No. 262—Rate on Fruits and Vegetables, Tonopah to Goldfield.

Complaint was received from H. Peterson & Company against the Tonopah and Goldfield Railroad Company, alleging that rate on fruits and vegetables in half-carload lots, Tonopah to Goldfield, had been fixed at 27 cents per cwt., effective August 1, 1913, while for the last four years a rate of 16 cents per cwt. had been in effect. Complainant charged that the increased rate was unreasonable and excessive, and asked that the old rate be reestablished.

Complainant was notified that the issues raised in this proceeding would be considered together with those raised in Case No. 242, entitled *Las Vegas and Tonopah Railroad Company* v. *Tonopah and Goldfield Railroad Company*.

Case No. 263—Rates on Beer, Carloads, Carson City to Tonopah.

September 26, 1913. Complaint received from Carson Brewing Company against the Virginia and Truckee Railway, Southern Pacific Company, and Tonopah and Goldfield Railroad Company, alleging joint rates of $1.18½ per cwt., on beer, in glass, carloads, and $1.10 per cwt. on beer, in wood, carloads, Carson City to Tonopah, to be excessive and unreasonable, and asking that the Commission establish a rate of 75 cents per cwt., or such other rate as might be found just and reasonable, to cover shipments of this character moving between the points named.

Under date of September 30, 1913, citations were issued to defendant companies giving them until October 23, 1913, in which to answer the complaint in this proceeding, and answers were duly filed on or before the date named.

Before this case came to a hearing the defendant companies informed the Commission that they were willing to establish a rate of $1 per cwt. on beer in glass, or in wood and glass mixed, and rate of 95 cents per cwt. on beer in wood, carloads, Carson City to Tonopah and Goldfield. Complainant was so advised, and replied that such an adjustment would be satisfactory. The carriers established the rates effective October 26, 1913.

On November 6, 1913, a communication was received from complainant asking that the case be dismissed, and on November 11, 1913, the same was formally dismissed by the Commission.

Case No. 264—Freight Service to and from Blackburn.

October 28, 1913. Complaint received from W. L. McGregor against the Eureka-Nevada Railway Company, alleging that he was being discriminated against by the defendant company, for the reason that it was impossible for him to get his freight transported from Blackburn to Palisade.

This matter was taken up with the officials of the defendant company, who were advised that they had no right to discriminate in the matter of rendering service to the patrons of the railroad. After some correspondence the case was satisfactorily settled.

Case No. 265—Rate on Potatoes, Carloads, Eureka to Palisade.

November 4, 1913. Complaint received from the Merchants' and Manufacturers' Traffic Association of Sacramento, Cal., against the Eureka-Nevada Railway Company, alleging rate of 50 cents per cwt. on potatoes in carload lots, Eureka to Palisade, to be excessive and unreasonable, and asking that rate of $5 per ton be established.

Under date of November 11, 1913, the question involved in this proceeding was taken up with the general manager of the defendant company, who replied under date of November 13, 1913, to the effect that the company would establish a rate of $4.50 per ton, plus 25 cents per ton transfer charges at Palisade, Nevada, to apply on potatoes in both carload and less than carload lots, Eureka to Palisade. The rate referred to was made effective November 25, 1913.

Case No. 266—Beer Rates, Less than Carload, Carson City to Thorne, Lunning, and Mina.

November 8, 1913. Complaint received from the Carson Brewing Company against the Virginia and Truckee Railway and the Southern Pacific Company, alleging unreasonable and exorbitant rates for the transportation of beer in less-than-carload lots, from Carson City to Thorne, Lunning, and Mina, via Mound House, and asking that through joint rates be established equal to those in effect from Reno to the points named.

Upon investigation the Commission came to the conclusion that complainants contention was *prima facie* a just one, and under date of November 11, 1913, addressed letters to the traffic officers of the defendant companies advising them to establish the rates asked for.

At the time of closing this report the questions involved in the proceedings are still under consideration.

Case No. 267—Rate on Soft Wood, Carloads, Verdi to Mogul.

November 15, 1913. Complaint received from the Lawton Lumber Company against the Southern Pacific Company, alleging excessive charges on carload of soft wood moving from Verdi to Mogul, Nevada, the rate assessed being $1 per cord, and further alleging that the same commodity was being transported by the defendant company from Verdi, Nevada, to Truckee, Cal., at the rate of $6 per car. Complainant asked for protection of charges on the shipment in question on the basis of $6 per car, the movement Verdi to Mogul being intermediate to the movement Verdi, Nevada, to Truckee, Cal.

Upon investigation it developed that the $6 per car rate, Verdi to Truckee, applied only on cordwood pulp and waste damaged lumber, and not to fuel wood which was contained in the shipment complained of. Complainant was so notified, and, nothing further being heard, case was dismissed.

Case No. 268—Transfer Charges at Pioche.

October 29, 1913. Complaint received from the F. C. Richmond Machinery Company against the Pioche Pacific Railroad Company, alleging that the receiver of the defendant company had quoted a rate of $2 per ton for the transportation of machinery and lumber from Pioche to Jackrabbit, and that several shipments were forwarded with the understanding that the $2 per ton rate was to be applied. Complainant further alleged that soon after the rate named was quoted, the railroad passed back into the hands of its own directors, who advised that the shipments on machinery and lumber would not be transported at the rate named by the receiver, but that an additional charge would be made for the transfer of the freight from the cars of the San Pedro, Los Angeles and Salt Lake Railroad to the cars of the Pioche Pacific Railroad at Pioche. The Commission was advised that the freight was being held at Pioche, and asked to enforce the protection of the $2 per ton rate.

The questions involved in this proceeding were immediately taken up with the officials of the defendant company, who insisted that there would be absolutely no profit in transporting the freight at a rate of $2 per ton, unless charges were added for transferring the freight, which was extremely expensive, owing to the poor transfer facilities furnished by the San Pedro, Los Angeles and Salt Lake Railroad Company.

The matter was then taken up with the officials of the San Pedro lines, who stated under date of November 19, 1913, that they would endeavor to improve the transfer facilities at Pioche at an early date.

The Commission finding that no further action could be taken for the time being, complainant was notified as to the attitude of the two companies, and at the time of the closing of this report the case is being held in abeyance.

Case No. 269—Classification of Galvanized-Iron Air Pipe Under Twelve Inches in Diameter.

November 13, 1913. Complaint received from the Nevada Freight Claim Bureau against the Southern Pacific Company, and other carriers in Nevada party to the Pacific Freight Tariff Bureau's Exceptions to the Western Classification. Complainant alleged that the classification of galvanized-iron air pipe, under 12 inches in diameter, had been the third-class rate from the year 1903, until a time just prior to the filing of this complaint, when it was raised to the double first-class rate. The Commission was asked to investigate the matter, and require carriers to make refunds on all shipments moving between points in Nevada upon which charges were assessed higher than the third-class rate.

At the time of closing this report the case is still under investigation.

Case No. 270—Depot Site and Facilities at Verdi.

November 17, 1913. Complaint received signed by a large number of citizens of Verdi against the Southern Pacific Company, alleging inadequate depot facilities in the town of Verdi, and further alleging that the site upon which a proposed depot was to be erected by the defendant company would cause a hardship on the majority of the citizens of Verdi, the same being situated 2,183 feet from the business center of the town, thereby causing passengers great inconvenience in having such a distance to travel between the town and the depot.

Under date of November 20, 1913, citation was issued to the defendant company, requiring it to answer the complaint on or before December 15, 1913. The answer was duly received on December 14, 1913.

At the time of closing this report the time and place for hearing this case has not been set.

Case No. 271—Operation of Trains on the Pioche Pacific Railroad.

November 19, 1913. Complaint received from W. H. Pitts and others against the Pioche Pacific Railroad Company, alleging that train service had been discontinued on the defendant company's line, and asking that the Commission require the company to operate its trains and give service to the general public.

Under date of November 26, 1913, citation was issued to the defendant in this proceeding requiring it to answer the complaint within twenty days of the receipt of the citation.

At the time of closing this report answer has not been filed. The Commission has been advised that the Pioche Pacific Railroad Company is operating its trains and giving service to the general public. Under date of December 20, 1913, a letter was received from the attorney for defendant, stating that complainants had notified him that the Commission would be asked to dismiss the case.

Case No. 272—Charges Assessed Passengers Using Drawing-Rooms and Compartments in Pullman Cars.

November 25, 1913. Complaint received from George Wingfield against the Southern Pacific Company, and other carriers operating Pullman cars, alleging that, effective December 1, 1913, any one passenger using a drawing-room in a Pullman car would be required to pay the equivalent of two full fares in addition to the regular charge assessed by the Pullman Company for the use of drawing-rooms, and that any one passenger using a compartment would be required to pay the equivalent of one fare and a half in addition to the Pullman charge. Complainant further alleged that such charges were unreasonable and unjust, and asked that the defendant companies be required to desist from charging the additional fare for the use of drawing-rooms and the additional half fare for the use of compartments.

As this question affected interstate traffic principally, a formal complaint was made by the Commission to the Interstate Commerce Commission under date of December 30, 1913.

At the time of closing this report the case is pending before the Interstate Commerce Commission.

Case No. 273—Minimum Charges for the Movement of Less-than-Carload Freight Between Points in Nevada.

December 10, 1913. This case was taken up by the Commission on its own motion, it appearing that, effective January 1, 1914, the Southern Pacific Company proposed to raise the minimum charges governing the transportation of less-than-carload freight between Nevada intrastate points, from 25 cents for each individual shipment to a basis of 100 pounds at the class rate governing, but not less than 25 cents, and further that shipments of high explosives would be raised from the regular 25-cent charge to 100 pounds at the double first-class rate, but not less than $1 for each shipment.

The Southern Pacific Company was asked to postpone the effective date of these increases to February 1, 1914, in order that the Commission might investigate and determine the reasonableness of the proposed charges. Under date of December 19, 1913, the Commission was officially informed that the effective date of the new charges would be postponed to the date named.

Under date of December 31, 1913, citation was issued to the Southern Pacific Company requiring it to appear before the Commission on January 15, 1914, for a formal investigation of the questions involved in this proceeding.

At the time of closing this report the case is still pending.

Case No. 274—Rate on Scrap Iron, Carloads, Dayton to Tonopah.

December 10, 1913. Complaint received from R. R. Newell against the Southern Pacific Company and Tonopah and Goldfield Railroad Company, alleging the current rate of $9.50 per ton on scrap iron, carloads, Dayton to Tonopah, to be unreasonable and excessive, and asking that a joint rate of $6 per ton be established.

On the same date this matter was taken up with the officials of the defendant companies, and at the time of closing this report the case is still under investigation.

Case No. 275—Rate on Refuse Potatoes, Carloads, Lakeview to Reno.

December 10, 1913. Request received from W. G. Douglass asking the Commission's cooperation in securing a rate of $1 per ton on refuse potatoes in carload lots from Lakeview to Reno, over the line of the Virginia and Truckee Railway, the current rate being $1.50 per ton.

The matter was taken up with the officials of the Virginia and Truckee Railway, who signified their willingness to establish the rate asked for.

The rate was published and made effective December 12, 1913, to expire one month from date of publication.

Case No. 276—Passenger Train Service on the Eureka-Nevada Railway.

December 13, 1913. Complaint received from E. T. Patrick, Deputy Attorney-General of Nevada, against the Eureka-Nevada Railway, alleging unsatisfactory passenger train service on the defendant company's line for the reason that passengers were forced to travel through from Palisade to Eureka and *vice versa* without being able to secure their noon meal at Blackburn, as had been the custom in the past. It appeared that the trains left Palisade at 8:45 a. m. and when on time arrived at Eureka at 4:45 p. m.

This question was taken up with the defendant company, which was instructed to immediately adjust the complaint, or formal proceedings would be instituted.

At the time of closing this report the case is still under investigation.

Case No. 277—Passenger Train Service on the Eureka-Nevada Railway.

December 17, 1913. Complaint received from D. Van Gelder, State President of the California Division of the Travelers' Protective Association of America, against the Eureka-Nevada Railway. This complaint is identical with that referred to under the heading of Case No. 276, and the action taken by the Commission was the same, both cases being handled together.

Case No. 278—Telephone Service at Hazen.

December 20, 1913. Complaint received from F. M. Manson of the Western Ore Purchasing Company, alleging that the County Commissioners of Churchill County refused to permit the Bell Telephone Company of Nevada to allow complainant connection with their telephone line at Hazen, and asking the Commission to adjust the matter.

Under date of December 26, 1913, complainant asked the Commission to withhold formal action, as a satisfactory adjustment of the question was likely to be reached by the contending parties.

At the time of closing this report no action has been taken by the Commission.

All of which is respectfully submitted.

H. F. BARTINE,
Chief Commissioner,
J. F. SHAUGHNESSY,
First Associate Commissioner,
W. H. SIMMONS,
Second Associate Commissioner.

E. H. WALKER, *Secretary.*

APPENDIX

ANNUAL REPORTS

OF THE

Railroads Operating in Nevada

FOR THE YEARS ENDING JUNE 30, 1912, AND
JUNE 30, 1913

APPENDIX

ANNUAL REPORTS

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Railroads Operating in Nevada

FOR THE YEARS ENDING JUNE 30, 1912, AND
JUNE 30, 1913

CHARACTER OF CARRIER, AND NUMBER OF SHAREHOLDERS

Company	Character of carrier		Operated by		Number of shareholders	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	Operating	Operating			31,738	36,341
Bullfrog-Goldfield Railroad	Operating	Operating			8	8
Central Pacific Railway	Not operating	Not operating	Southern Pacific	Southern Pacific	12	10
Eagle Salt Works Railroad		Operating				6
Eureka-Nevada Railway	Not operating	Not operating	Nevada Tran. Co.	Nevada Tran. Co.	7	6
Goldfield Consolidated M. & T. Co.	Operating	Operating			8	6
Las Vegas and Tonopah Railroad	Operating	Operating			8	8
Nevada-California-Oregon Railway	Operating	Operating			9	9
Nevada Central Railroad	Operating	Operating			14	14
Nevada Copper Belt Railroad	Operating	Operating			20	22
Nevada Northern Railway	Operating	Operating			10	10
San Pedro, Los Angeles and Salt Lake Railroad	Operating	Operating			13	13
Silver Peak Railroad	Operating	Operating			1	1
Southern Pacific Company	Operating	Operating			14,397	15,757
Tonopah and Goldfield Railroad	Operating	Operating			55	54
Tonopah and Tidewater Railroad	Operating	Operating			8	8
Virginia and Truckee Railway	Operating	Operating			15	15
Western Pacific Railway	Operating	Operating			290	364
Totals					46,613	52,652

MILEAGE AND CAPITAL STOCK

Company	Total mileage operated		Nevada mileage owned		Total shares of capital stock authorized	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	8,200.86	8,237.55	11.60	11.60	3,814,860	3,814,860
Bullfrog-Goldfield Railroad	83.01	83.01	83.01	83.01	20,000	20,000
Central Pacific Railway	(a)	(a)	679.26	684.59	872,755	872,755
Eagle Salt Works Railroad		13.13		13.13		2,000
Eureka-Nevada Railway[b]	84.00	84.00	84.00	84.00	250	250
Goldfield Consolidated M. & T. Co.	3.96	3.96	3.96	3.96	4,000	4,000
Las Vegas and Tonopah Railroad	200.46	200.46	200.46	200.46	40,000	40,000
Nevada-California-Oregon Railway	238.58	238.58	27.75	27.75	22,000	22,000
Nevada Central Railroad	93.30	93.30	93.30	93.30	7,500	7,500
Nevada Copper Belt Railroad	41.47	41.47	41.47	41.47	10,000	10,000
Nevada Northern Railway	165.08	165.08	165.08	165.08	20,000	20,000
San Pedro, Los Angeles and Salt Lake Railroad	1,134.61	1,131.80	267.10	267.10	250,000	250,000
Silver Peak Railroad	17.50	17.50	17.50	17.50	2,000	2,000
Southern Pacific Company	6,309.76	6,333.75	(c)	(c)	3,744,551	3,744,518
Tonopah and Goldfield Railroad	110.41	110.50	110.41	110.50	21,500	21,500
Tonopah and Tidewater Railroad	180.85	180.85	36.25	36.25	10,000	10,000
Virginia and Truckee Railway	67.48	67.48	67.48	67.48	50,000	50,000
Western Pacific Railway	937.04	936.97	421.37	421.37	750,000	750,000
Totals	17,868.37	17,939.39	2,310.00	2,328.55	9,789,416	9,614,383

[a] The Central Pacific Railway operated no mileage.
[b] Figures taken from the report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.
[c] The Southern Pacific Company owned no mileage in Nevada, but operated the Central Pacific Railway, for which mileage owned in Nevada is shown.

CAPITAL STOCK

Company	Total shares of capital stock outstanding		Capital stock—Total par value authorized		Capital stock—Total par value outstanding	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	2,843,735.30	3,050,805.30	$381,486,000.00	$381,486,000.00	$284,373,530.00	$305,080,530.00
Bullfrog-Goldfield Railroad	20,000	20,000	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Central Pacific Railway	846,755	846,755	87,275,500.00	87,275,500.00	84,675,500.00	84,675,500.00
Eagle Salt Works Railroad		2,000		200,000.00		200,000.00
Eureka-Nevada Railway[a]	25	25	25,000.00	25,000.00	2,500.00	2,500.00
Goldfield Consolidated M. & T. Co.	4,000	4,000	400,000.00	400,000.00	400,000.00	400,000.00
Las Vegas and Tonopah Railroad	15,000	15,000	4,000,000.00	4,000,000.00	1,500,000.00	1,500,000.00
Nevada-California-Oregon Railway	22,000	22,000	2,200,000.00	2,200,000.00	2,200,000.00	2,200,000.00
Nevada Central Railroad	7,500	7,500	750,000.00	750,000.00	750,000.00	750,000.00
Nevada Copper Belt Railroad	10,000	10,000	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Nevada Northern Railway	20,000	20,000	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
San Pedro, Los Angeles and Salt Lake Railroad	250,000	250,000	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
Silver Peak Railroad	2,000	2,000	200,000.00	200,000.00	200,000.00	200,000.00
Southern Pacific Company	2,726,757.31	2,726,724.06	374,455,125.00	374,451,800.00	272,675,730.64	272,672,405.64
Tonopah and Goldfield Railroad	21,500	21,500	2,150,000.00	2,150,000.00	2,150,000.00	2,150,000.00
Tonopah and Tidewater Railroad	10,000	10,000	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Virginia and Truckee Railway	50,000	50,000	5,000,000.00	5,000,000.00	5,000,000.00	5,000,000.00
Western Pacific Railway	750,000	750,000	75,000,000.00	75,000,000.00	75,000,000.00	75,000,000.00
Totals	7,599,299.61	7,808,309.36	$963,941,625.00	$964,138,300.00	$759,927,260.64	$780,830,935.64

[a]Figures taken from the report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

FUNDED DEBT

Company	Total par value of funded debt authorized		Total par value of funded debt outstanding		Funded debt—Interest accrued	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$546,473,500.00	$546,473,500.00	$345,933,045.00	$322,439,045.00	$13,355,315.87	$13,521,770.76
Bulfrog-Goldfield Railroad	3,500,000.00	3,500,000.00	1,856,000.00	1,839,000.00	13,470.00	52,450.00
Central Pacific Railway	223,901,897.79	223,901,897.79	200,863,897.79	200,018,397.79	7,334,756.94	8,761,172.41
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway	1,500,000.00	1,500,000.00	1,415,000.00	1,401,000.00	41,813.90	48,047.23
Nevada Central Railroad	750,000.00	750,000.00	750,000.00	750,000.00		
Nevada Copper Belt Railroad	1,000,000.00	1,000,000.00	622,000.00	622,000.00	59,151.66	37,320.00
Nevada Northern Railway	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	50,000.00	50,000.00
San Pedro, Los Angeles and Salt Lake Railroad	70,000,000.00	70,000,000.00	55,155,000.00	55,155,000.00	2,027,133.35	2,206,200.00
Silver Peak Railroad						
Southern Pacific Company	268,819,000.00	288,819,000.00	140,587,410.00	160,581,910.00	5,418,562.99	5,631,813.76
Tonopah and Goldfield Railroad	1,500,000.00	1,500,000.00	1,038,000.00	950,000.00	43,590.00	38,970.00
Tonopah and Tidewater Railroad	3,650,594.10	3,650,594.10	3,285,344.10	3,285,344.10	155,810.16	152,181.24
Virginia and Truckee Railway						
Western Pacific Railway	75,000,000.00	75,000,000.00	75,000,000.00	75,000,000.00	3,748,245.97	3,750,000.00
Totals	$1,215,594,991.89	$1,217,094,991.89	$827,505,696.89	$823,041,696.89	$32,444,517.51	$34,249,925.40

FUNDED DEBT, AND CAPITAL STOCK AND FUNDED DEBT PER MILE OF ROAD

Company	Funded debt—Interest paid		Funded debt per mile of road		Capital stock per mile of road	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$13,141,403.67	$13,669,210.87	$32,465.00	$29,980.00	$26,687.00	$28,366.00
Bullfrog-Goldfield Railroad	20,460.00	6,480.00	22,653.00	22,446.00	24,411.00	24,411.00
Central Pacific Railway	6,496,063.05	6,971,585.67	93,408.00	92,206.00	39,377.00	39,034.00
Eagle Salt Works Railroad						15,232.00
Eureka-Nevada Railway[a]					30.00	30.00
Goldfield Consolidated M. & T. Co.					101,010.10	101,010.10
Las Vegas and Tonopah Railroad					7,528.00	7,528.00
Nevada-California-Oregon Railway	40,113.88	49,275.00	5,931.00	5,872.00	9,221.00	9,221.00
Nevada Central Railroad			8,039.00	8,039.00	8,039.00	8,039.00
Nevada Copper Belt Railroad	51,087.10	32,101.94	14,998.79	15,692.52	24,113.82	24,113.82
Nevada Northern Railway	50,000.00	50,000.00	6,058.00	6,058.00	12,115.00	12,115.00
San Pedro, Los Angeles and Salt Lake Railroad	1,953,400.00	2,153,533.35	54,119.00	54,258.00	24,530.00	24,594.00
Silver Peak Railroad					11,428.00	11,428.00
Southern Pacific Company	[b]	5,468,633.00				
Tonopah and Goldfield Railroad	43,590.00	38,970.00	10,266.00	9,387.00	21,264.00	21,245.00
Tonopah and Tidewater Railroad	158,237.51	152,181.24	18,984.00	18,984.00	5,778.00	5,778.00
Virginia and Truckee Railway					74,096.00	74,096.00
Western Pacific Railway	3,748,125.00	3,750,000.00	80,039.00	80,127.00	80,039.00	80,045.00
Totals	$25,899,146.88	$32,341,971.07				

[a]Figures taken from the report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.
[b]Southern Pacific Company unable to report interest paid during year 1912, as all records were destroyed in the Equitable fire of January 9, 1912.

CAPITAL STOCK AND FUNDED DEBT PER MILE OF ROAD; AND ROAD AND EQUIPMENT INVESTMENT BEFORE AND SINCE JUNE 30, 1907

Company	Capital stock and funded debt per mile of road		Total cost of road to June 30, 1907	Total cost of road since June 30, 1907	Total cost of equipment to June 30, 1907	Total cost of equipment since June 30, 1907
	1912	1913				
Atchison, Topeka and Santa Fe Railway	$59,152.00	$58,346.00	[a]$497,086,095.17	$59,338,926.76		$49,246,654.68
Bullfrog-Goldfield Railroad	47,064.00	46,857.00		3,647,522.41		145,638.77
Central Pacific Railway	132,785.00	131,240.00	[a]215,359,896.19	54,400,575.33		826,914.47
Eagle Salt Works Railroad		15,232.00	29,834.19		$500.00	
Eureka-Nevada Railway[b]	30.00	30.00				11,712.18
Goldfield Consolidated M. & T. Co.	101,010.10	101,010.10				
Las Vegas and Tonopah Railroad	7,528.00	7,528.00	1,947,404.61	882,643.04	146,556.56	133,297.75
Nevada-California-Oregon Railway	15,152.00	15,093.00	2,655,638.55	1,133,604.25	95,518.37	164,137.92
Nevada Central Railroad	16,078.00	16,078.00	[a]1,500,000.00			
Nevada Copper Belt Railroad	39,112.61	39,806.34		1,031,046.66		71,822.05
Nevada Northern Railway	18,173.00	18,173.00	1,480,820.56	887,894.56	168,652.36	581,915.86
San Pedro, Los Angeles and Salt Lake Railroad	78,649.00	78,852.00	60,692,700.47	8,352,875.41	5,006,029.92	1,669,588.35
Silver Peak Railroad	11,428.00	11,428.00		168,132.57		41,036.14
Southern Pacific Company			[a]18,230,815.51	16,769,870.12		2,658,864.66
Tonopah and Goldfield Railroad	31,530.00	30,632.00	3,038,235.08	268,337.23	449,118.67	98,135.81
Tonopah and Tidewater Railroad	24,762.00	24,762.00	3,185,763.42	711,326.20	73,997.76	95,323.72
Virginia and Truckee Railway	74,096.00	74,096.00	4,228,447.67	39,634.77	178,415.00	8,300.13
Western Pacific Railway	160,078.00	160,172.00	101,941,621.78	36,094,087.80	1,599,583.56	2,145,063.08
Totals			$911,377,273.20	$183,726,477.11	$7,718,372.20	$57,898,405.57

[a]Includes both cost of road and equipment.
[b]Figures taken from report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

ROAD AND EQUIPMENT INVESTMENT SINCE JUNE 30, 1907, AND TOTAL

Company	Total general expenses July 1, 1907, to June 30, 1912	Total general expenses July 1, 1907, to June 30, 1913	Investment since June 30, 1907		Grand total investment	
			1912	1913	1912	1913
Atchison, Topeka and Sante Fe Railway	$11,907.17	$11,907.17	$113,681,341.63	$135,368,329.58	$610,767,436.80	$632,454,424.75
Bullfrog-Goldfield Railroad			3,794,535.04	3,793,161.18	3,794,535.04	3,793,161.18
Central Pacific Railway	107,143.20	252,924.32	48,229,625.96	55,480,414.12	261,379,623.35	270,840,310.31
Eagle Salt Works Railroad[a]						30,334.19
Eureka-Nevada Railway				11,712.18		11,712.18
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	16,719.64	16,719.64	1,028,834.55	1,032,660.43	3,122,795.72	3,126,621.60
Nevada-California-Oregon Railway	1,010.86	1,010.86	1,199,040.84	1,298,753.03	3,950,197.76	4,049,909.95
Nevada Central Railroad					1,500,000.00	1,500,000.00
Nevada Copper Belt Railroad	634.94		1,057,949.80	1,102,868.71	1,057,949.80	1,102,868.71
Nevada Northern Railway	8,523.74	8,523.74	1,452,456.06	1,478,334.16	3,101,928.98	3,127,807.08
San Pedro, Los Angeles and Salt Lake Railroad	68,833.00	69,370.90	5,443,609.41	10,091,834.66	71,142,339.80	75,790,565.05
Silver Peak Railroad			205,537.61	209,168.71	205,537.61	209,168.71
Southern Pacific Company	38,026.37	38,099.48	19,407,112.30	19,466,834.26	37,637,927.81	37,697,649.77
Tonopah and Goldfield Railroad			383,350.32	366,473.04	3,870,704.07	3,853,826.79
Tonopah and Tidewater Railroad	122,165.13	122,165.13	940,563.73	928,815.05	4,200,324.91	4,188,576.23
Virginia and Truckee Railway			39,322.65	47,934.90	4,440,335.32	4,454,797.57
Western Pacific Railway	13,851,345.18	13,927,032.37	57,888,384.36	52,166,183.25	161,406,678.70	155,707,388.59
Totals	$14,226,309.23	$14,447,753.61	$254,751,664.26	$282,843,477.26	$1,171,578,315.67	$1,201,939,122.66

[a]Figures taken from report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

ROAD AND EQUIPMENT, RESERVE ACCRUED FOR DEPRECIATION, NET TOTAL INVESTMENT, AND INVESTMENT PER MILE OF ROAD

Company	Reserve accrued for depreciation		Net total investment		Investment per mile of road	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$12,468,753.57	$15,203,017.28	$598,298,683.23	$617,251,407.47	$56,484.94	$57,732.15
Bullfrog-Goldfield Railroad	20,947.18	24,582.37	3,773,587.86	3,768,578.81	46,058.68	45,997.55
Central Pacific Railway		847,393.31	261,379,623.35	269,992,917.00	121,549.87	124,463.14	
Eagle Salt Works Railroad				30,334.19		2,310.30
Eureka-Nevada Railway[a]				11,712.18		139.43
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	39,497.64	46,057.82	3,083,298.08	3,080,563.78	15,473.74	15,460.02
Nevada-California-Oregon Railway	100,042.78	129,020.66	3,850,154.98	3,920,888.29	16,137.77	16,434.27
Nevada Central Railroad	3,618.00	5,538.00	1,496,382.00	1,494,462.00	16,038.39	16,017.81
Nevada Copper Belt Railroad	8,899.64	18,201.44	1,049,050.16	1,084,667.27	25,296.60	26,155.47
Nevada Northern Railway	332,913.13	486,470.23	2,769,015.85	2,641,336.85	16,771.18	16,000.34
San Pedro, Los Angeles and Salt Lake Railroad	985,144.99	1,112,840.79	70,157,194.81	74,677,724.26	69,310.22	73,981.56
Silver Peak Railroad			205,537.61	209,168.71	11,745.00	11,952.50
Southern Pacific Company	6,278,194.50	6,155,678.11	31,359,733.31	31,541,971.66	815,373.72	864,049.61
Tonopah and Goldfield Railroad	178,420.61	196,781.87	3,692,283.46	3,657,044.92	36,517.49	36,136.81
Tonopah and Tidewater Railroad	27,937.43	31,240.15	4,172,387.48	4,157,336.08	24,109.48	24,022.51
Virginia and Truckee Railway	23,719.44	35,667.88	4,416,615.88	4,419,129.69	65,450.74	65,487.99
Western Pacific Railway	59,326.30	120,562.50	161,847,352.40	155,586,826.09	172,188.33	166,053.17
Totals	$20,527,415.21	$24,413,052.41	$1,151,050,900.46	$1,177,526,069.25		

[a] Figures taken from report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

INCOME ACCOUNT

Company	Operating revenues		Operating expenses		Net operating revenue or deficit	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$89,856,346.85	$98,090,754.41	$57,666,316.02	$63,830,682.73	$32,190,030.83	$34,260,071.68
Bullfrog-Goldfield Railroad	100,163.42	99,033.69	99,367.84	92,785.83	795.58	6,247.86
Central Pacific Railway						
Eagle Salt Works Railroad		602.32		3,550.75		*2,948.43*
Eureka-Nevada Railway		55,899.01		45,416.75		10,482.26
Goldfield Consolidated M. & T. Co.	91,056.39	87,347.77	28,918.32	28,821.68	62,138.07	58,526.09
Las Vegas and Tonopah Railroad	194,549.94	196,713.09	184,363.87	191,506.45	10,186.07	5,206.64
Nevada-California-Oregon Railway	386,590.05	403,979.10	261,745.14	283,632.40	124,844.91	120,346.70
Nevada Central Railroad	59,785.25	54,973.35	47,193.76	47,419.05	12,591.49	7,554.30
Nevada Copper Belt Railroad	131,144.62	225,876.52	80,139.81	110,105.57	51,004.71	115,770.95
Nevada Northern Railway	1,509,862.70	1,644,588.66	710,662.57	797,533.75	799,200.13	847,054.91
San Pedro, Los Angeles and Salt Lake Railroad	9,124,474.35	10,238,049.93	7,245,539.80	6,810,510.95	1,878,934.55	3,427,538.98
Silver Peak Railroad	14,853.51	12,815.79	15,609.60	13,517.17	*756.09*	*701.38*
Southern Pacific Company	90,621,090.27	95,335,314.98	52,018,852.56	54,671,493.80	38,602,507.71	40,663,821.18
Tonopah and Goldfield Railroad	760,442.34	696,397.71	460,670.28	371,084.99	299,772.06	325,312.72
Tonopah and Tidewater Railroad	291,390.69	328,240.57	197,329.51	191,691.47	94,061.18	136,549.10
Virginia and Truckee Railway	309,972.66	299,808.18	218,787.44	212,812.05	91,185.22	86,996.13
Western Pacific Railway	5,258,532.43	6,173,628.29	4,229,864.55	4,478,835.06	1,028,667.88	1,694,793.23
Totals	$198,710,255.37	$213,944,023.37	$123,465,091.07	$132,181,400.45	$75,245,164.30	$81,762,622.92

Italic figures denote deficit.

INCOME ACCOUNT

Company	Outside operations—Revenues		Outside operations—Expenses		Outside operations—Net revenues or loss	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad						
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway	$2,221.55	$5,670.55	$1,081.84	$6,029.95	$1,139.71	*$359.40*
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	236,624.56	204,925.55	281,489.24	224,997.19	*44,864.68*	*20,071.64*
Silver Peak Railroad						
Southern Pacific Company	10,274,116.66	11,531,298.59	10,077,453.54	10,029,112.80	196,663.12	1,502,185.79
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway	172,115.13	168,967.07	208,276.66	180,602.35	*36,161.53*	*11,635.28*
Totals	$10,685,077.90	$11,910,861.76	$10,568,301.28	$10,440,742.29	$116,776.62	$1,470,119.47

Italic figures denote deficit.

INCOME ACCOUNT

Company	Total net revenue or deficit		Taxes accrued		Operating income or loss	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$32,190,030.83	$34,260,071.68	$3,556,069.40	$4,067,431.90	$28,633,961.43	$30,192,639.78
Bullfrog-Goldfield Railroad	795.58	6,247.86	7,959.51	7,369.10	*7,163.93*	*1,121.24*
Central Pacific Railway			[a]1,742,377.43	[a]1,812,322.78		
Eagle Salt Works Railroad		*2,948.43*		120.00		*3,068.43*
Eureka-Nevada Railway		10,482.26		1,103.85		9,378.41
Goldfield Consolidated M. & T. Co.	62,138.07	58,526.09	472.68	472.68	61,665.39	58,053.41
Las Vegas and Tonopah Railroad	10,186.07	5,206.64	19,375.29	15,719.70	*9,189.22*	*10,513.06*
Nevada-California-Oregon Railway	125,984.62	119,987.30	18,841.30	18,841.32	107,143.32	101,145.98
Nevada Central Railroad	12,591.49	7,554.30	4,017.24	3,698.35	8,574.25	3,855.95
Nevada Copper Belt Railroad	51,004.71	115,770.95	1,597.40	11,174.39	49,407.31	104,596.56
Nevada Northern Railway	799,200.13	847,054.91	68,365.11	77,349.54	730,835.02	769,705.37
San Pedro, Los Angeles and Salt Lake Railroad	1,834,069.87	3,407,467.34	300,086.93	437,596.17	1,533,982.94	2,969,871.17
Silver Peak Railroad	*756.09*	*701.38*	897.11	776.41	*1,653.20*	*1,477.79*
Southern Pacific Company	38,799,170.83	42,166,006.97	193,816.15	186,523.12	38,605,354.68	41,979,483.85
Tonopah and Goldfield Railroad	299,772.06	325,312.72	29,982.65	27,746.50	269,789.41	297,566.22
Tonopah and Tidewater Railroad	94,061.18	136,549.10	18,624.58	15,482.42	75,436.60	121,066.68
Virginia and Truckee Railway	91,185.22	86,996.13	24,353.45	21,010.19	66,831.77	65,985.94
Western Pacific Railway	992,506.35	1,683,157.95	185,233.84	278,096.13	807,272.51	1,405,061.82
Totals	$75,361,940.92	$83,232,742.39	$4,429,692.64	$5,170,511.77	$70,932,248.28	$78,062,230.62

[a]Not taken into account in totals, as the Central Pacific Railway Company is a nonoperating carrier and the account should show as a debit in the net corporate income and not in operating income.

Italic figures denote deficit.

INCOME ACCOUNT

Other Income

Company	Rents from lease of road		Hire of equipment		Joint facilities	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway			$447,281.75	$869,926.86	$296,936.31	$327,633.99
Bullfrog-Goldfield Railroad			1,164.05	4,486.58	5,665.53	5,668.02
Central Pacific Railway	$13,366,173.87	$14,141,294.86				
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad			33,381.77			
Nevada-California-Oregon Railway			2,236.37	500.49		
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad					460.16	1,032.36
Silver Peak Railroad						
Southern Pacific Company	1,195,588.84	1,193,834.66				
Tonopah and Goldfield Railroad					313.00	313.00
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
Western Pacific Railway						83.28
Totals	$14,561,762.71	$15,335,129.52	$484,063.94	$874,913.93	$303,375.00	$334,730.65

INCOME ACCOUNT

OTHER INCOME

Company	Miscellaneous rents		Separately operated properties—Profit[a]		Dividends on stocks controlled	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$65,514.13	$44,994.06	$2,851,308.70	$4,272,076.10	$363,260.08	$100,195.00
Bullfrog-Goldfield Railroad						
Central Pacific Railway	122,604.55	120,591.50				
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	500.01	500.00				
Nevada-California-Oregon Railway	1,634.11	2,175.50				$30.00
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad				13,339.49		
Silver Peak Railroad						
Southern Pacific Company				1,816,717.09	16,778,870.94	21,279,768.89
Tonopah and Goldfield Railroad	664.80	619.17		676.42		
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway	582.75	579.75				
Western Pacific Railway	17,387.92	23,447.34				
Totals	$208,888.27	$192,907.32	$2,851,308.70	$6,102,869.10	$17,142,131.02	$21,380,293.89

[a] Under heading of "Separately Operated Properties—Profit," is included the revenues from income entitled "Net Profit from Miscellaneous Physical Properties."

INCOME ACCOUNT

OTHER INCOME

Company	Interest accrued on funded debt owned or controlled		Interest on other securities, loans and accounts		Miscellaneous income[a]	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$786,380.57	$430,351.22	$989,603.56	$992,837.64	[b]$260,747.27	$449,844.47
Bullfrog-Goldfield Railroad			346.71			
Central Pacific Railway		8,150.00	1,307,971.09	1,403,344.27	341,526.83	515,663.10
Eagle Salt Works Railroad						
Eureka-Nevada Railway						8,066.43
Goldfield Consolidated M. & T. Co					2,505,023.24	2,847,639.46
Las Vegas and Tonopah Railroad					414.97	
Nevada-California-Oregon Railway			506.52	436.44		
Nevada Central Railroad						415.15
Nevada Copper Belt Railroad						
Nevada Northern Railway			12,436.53	10,421.88		
San Pedro, Los Angeles and Salt Lake Railroad	17,120.00	17,120.00	4,379.75	12,849.38	15,397.05	1,996.26
Silver Peak Railroad						
Southern Pacific Company	4,521,223.33	7,368,283.96	676,945.42		[b]1,512,097.83	
Tonopah and Goldfield Railroad			7,579.90	16,137.59	[c]700.19	
Tonopah and Tidewater Railroad			23,736.67	20,059.96		
Virginia and Truckee Railway			1,817.80	1,903.61		
Western Pacific Railway			1,967.86	26,504.73		
Totals	$5,324,723.90	$7,823,905.18	$3,027,291.81	$2,484,495.50	$4,635,907.38	$3,823,624.87

[a]Miscellaneous income for 1913 includes: Income from Sinking and Other Reserve Funds; Release of Premiums on Funded Debt; Contributions from Other Companies; and Miscellaneous Income.

[b]Includes other properties, net income.

[c]Income from other properties, net.

INCOME ACCOUNT

OTHER INCOME AND DEDUCTIONS FROM GROSS CORPORATE INCOME

Company	Total other income		Gross corporate income or loss		Rents accrued for lease of other roads	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$6,061,032.37	$7,487,859.34	$34,694,993.80	$37,680,499.12	$945,260.18	$1,238,133.00
Bullfrog-Goldfield Railroad	7,176.29	10,154.60	12.36	9,033.36		
Central Pacific Railway	15,138,276.34	16,189,043.73	13,388,732.27	14,376,720.95	347,290.43	31,134.93
Eagle Salt Works Railroad				*8,068.43*		
Eureka-Nevada Railway		8,066.43		17,444.84		21,244.87
Goldfield Consolidated M. & T. Co.	2,505,023.24	2,847,639.46	2,566,688.63	2,905,692.87		
Las Vegas and Tonopah Railroad	34,296.75	500.00	25,107.53	*10,013.06*		
Nevada-California-Oregon Railway	4,377.00	3,442.43	111,520.32	104,588.41		
Nevada Central Railroad		415.15	8,574.25	4,271.10		
Nevada Copper Belt Railroad			49,407.31	104,596.56		
Nevada Northern Railway	12,436.53	10,421.88	743,271.55	780,127.25		
San Pedro, Los Angeles and Salt Lake Railroad	37,356.96	46,397.49	1,571,339.90	3,016,268.66		
Silver Peak Railroad			*1,653.20*	*1,477.79*		
Southern Pacific Company	24,684,726.36	31,658,604.60	63,290,681.04	73,638,088.45	37,427,778.15	39,552,133.74
Tonopah and Goldfield Railroad	9,257.89	17,746.18	279,047.30	315,312.40		
Tonopah and Tidewater Railroad	23,736.67	20,059.96	99,173.27	141,126.64		
Virginia and Truckee Railway	2,400.55	2,483.36	69,232.32	68,469.30		
Western Pacific Railway	19,355.78	50,035.35	826,628.29	1,455,097.17		
Totals	$48,539,452.73	$58,352,869.96	$117,722,156.94	$134,602,777.80	$38,720,323.76	$40,842,646.54

Italic figures denote deficit.

INCOME ACCOUNT

DEDUCTIONS FROM GROSS CORPORATE INCOME

Company	Hire of equipment		Joint facilities		Miscellaneous rents	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway			$493,651.29	$558,617.61	$73,898.20	$92,482.76
Bullfrog-Goldfield Railroad			313.00	313.00		
Central Pacific Railway					61,361.01	74,611.23
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.		$1,979.83		43.00		
Las Vegas and Tonopah Railroad					102.48	214.00
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad	$3,467.02	2,794.21	1,082.82	1,042.35		
Nevada Northern Railway	18,444.99	21,841.42	208,181.70	190,987.80	25.00	25.00
San Pedro, Los Angeles and Salt Lake Railroad	164,300.56	151,997.20				423,014.98
Silver Peak Railroad					6.00	2.00
Southern Pacific Company	2,383.10	3,237.71	7,211.82	4,633.63		
Tonopah and Goldfield Railroad	3,695.47	6,704.88	5,670.53	5,674.18		
Tonopah and Tidewater Railroad	4,462.97	6,013.64				
Virginia and Truckee Railway	203,495.43	302,281.67	28,514.49	57,093.03	29,202.48	47,778.60
Western Pacific Railway						
Totals	$400,249.54	$496,850.56	$744,625.65	$818,404.60	$164,590.17	$638,128.57

INCOME ACCOUNT

Deductions from Gross Corporate Income

Company	Separately operated properties—Loss		Interest accrued on funded debt		Other interest	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway			$13,355,315.87	$13,521,770.76	$384.26	$1,331.75
Bullfrog-Goldfield Railroad			13,470.00	52,450.00	23,453.69	19,649.32
Central Pacific Railway		[b]$5,739.40	7,334,756.94	8,761,172.41		
Eagle Salt Works Railroad						1,808.98
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad					29,834.09	29,678.97
Nevada-California-Oregon Railway			41,813.90	48,047.23	4,190.57	5,964.70
Nevada Central Railroad						
Nevada Copper Belt Railroad			70,335.84	37,320.00	10,251.93	18,415.10
Nevada Northern Railway			50,000.00	50,000.00		
San Pedro, Los Angeles and Salt Lake Railroad	[a]$24,713.33		2,027,133.35	2,206,200.00	167,717.09	51,370.71
Silver Peak Railroad						
Southern Pacific Company	178,621.01	19,625.10	5,418,562.99	5,656,188.76		1,648,641.45
Tonopah and Goldfield Railroad			43,590.00	38,970.00	447.10	10.91
Tonopah and Tidewater Railroad			155,810.16	152,181.24	1,805.00	
Virginia and Truckee Railway						
Western Pacific Railway			3,748,245.97	3,752,281.25	98,801.70	681,804.33
Totals	$203,334.34	$25,364.50	$32,259,035.02	$34,276,581.65	$336,885.43	$2,458,676.22

[a]Account of other properties, net loss.
[b]Includes net loss on miscellaneous physical property.

INCOME ACCOUNT

DEDUCTIONS FROM GROSS CORPORATE INCOME

Company	Sinking funds chargeable to income[a]		Other deductions[b]		Total deductions from gross corporate income	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway			$166,247.75	$125,154.50	$15,034,752.55	$15,537,490.38
Bullfrog-Goldfield Railroad					37,236.69	72,412.32
Central Pacific Railway	$51,000.00		852,763.29	1,027,065.04	8,647,171.67	9,899,723.01
Eagle Salt Works Railroad						1,808.98
Eureka-Nevada Railway						21,244.87
Goldfield Consolidated M. & T. Co.				798,840.83		798,840.83
Las Vegas and Tonopah Railroad					29,834.09	31,701.80
Nevada-California-Oregon Railway	9,710.00		[c]246.02	278.90	56,062.97	54,504.83
Nevada Central Railroad			453.00		453.00	
Nevada Copper Belt Railroad			[d]89,552.49		173,607.28	58,529.31
Nevada Northern Railway					69,527.81	72,883.77
San Pedro, Los Angeles and Salt Lake Railroad			[c]20,185.00	75,505.59	2,612,256.03	2,676,086.30
Silver Peak Railroad						
Southern Pacific Company	5,000.00		148,183.94	113,221.80	43,178,141.09	47,412,825.83
Tonopah and Goldfield Railroad	78,925.00		7,500.00	111.00	140,063.02	46,965.25
Tonopah and Tidewater Railroad			1,705.28	1,707.23	168,686.44	166,267.53
Virginia and Truckee Railway					4,462.97	6,013.64
Western Pacific Railway			[c]341.09	2,312.50	4,108,601.16	4,843,551.38
Totals	$144,635.00		$1,287,177.86	$2,144,197.39	$74,260,856.77	$81,700,850.03

[a]Sinking funds chargeable to income carried under heading of "Miscellaneous Appropriations out of Net Income" for the year 1913.

[b]Other deductions include the following accounts for 1913: Miscellaneous Tax Accruals; Amortization of Discount on Funded Debt; Transfer of Income to Other Companies; and Miscellaneous Deductions.

[c]Extinguishment of discount on securities.

[d]Includes extinguishment of discount on securities.

INCOME ACCOUNT

NET CORPORATE INCOME AND DISPOSITION OF NET INCOME

Company	Net corporate income or loss		Dividends declared on preferred stock		Dividends declared on common stock	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$19,660,241.25	$22,143,008.74	$5,708,690.00	$5,708,690.00	$10,168,185.00	$10,398,780.00
Bullfrog-Goldfield Railroad	*37,224.33*	*63,378.96*				
Central Pacific Railway	4,741,560.60	4,476,997.94				
Eagle Salt Works Railroad		*4,877.41*				
Eureka-Nevada Railway		*3,800.03*				
Goldfield Consolidated M. & T. Co.	2,566,688.63	2,106,852.04				
Las Vegas and Tonopah Railroad	*4,726.56*	*41,714.86*				
Nevada-California-Oregon Railway	55,457.35	50,083.58				
Nevada Central Railroad	8,121.25	4,271.10				
Nevada Copper Belt Railroad	*124,199.97*	46,067.25				
Nevada Northern Railway	673,743.94	707,243.48			600,000.00	625,000.00
San Pedro, Los Angeles and Salt Lake Railroad	*1,040,916.13*	340,182.36				
Silver Peak Railroad	*1,653.20*	*1,477.79*				
Southern Pacific Company	20,111,939.95	26,225,262.62			16,360,344.32	16,360,344.32
Tonopah and Goldfield Railroad	138,984.28	268,347.15				
Tonopah and Tidewater Railroad	*69,513.17*	*25,140.89*				
Virginia and Truckee Railway	64,769.35	62,455.66			50,000.00	50,000.00
Western Pacific Railway	*3,281,972.87*	*3,388,454.21*				
Totals	$43,461,300.37	$52,901,927.77	$5,708,690.00	$5,708,690.00	$27,178,529.32	$27,434,124.32

Italic figures denote deficit.

INCOME ACCOUNT

Disposition of Net Income

Company	Additions and betterments charged to income		Miscellaneous appropriations		Balance carried forward to profit and loss	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$3,300,000.00	$5,574,433.63	$396,959.94	$461,105.11	$86,406.31	
Bullfrog-Goldfield Railroad					*37,224.33*	*$63,378.96*
Central Pacific Railway				59,796.10	4,741,560.60	4,417,201.84
Eagle Salt Works Railroad						*4,877.41*
Eureka-Nevada Railway						*3,800.03*
Goldfield Consolidated M. & T. Co.					2,566,688.63	2,106,852.04
Las Vegas and Tonopah Railroad					*4,726.56*	*41,714.86*
Nevada-California-Oregon Railway				14,080.00	55,457.35	36,003.58
Nevada Central Railroad					8,121.25	4,271.10
Nevada Copper Belt Railroad					*124,199.97*	46,067.25
Nevada Northern Railway					73,743.74	82,243.48
San Pedro, Los Angeles and Salt Lake Railroad					*1,040,916.13*	340,182.36
Silver Peak Railroad					*1,653.20*	*1,477.79*
Southern Pacific Company				50,000.00	3,751,595.63	9,859,918.30
Tonopah and Goldfield Railroad				90,200.00	138,984.28	178,147.15
Tonopah and Tidewater Railroad					*69,513.17*	*25,140.89*
Virginia and Truckee Railway					14,769.35	12,455.66
Western Pacific Railway					*3,281,972.87*	*3,388,454.21*
Totals	$3,300,000.00	$5,574,433.63	$396,959.94	$675,181.21	$6,877,120.91	$13,554,498.61

Italic figures denote deficit.

PROFIT AND LOSS ACCOUNT

Company	Balance carried forward to profit and loss		Dividends declared out of surplus		Balance, credit or debit, on June 30	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$86,406.31				$20,470,115.99	$20,569,800.81
Bullfrog-Goldfield Railroad	*37,224.33*	*$63,378.96*			*371,454.94*	*435,817.64*
Central Pacific Railway	4,741,560.60	4,417,201.84	$4,728,530.00	$7,540,530.00	21,832,891.31	22,082,463.36
Eagle Salt Works Railroad		*4,877.41*			*10,656.36*	*16,110.04*
Eureka-Nevada Railway		*3,800.03*			2,854.55	*945.48*
Goldfield Consolidated M. & T. Co.	2,566,688.63	2,106,852.04	3,284,163.49	2,041,292.88	777,792.03	843,351.19
Las Vegas and Tonopah Railroad	*4,726.56*	*41,714.86*			*33,770.02*	*73,614.60*
Nevada-California-Oregon Railway	55,457.35	36,003.58		15,000.00	273,254.92	259,103.96
Nevada Central Railroad	8,121.25	4,271.10			21,157.50	25,428.60
Nevada Copper Belt Railroad	*124,199.97*	46,067.25			*126,294.21*	*80,408.18*
Nevada Northern Railway	73,743.74	82,243.48			315,336.34	397,579.82
San Pedro, Los Angeles and Salt Lake Railroad	*1,040,916.13*	340,182.36			*4,034,748.69*	*3,680,709.48*
Silver Peak Railroad	*1,653.20*	*1,477.79*			791.21	*686.58*
Southern Pacific Company	3,751,595.63	9,859,918.30			66,839,709.32	75,948,703.35
Tonopah and Goldfield Railroad	138,984.28	178,147.15		150,500.00	782,812.00	795,922.76
Tonopah and Tidewater Railroad	*69,513.17*	*25,140.89*			*276,729.80*	*302,195.75*
Virginia and Truckee Railway	14,769.35	12,455.66	25,000.00	25,000.00	*378,071.46*	*390,615.80*
Western Pacific Railway	*3,281,972.87*	*3,388,454.21*			*3,281,972.87*	*6,662,722.13*
Totals	$6,877,120.91	$13,554,498.61	$8,037,693.49	$9,772,322.88	$102,803,017.32	$109,278,428.17

Dividends out of surplus in 1912: Central Pacific Railway, preferred 4 per cent, common 10 per cent.
Goldfield Consolidated M. & T. Co., common ? per cent.
Virginia and Truckee Railway, common ½ per cent.

Dividends out of surplus in 1913: Central Pacific Railway, preferred 20¼ per cent, common 6 per cent.
Goldfield Consolidated M. & T. Co., common ? per cent.
Nevada-California-Oregon Railway, preferred 2 per cent.
Tonopah and Goldfield Railroad, preferred 7 per cent, common 7 per cent.
Virginia and Truckee Railway, common ½ per cent.

Italic figures denote deficit.

OPERATING REVENUES—TOTAL

Company	Freight revenue		Passenger revenue		Excess baggage revenue	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]	$1,152.07	$1,318.89	$597.78	$447.74	$4.78	$2.08
Bullfrog-Goldfield Railroad	73,177.75	71,966.01	18,993.06	18,920.12	192.06	149.87
Central Pacific Railway						
Eagle Salt Works Railroad		602.32				
Eureka-Nevada Railway		39,317.77		13,774.55		70.61
Goldfield Consolidated M. & T. Co.	91,056.39	87,347.77				
Las Vegas and Tonopah Railroad	143,746.78	147,044.22	35,668.30	35,014.37	515.73	620.20
Nevada-California-Oregon Railway	210,761.38	225,575.20	142,912.28	143,586.35	1,178.76	1,358.02
Nevada Central Railroad	35,861.33	31,556.94	17,274.41	14,453.71	103.60	171.85
Nevada Copper Belt Railroad	104,271.29	181,573.39	20,280.53	26,947.90	436.48	365.17
Nevada Northern Railway	1,335,888.11	1,428,072.64	138,427.98	173,891.67	1,702.58	1,866.45
San Pedro, Los Angeles and Salt Lake Railroad	5,520,077.38	6,341,500.50	3,011,570.69	3,137,233.99	43,276.62	47,163.12
Silver Peak Railroad	9,593.83	7,975.31	4,125.37	3,667.19	10.62	19.84
Southern Pacific Company	52,944,791.08	56,399,970.16	31,279,921.69	32,028,817.60	396,497.56	399,845.20
Tonopah and Goldfield Railroad	617,321.26	550,831.71	102,494.13	106,665.66	1,794.01	1,802.08
Tonopah and Tidewater Railroad	227,745.75	266,292.95	43,750.41	43,186.11	413.37	318.80
Virginia and Truckee Railway	207,100.83	202,111.81	85,715.30	81,602.58	1,231.45	1,119.79
Western Pacific Railway	3,935,719.12	4,635,630.55	1,139,608.69	1,354,082.72	8,700.11	10,385.80
Totals	$65,458,264.35	$70,618,688.14	$36,041,340.62	$37,182,292.26	$456,057.73	$465,258.88

[a]Operating revenues for Atchison, Topeka and Santa Fe are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Company	Parlor and chair car revenue		Mail revenue		Express revenue	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]						
Bullfrog-Goldfield Railroad			$504.34	$515.78	$309.16	$343.48
Central Pacific Railway			5,652.90	5,652.87	887.33	772.79
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.				89.86		593.18
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway			8,454.74	8,348.32	2,454.27	2,934.14
Nevada Central Railroad			19,672.47	21,071.16	8,667.30	9,081.78
Nevada Copper Belt Railroad			4,099.91	6,613.98	1,456.17	1,335.97
Nevada Northern Railway			1,308.33	1,869.64	1,212.21	2,813.63
San Pedro, Los Angeles and Salt Lake Railroad		$974.50	12,707.00	12,706.00	9,064.18	9,741.82
Silver Peak Railroad	$1,901.35	1,568.30	154,110.11	152,665.41	175,183.13	214,281.83
Southern Pacific Company			749.40	750.51	292.99	257.19
Tonopah and Goldfield Railroad	5,713.00	9,249.35	1,994,133.83	1,944,072.11	1,961,260.20	2,151,480.84
Tonopah and Tidewater Railroad			12,214.00	12,212.05	16,862.22	16,436.34
Virginia and Truckee Railway			13,262.61	13,247.76	3,381.21	2,014.95
Western Pacific Railway			5,185.01	5,186.01	8,548.17	7,497.99
			17,112.97	22,415.26	85,917.47	88,741.86
Totals	$7,614.35	$11,792.15	$2,249,979.70	$2,207,416.72	$2,275,496.01	$2,508,327.79

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Company	Milk revenue on passenger trains		Other passenger train revenue		Total passenger service train revenue	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]					$1,416.06	$1,309.08
Bullfrog-Goldfield Railroad					25,725.35	25,495.65
Central Pacific Railway						
Eagle Salt Works Railroad						14,528.20
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.			$8.75	$10.00	47,101.79	46,927.03
Las Vegas and Tonopah Railroad				88.20	172,430.81	175,185.51
Nevada-California-Oregon Railway					22,934.09	22,575.51
Nevada Central Railroad					23,237.55	31,996.34
Nevada Copper Belt Railroad			809.80	167.95	162,711.54	199,348.39
Nevada Northern Railway	$27,430.99	$32,076.48	19,289.76	101,277.51	3,432,762.65	3,686,266.64
San Pedro, Los Angeles and Salt Lake Railroad					5,178.38	4,694.73
Silver Peak Railroad	66,366.60	65,611.22	204,703.83	512,495.39	35,908,708.79	37,111,571.71
Southern Pacific Company			150.15	122.70	133,514.51	137,238.83
Tonopah and Goldfield Railroad					60,807.60	58,767.62
Tonopah and Tidewater Railroad			25.00		100,704.93	95,406.37
Virginia and Truckee Railway			108.35	42.25	1,251,447.59	1,475,667.89
Western Pacific Railway						
Totals	$93,797.59	$97,687.70	$225,095.64	$614,204.00	$41,348,681.64	$43,086,979.50

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Company	Switching revenue		Special service train revenue		Miscellaneous transportation revenue	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]		$5.00				
Bullfrog-Goldfield Railroad	$880.00	1,200.00				
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.				$142.50		$1,170.29
Las Vegas and Tonopah Railroad	2,100.00	1,948.00	$788.00			
Nevada-California-Oregon Railway	500.00	680.00				
Nevada Central Railroad			300.00			
Nevada Copper Belt Railroad	3,550.75	10,617.50			*$1,527.11*	
Nevada Northern Railway	1,548.25	1,726.50		423.20		
San Pedro, Los Angeles and Salt Lake Railroad	49,734.96	66,375.73	16,853.00	17,302.60	735.70	1,359.33
Silver Peak Railroad						
Southern Pacific Company	483,902.35	532,269.45	41,009.09	28,221.64	370,591.13	376,337.97
Tonopah and Goldfield Railroad	4,987.00	4,663.50	615.20	488.00		
Tonopah and Tidewater Railroad	5.00				5.00	
Virginia and Truckee Railway	72.50	190.00	959.70	1,239.70		
Western Pacific Railway	12,040.95	14,709.80	29,763.45	13,857.16	781.44	92.50
Totals	$559,326.76	$634,385.48	$90,288.44	$61,674.80	$370,586.16	$378,960.09

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

Italic figures denote deficit.

OPERATING REVENUES—TOTAL

Company	Total revenue from transportation		Station and train privileges		Parcel room receipts	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]	$2,573.13	$2,627.97				
Bullfrog-Goldfield Railroad	99,783.10	98,661.66				
Central Pacific Railway						
Eagle Salt Works Railroad		602.32				
Eureka-Nevada Railway		55,158.76				
Goldfield Consolidated M. & T. Co.	91,056.39	87,347.77				
Las Vegas and Tonopah Railroad	193,736.57	195,919.25				
Nevada-California-Oregon Railway	383,692.19	401,565.71	$135.00	$180.00		
Nevada Central Railroad	59,095.42	54,132.45				
Nevada Copper Belt Railroad	129,532.48	224,187.23				
Nevada Northern Railway	1,500,147.90	1,629,570.73	25.00			
San Pedro, Los Angeles and Salt Lake Railroad	9,020,163.69	10,112,804.80	8,499.90	8,458.17		$308.25
Silver Peak Railroad	14,772.21	12,670.04				
Southern Pacific Company	89,749,002.44	94,448,370.93	149,869.24	178,621.21	$29,422.20	30,379.10
Tonopah and Goldfield Railroad	756,437.97	693,222.04	675.00	600.00	84.90	61.50
Tonopah and Tidewater Railroad	288,563.35	325,040.57				
Virginia and Truckee Railway	308,837.96	298,947.88				
Western Pacific Railway	5,229,752.55	6,139,957.90	.45	1,426.19	251.18	213.93
Totals	$107,827,147.35	$114,780,788.01	$159,204.59	$189,285.57	$29,758.28	$30,962.78

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Company	Storage—Freight		Storage—Baggage		Car service	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]	$8.12	$20.39	$4.05	$1.50	$100.00	$64.00
Bullfrog-Goldfield Railroad	18.42	38.60			55.00	52.00
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.		14.33				65.50
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway	63.34	73.21	59.55	2.65	136.00	142.00
Nevada Central Railroad	47.23	87.70	131.20	95.50	144.00	12.00
Nevada Copper Belt Railroad						
Nevada Northern Railway	4.47	79.39	84.15	4.82	1,396.00	1,375.00
San Pedro, Los Angeles and Salt Lake Railroad	114.96	83.54	71.30	151.90	1,996.00	4,424.00
Silver Peak Railroad	1,767.63	2,637.62	6,497.90	6,628.30	21,531.94	29,051.61
Southern Pacific Company			1.30			85.75
Tonopah and Goldfield Railroad	18,597.25	26,511.17	62,555.17	62,927.10	86,556.85	117,618.50
Tonopah and Tidewater Railroad	256.95	156.68	238.00	268.05	1,231.00	1,374.00
Virginia and Truckee Railway	21.16	9.06			28.00	29.00
Western Pacific Railway	198.91	139.47	30.55	67.30	116.00	210.00
	515.53	635.65	2,149.25	2,377.65	3,610.00	8,392.00
Totals	$21,613.97	$30,486.81	$71,822.42	$72,524.77	$116,900.79	$162,895.36

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Company	Telegraph and telephone service		Rents of buildings and other property		Miscellaneous	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]	$180.39	$233.75	$10.00	$31.25	$12.65	$42.05
Bullfrog-Goldfield Railroad			300.00	180.00	6.90	101.43
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		65.00		284.00		311.42
Goldfield Consolidated M. & T. Co.					3,586,127.96	2,847,639.46
Las Vegas and Tonopah Railroad	518.42	551.90	17.00	19.00	19.06	5.08
Nevada-California-Oregon Railway			1,380.25	780.00	1,060.18	1,219.19
Nevada Central Railroad	567.55	449.47			122.28	341.43
Nevada Copper Belt Railroad					127.42	230.08
Nevada Northern Railway	7,461.54	10,280.49	46.00	78.00		
San Pedro, Los Angeles and Salt Lake Railroad	7,764.18	7,731.12	8,665.30	10,865.88	23,534.15	30,792.25
Silver Peak Railroad			80.00	60.00		
Southern Pacific Company	73,584.04	77,832.08	161,775.21	172,367.66	170,306.35	182,026.30
Tonopah and Goldfield Railroad			1,437.58	564.00	80.94	151.44
Tonopah and Tidewater Railroad	1,808.80	1,693.69	829.33	1,002.49	140.05	465.76
Virginia and Truckee Railway					789.24	443.53
Western Pacific Railway			11,036.04	13,547.24	7,210.15	2,995.05
Totals	$91,884.92	$98,837.50	$185,576.71	$199,779.52	$3,789,537.33	$3,066,764.47

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for operations in Nevada only.

OPERATING REVENUES—TOTAL

Company	Total revenue from operation other than transportation		Total operating revenues, entire line	
	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]	$315.21	$392.94	$89,856,346.85	$98,090,754.41
Bullfrog-Goldfield Railroad	380.32	372.03	100,163.42	99,033.69
Central Pacific Railway				
Eagle Salt Works Railroad				602.32
Eureka-Nevada Railway		740.25		55,899.01
Goldfield Consolidated M. & T. Co.	3,586,127.96	2,847,987.23	3,677,184.35	2,934,987.23
Las Vegas and Tonopah Railroad	813.37	793.84	194,549.94	196,713.09
Nevada-California-Oregon Railway	4,730.11	2,413.39	386,590.05	403,979.10
Nevada Central Railroad	689.83	840.90	59,785.25	54,973.35
Nevada Copper Belt Railroad	1,612.04	1,689.29	131,144.52	225,876.52
Nevada Northern Railway	9,714.80	15,017.93	1,509,862.70	1,644,588.66
San Pedro, Los Angeles and Salt Lake Railroad	78,261.00	96,473.20	9,124,474.35	[b]10,238,049.93
Silver Peak Railroad	81.30	145.75	14,853.51	12,815.79
Southern Pacific Company	752,666.31	848,283.12	90,621,090.27	[c]95,335,314.98
Tonopah and Goldfield Railroad	4,004.37	3,175.67	760,442.34	696,397.71
Tonopah and Tidewater Railroad	2,827.34	3,200.00	291,390.69	328,240.57
Virginia and Truckee Railway	1,134.70	860.30	309,972.66	299,808.18
Western Pacific Railway	24,772.60	29,587.71	5,258,532.43	[d]6,173,628.29
Totals	$4,463,979.98	$3,851,973.55	$202,236,383.33	$216,791,662.83

[a]Operating revenues for Atchison, Topeka and Santa Fe Railway are shown for the operations in Nevada only.
[b]Joint facilities, credit of $28,771.93 included in total.
[c]Joint facilities, credit of $55,546.92 and debit of $16,885.99 accounted for in total.
[d]Joint facilities, credit of $4,082.68 included in total.

STOCKS AND BONDS OWNED

Company	Total par value of stocks owned		Dividends accrued on stocks owned		Funded debt owned	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$239,194,000.58	$120,641,899.90	$363,260.08	$100,195.00	$149,123,125.86	$86,495,930.91
Bullfrog-Goldfield Railroad					40,000.00	40,000.00
Central Pacific Railway	5,439,700.00	5,940,200.00			172,150.00	171,150.00
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway	275,359.00	271,000.00		330.00		401,000.00
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						500,000.00
San Pedro, Los Angeles and Salt Lake Railroad	50,383.00	50,223.00			428,000.00	428,000.00
Silver Peak Railroad						
Southern Pacific Company	658,961,532.73	665,663,132.73	16,778,870.94	21,279,768.89	118,820,204.00	145,957,902.03
Tonopah and Goldfield Railroad					350,000.00	350,000.00
Tonopah and Tidewater Railroad					350,000.00	350,000.00
Virginia and Truckee Railway						
Western Pacific Railway	499,900.00	500,400.00				
Totals	$904,420,875.31	$793,076,855.63	$17,142,131.02	$21,380,293.89	$269,283,479.86	$234,693,982.94

STOCKS AND BONDS OWNED

Company	Interest accrued on funded debt owned		Miscellaneous securities owned		Dividends or interest on miscellaneous securities	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$786,380.57	$430,351.22				
Bullfrog-Goldfield Railroad						
Central Pacific Railway		8,150.00				
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	17,120.00	17,120.00				
Silver Peak Railroad						
Southern Pacific Company	4,521,223.33	7,368,283.96	$14,623,315.84	$315,000.00	$746,954.86	
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway				1,400.00		
Western Pacific Railway						
Totals	$5,324,723.90	$7,823,905.18	$14,623,315.84	$316,400.00	$746,954.86	

SINKING, INSURANCE AND OTHER FUNDS

Company	Sinking, insurance and other funds—Cash to funds		Sinking, insurance and other funds—Total		Sinking, insurance and other funds—Cash in funds	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$350,227.83	$403,171.73	$396,959.94	$461,105.11	$1,827,272.58	$1,726,846.19
Bullfrog-Goldfield Railroad	17,425.00	17,425.00	17,425.00	17,425.00		
Central Pacific Railway	51,000.00	51,000.00	65,443.70	59,796.10	474,255.89	176,629.27
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway	9,710.00	14,150.00	9,710.00	14,150.00	29.46	154.18
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad						
Southern Pacific Company	5,000.00	5,000.00	5,000.00	5,000.00	635.41	
Tonopah and Goldfield Railroad	78,925.00	90,200.00	78,925.00	90,200.00		
Tonopah and Tidewater Railroad	17,652.49	17,625.34	17,652.49	17,625.34		140,890.19
Virginia and Truckee Railway						
Western Pacific Railway						
Totals	$529,940.32	$598,572.07	$591,116.13	$665,301.55	$2,302,193.34	$2,044,519.83

SINKING, INSURANCE AND OTHER FUNDS, OPERATING EXPENSES—MAINTENANCE OF WAY AND STRUCTURES

Company	Sinking, insurance and other funds—Total in funds		Superintendence		Maintenance of roadway and track	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$1,827,272.58	$1,726,846.19	$880,561.52	$946,145.16	$9,008,395.33	$10,410,406.16
Bullfrog-Goldfield Railroad			1,987.02	1,938.32	18,679.69	20,891.01
Central Pacific Railway	6,141,726.39	5,844,099.77				
Eagle Salt Works Railroad				42.51		526.99
Eureka-Nevada Railway				813.13		13,750.02
Goldfield Consolidated M. & T. Co.			150.00		4,993.68	4,186.19
Las Vegas and Tonopah Railroad			2,159.23	2,117.28	30,760.77	40,638.52
Nevada-California-Oregon Railway	29.46	154.18	3,068.49	6,158.16	84,274.88	75,916.50
Nevada Central Railroad			300.00	280.00	10,786.65	10,382.64
Nevada Copper Belt Railroad			145.18	1,441.54	9,854.24	10,150.74
Nevada Northern Railway			7,116.17	6,937.26	124,795.97	144,302.68
San Pedro, Los Angeles and Salt Lake Railroad			82,870.74	79,178.46	790,977.99	794,601.83
Silver Peak Railroad					1,613.81	1,486.62
Southern Pacific Company	635.41		639,395.52	674,942.91	6,490,965.16	6,404,678.23
Tonopah and Goldfield Railroad			9,872.62	9,200.92	67,108.07	48,462.15
Tonopah and Tidewater Railroad	123,264.85	140,890.19	5,969.48	4,578.68	33,086.39	33,937.64
Virginia and Truckee Railway			4,200.00	4,200.00	45,046.77	41,700.21
Western Pacific Railway			89,930.07	98,059.15	507,128.89	506,328.18
Totals	$8,092,928.69	$7,711,990.33	$1,727,726.04	$1,836,033.48	$17,228,468.29	$18,562,346.31

OPERATING EXPENSES

MAINTENANCE OF WAY AND STRUCTURES

Company	Maintenance of track structures		Maintenance of buildings, docks and wharves		Injuries to persons	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$1,945,033.80	$1,638,943.93	$1,286,519.14	$1,878,380.85	$45,024.29	$55,813.02
Bullfrog-Goldfield Railroad	1,653.54	932.93	1,219.15	930.86		
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		150.83		905.96		
Goldfield Consolidated M. & T. Co.	39.25	1,095.90		15.22		
Las Vegas and Tonopah Railroad	1,769.42	2,310.67	3,322.00	2,545.56		2.00
Nevada-California-Oregon Railway	4,250.85	2,773.47	5,293.89	3,371.31		
Nevada Central Railroad	467.21	1,301.81	1,427.71	1,582.85	237.40	
Nevada Copper Belt Railroad	1,080.85	754.12	768.08	170.06		25.37
Nevada Northern Railway	11,270.16	31,436.95	17,451.56	3,715.82		
San Pedro, Los Angeles and Salt Lake Railroad	119,578.34	76,511.27	133,746.92	102,017.90	3,617.04	625.89
Silver Peak Railroad						
Southern Pacific Company	1,498,822.62	1,509,768.46	1,198,511.10	1,273,600.49	26,769.30	40,295.01
Tonopah and Goldfield Railroad	1,319.54	1,615.65	2,542.74	3,759.47	2,252.92	736.07
Tonopah and Tidewater Railroad	4,402.72	5,395.13	2,868.59	2,163.93	3.58	6.64
Virginia and Truckee Railway	5,326.61	4,902.26	4,812.48	6,315.54		100.00
Western Pacific Railway	280,329.31	241,970.67	53,608.73	65,376.56	1,602.23	5,330.27
Totals	$3,875,344.22	$3,519,864.05	$2,712,092.09	$3,344,852.38	$79,506.76	$102,934.27

OPERATING EXPENSES

MAINTENANCE OF WAY AND STRUCTURES

Company	Other maintenance of way expenses		Maintenance of joint track—Debit		Maintenance of joint track—Credit	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$201,404.05	$274,447.08	$141,582.76	$173,565.37	*$161,201.50*	*$138,503.26*
Bullfrog-Goldfield Railroad	1,024.07	662.32	951.96	939.00	*1,712.39*	*1,915.61*
Central Pacific Railway						
Eagle Salt Works Railroad		189.83				
Eureka-Nevada Railway		461.13				
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	3,816.04	1,334.54		10.00		
Nevada-California-Oregon Railway	1,376.88	685.19				
Nevada Central Railroad		293.84				
Nevada Copper Belt Railroad	44.16	204.70	146.37	164.04		
Nevada Northern Railway	5,223.01	47.00				
San Pedro, Los Angeles and Salt Lake Railroad	29,626.22	25,570.36	95,194.42	94,802.60	*1,922.41*	*2,442.72*
Silver Peak Railroad						
Southern Pacific Company	233,375.75	317,021.00	143,798.50	53,395.00	*108,153.05*	*121,854.91*
Tonopah and Goldfield Railroad	2,050.79	1,946.97	4,497.04	3,040.80	*951.96*	*939.00*
Tonopah and Tidewater Railroad	1,503.38	1,741.99	1,712.39	2,233.09	*41.34*	*6.82*
Virginia and Truckee Railway	949.21	791.95				
Western Pacific Railway	18,817.89	19,878.75	2,296.79	2,490.93	*979.13*	*855.73*
Totals	$499,211.45	$645,276.65	$390,180.23	$330,640.83	*$274,961.78*	*$266,518.05*

Italic figures denote credit.

OPERATING EXPENSES

MAINTENANCE OF WAY AND STRUCTURES, AND MAINTENANCE OF EQUIPMENT

Company	Total—Maintenance of way and structures		Superintendence		Locomotives—Repairs	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$13,347,319.39	$15,239,198.31	$488,123.41	$477,472.80	$6,203,481.65	$6,880,183.82
Bullfrog-Goldfield Railroad	23,803.04	24,378.83	1,828.03	1,839.38	11,530.10	3,362.42
Central Pacific Railway						
Eagle Salt Works Railroad		759.33		77.41		95.95
Eureka-Nevada Railway		16,081.07		944.84		1,678.88
Goldfield Consolidated M. & T. Co.	5,182.93	5,297.31	150.00		1,242.63	1,587.12
Las Vegas and Tonopah Railroad	41,827.46	48,958.57	1,454.91	1,842.17	18,307.79	16,277.38
Nevada-California-Oregon Railway	98,264.99	88,904.63	2,114.90	2,141.73	14,622.54	13,868.58
Nevada Central Railroad	13,218.97	13,841.14			4,222.12	3,776.34
Nevada Copper Belt Railroad	12,038.86	12,910.57	724.18	1,213.22	6,671.62	6,915.77
Nevada Northern Railway	165,856.87	186,439.71	5,405.70	5,402.71	46,032.44	58,932.47
San Pedro, Los Angeles and Salt Lake Railroad	1,253,689.26	1,170,865.59	60,906.44	65,073.41	1,185,712.40	998,892.15
Silver Peak Railroad	1,613.81	1,486.62			3,226.49	2,654.40
Southern Pacific Company	10,123,484.90	10,151,846.19	446,373.06	448,632.48	5,151,039.49	6,260,179.07
Tonopah and Goldfield Railroad	88,691.66	67,823.03	8,689.14	8,651.55	40,021.18	28,897.48
Tonopah and Tidewater Railroad	49,505.19	50,050.28	3,668.27	3,696.42	11,153.34	11,738.59
Virginia and Truckee Railway	60,335.07	58,009.96	3,360.00	3,370.00	8,368.07	7,635.65
Western Pacific Railway	952,734.78	938,578.78	33,862.31	36,737.90	198,070.93	229,023.87
Totals	$26,237,567.18	$28,075,429.92	$1,056,660.35	$1,057,096.02	$12,903,702.79	$14,525,699.94

OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT

Company	Cars—Repairs		Floating equipment—Repairs		Work equipment—Repairs	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$4,202,458.57	$4,866,853.44	$41,717.71	$51,115.74	$129,543.75	$160,092.13
Bullfrog-Goldfield Railway	2,411.13	3,847.25			32.40	51.72
Central Pacific Railway						
Eagle Salt Works Railroad						10.50
Eureka-Nevada Railway		2,635.62				
Goldfield Consolidated M. & T. Co.	2,227.64	748.46				
Las Vegas and Tonopah Railroad	4,227.34	4,849.01				
Nevada-California-Oregon Railway	15,056.04	13,014.31			1,145.92	1,367.29
Nevada Central Railroad	2,663.96	2,679.68				
Nevada Copper Belt Railroad	1,195.11	2,132.05			17.94	7.71
Nevada Northern Railway	43,898.34	44,880.99			261.01	1,103.44
San Pedro, Los Angeles and Salt Lake Railroad	472,913.50	419,718.91			24,928.97	22,163.26
Silver Peak Railroad		32.55				
Southern Pacific Company	4,284,598.84	4,422,678.95	137,076.08	224,161.86	178,739.01	215,618.57
Tonopah and Goldfield Railroad	16,624.35	20,303.53			157.06	3.82
Tonopah and Tidewater Railroad	2,574.55	4,000.24			536.82	629.32
Virginia and Truckee Railway	9,185.24	7,933.45				
Western Pacific Railway	141,462.04	144,636.19	9,402.73	8,247.31	27,704.79	18,015.62
Totals	$9,201,496.65	$9,960,944.63	$188,196.52	$283,524.91	$363,067.67	$419,063.38

OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT

Company	Equipment, renewals		Equipment, depreciation		Injuries to persons	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$107,789.12	$202,097.44	$2,077,332.32	$3,208,332.38	$28,415.24	$41,078.92
Bullfrog-Goldfield Railroad	145.06	268.10	4,960.80	4,907.94		
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad			8,390.64	6,560.18		
Nevada-California-Oregon Railway	1,093.41		9,346.61	14,164.12		
Nevada Central Railroad			1,920.00	1,920.00		
Nevada Copper Belt Railroad	7.50			9,301.80	1.00	
Nevada Northern Railway	2,004.99	879.27	60,944.95	61,722.06	53.00	44.50
San Pedro, Los Angeles and Salt Lake Railroad	11,252.41	8,919.89	182,902.75	123,231.21	3,343.32	3,221.27
Silver Peak Railroad						
Southern Pacific Company	556,155.19	1,041,064.87	63,053.73	62,442.85	33,521.48	43,500.21
Tonopah and Goldfield Railroad	23,052.29	3,658.13	26,353.91	25,839.25	41.91	284.34
Tonopah and Tidewater Railroad	4,906.74	4,939.04	6,429.73	5,831.90	3.58	202.74
Virginia and Truckee Railway	4,455.00		12,444.72	11,948.44		
Western Pacific Railway	7,330.80	10,474.42	59,482.95	62,333.09	1,609.77	1,402.85
Totals	$718,192.51	$1,272,301.16	$2,513,563.11	$3,598,535.22	$66,989.30	$89,734.83

OPERATING EXPENSES
MAINTENANCE OF EQUIPMENT

Company	Other maintenance of equipment expenses		Maintenance of joint equipment at terminals—Debit		Maintenance of joint equipment at terminals—Credit	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$375,381.79	$449,569.93	$16,020.92	$13,217.58	*$38,589.86*	*$32,073.80*
Bullfrog-Goldfield Railroad	78.80	58.47				
Central Pacific Railway						
Eagle Salt Works Railroad		1.20				
Eureka-Nevada Railway		898.38				
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	2,657.37	721.12				
Nevada-California-Oregon Railway	2,329.05	1,272.48				
Nevada Central Railroad	1,945.95	833.87				
Nevada Copper Belt Railroad	955.40	2,013.80	57.86	31.20		
Nevada Northern Railway	21,051.60	22,294.10				
San Pedro, Los Angeles and Salt Lake Railroad	71,369.41	54,989.05	12,622.52	13,726.93		
Silver Peak Railroad						
Southern Pacific Company	350,889.35	433,632.35	17,345.03	13,163.83	*17,297.66*	*2,024.73*
Tonopah and Goldfield Railroad	2,875.28	2,059.47	670.82			
Tonopah and Tidewater Railroad	1,511.58	1,625.87				
Virginia and Truckee Railway	2,433.86	2,412.77				
Western Pacific Railway	10,217.09	6,978.44				
Totals	$843,696.53	$979,361.30	$46,717.15	$40,139.54	*$55,887.52*	*$34,098.53*

Italic figures denote credit.

OPERATING EXPENSES

Maintenance of Equipment, Traffic Expenses and Transportation Expenses

Company	Total maintenance of equipment expenses		Traffic expenses—Total		Superintendence and dispatching of trains	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$13,631,674.62	$16,317,940.38	$2,005,716.41	$2,074,834.62	$1,311,544.04	$1,338,005.78
Bullfrog-Goldfield Railroad	20,986.32	14,335.28	10,814.78	10,753.79	2,935.62	2,241.52
Central Pacific Railway						
Eagle Salt Works Railroad		185.06				42.52
Eureka-Nevada Railway		6,157.72		161.05		1,825.00
Goldfield Consolidated M. & T. Co.	3,620.27	2,335.58			300.00	
Las Vegas and Tonopah Railroad	35,038.05	30,249.86	11,946.25	13,296.09	4,239.64	4,262.03
Nevada-California-Oregon Railway	45,708.47	45,828.51	7,629.78	9,206.29	2,865.70	4,080.83
Nevada Central Railroad	10,752.03	9,209.89			161.00	150.50
Nevada Copper Belt Railroad	9,360.61	21,615.55	2,785.76	3,710.99	2,740.28	3,017.05
Nevada Northern Railway	179,652.03	195,259.54	4,676.83	4,593.63	9,853.59	10,583.03
San Pedro, Los Angeles and Salt Lake Railroad	2,025,951.72	1,709,936.08	377,019.49	378,099.04	87,045.34	81,704.56
Silver Peak Railroad	3,226.49	2,686.95	80.10	106.42		
Southern Pacific Company	11,201,493.60	13,163,050.31	2,180,608.33	2,062,542.61	1,128,782.23	1,154,383.15
Tonopah and Goldfield Railroad	118,485.94	89,697.57	21,629.15	22,629.70	23,243.07	21,391.88
Tonopah and Tidewater Railroad	30,784.61	32,664.12	25,769.31	20,549.31	5,874.67	5,000.41
Virginia and Truckee Railway	40,246.89	33,300.31	8,532.45	8,329.32	3,540.00	3,480.00
Western Pacific Railway	489,143.41	517,849.69	340,452.32	359,523.06	91,506.03	92,436.82
Totals	$27,846,395.06	$32,192,302.40	$4,997,660.96	$4,968,335.92	$2,674,631.21	$2,722,605.08

OPERATING EXPENSES

TRANSPORTATION EXPENSES

Company	Station service		Yard enginemen		Other yard employees	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$4,304,191.78	$4,706,229.29	$612,375.78	$663,124.65	$1,364,213.77	$1,479,278.79
Bullfrog-Goldfield Railroad	10,103.21	9,350.12			170.67	
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		3,848.52				
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	10,399.61	10,978.96	1,204.11	1,296.00	1,156.14	1,313.83
Nevada-California-Oregon Railway	17,031.16	20,681.60				
Nevada Central Railroad	4,453.56	3,917.73				
Nevada Copper Belt Railroad	6,454.99	7,769.16			3.57	
Nevada Northern Railway	30,024.38	31,194.06	1,204.35	5,359.15	4,211.90	9,930.55
San Pedro, Los Angeles and Salt Lake Railroad	363,650.72	359,046.15	49,043.56	48,081.43	107,001.74	101,565.50
Silver Peak Railroad	2,079.69	1,910.22				
Southern Pacific Company	4,129,039.15	4,285,450.44	522,422.97	551,048.22	1,522,765.67	1,531,493.05
Tonopah and Goldfield Railroad	32,999.71	32,870.72				
Tonopah and Tidewater Railroad	14,880.73	13,331.95				
Virginia and Truckee Railway	21,711.86	21,195.47				
Western Pacific Railway	289,713.90	314,537.24	31,350.90	32,712.02	63,248.63	67,406.28
Totals	$9,236,734.45	$9,822,311.63	$1,217,601.67	$1,301,621.47	$3,062,772.09	$3,190,988.00

OPERATING EXPENSES

TRANSPORTATION EXPENSES

Company	Fuel for yard locomotives		All other yard expenses		Road enginemen and motormen	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$621,927.53	$673,783.42	$318,759.54	$450,512.25	$3,547,023.72	$3,610,394.77
Bullfrog-Goldfield Railroad					5,547.99	5,682.75
Central Pacific Railway						
Eagle Salt Works Railroad						181.07
Eureka-Nevada Railway						2,415.11
Goldfield Consolidated M. & T. Co.					4,164.91	3,466.31
Las Vegas and Tonopah Railroad	1,585.57	1,607.61	366.99	548.89	10,611.62	10,475.31
Nevada-California-Oregon Railway					10,708.61	15,423.69
Nevada Central Railroad					2,909.41	3,727.10
Nevada Copper Belt Railroad					5,853.41	8,001.80
Nevada Northern Railway	2,110.10	3,230.00	698.86	829.56	42,091.70	42,843.95
San Pedro, Los Angeles and Salt Lake Railroad	78,827.31	75,542.53	45,818.46	50,046.30	408,896.36	405,460.29
Silver Peak Railroad					2,196.35	2,048.93
Southern Pacific Company	522,373.51	501,991.40	392,458.26	369,032.10	3,368,090.11	3,562,325.90
Tonopah and Goldfield Railroad					17,459.04	15,153.67
Tonopah and Tidewater Railroad					9,031.80	8,926.76
Virginia and Truckee Railway					13,761.67	13,838.95
Western Pacific Railway	28,808.36	30,504.00	8,442.33	9,484.39	281,685.48	302,796.34
Totals	$1,255,632.38	$1,286,658.96	$766,544.44	$880,453.49	$7,730,032.18	$8,013,162.70

OPERATING EXPENSES

TRANSPORTATION EXPENSES

Company	Fuel for road locomotives		Other road locomotive supplies and expenses		Road trainmen	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$5,699,065.12	$5,825,755.71	$2,196,065.39	$2,238,866.51	$3,530,760.38	$3,641,249.56
Bullfrog-Goldfield Railroad	8,104.34	7,847.53	4,171.74	3,920.00	4,964.45	5,101.37
Central Pacific Railway						
Eagle Salt Works Railroad		251.50		141.57		115.20
Eureka-Nevada Railway		3,160.95		1,341.02		834.10
Goldfield Consolidated M. & T. Co.	6,529.81	5,984.58	1,185.09	1,100.70	5,628.32	7,469.44
Las Vegas and Tonopah Railroad	27,900.88	25,896.50	7,427.25	8,098.15	9,849.50	10,278.54
Nevada-California-Oregon Railway	36,053.38	46,359.14	6,408.84	7,409.39	8,451.92	10,611.07
Nevada Central Railroad	4,528.64	4,617.18	1,391.45	1,469.49	1,271.70	1,325.01
Nevada Copper Belt Railroad	13,671.29	19,776.56	3,530.60	6,007.84	6,041.88	10,498.35
Nevada Northern Railway	137,185.20	165,230.03	24,158.29	28,966.55	52,298.26	54,124.95
San Pedro, Los Angeles and Salt Lake Railroad	952,973.93	913,799.44	240,219.16	204,838.42	411,503.74	410,881.29
Silver Peak Railroad	2,329.56	1,642.80	1,047.56	659.24	1,109.60	1,056.20
Southern Pacific Company	5,475,866.88	5,124,887.16	1,756,368.04	1,751,172.92	3,739,844.77	4,001,749.99
Tonopah and Goldfield Railroad	67,649.74	47,565.83	16,311.90	13,259.66	18,434.25	18,310.21
Tonopah and Tidewater Railroad	20,617.83	19,648.31	11,100.91	11,245.19	11,331.00	11,180.00
Virginia and Truckee Railway	28,388.90	29,457.16	6,491.27	9,664.23	13,924.00	14,044.97
Western Pacific Railway	643,756.94	678,826.91	157,047.09	159,540.09	274,651.71	295,468.69
Totals	$13,124,622.44	$12,920,707.29	$4,432,924.58	$4,447,700.97	$8,090,065.48	$8,494,298.94

OPERATING EXPENSES

TRANSPORTATION EXPENSES

Company	Train supplies and expenses		Injuries to persons		Loss and damage	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$1,127,782.55	$1,276,518.73	$407,030.90	$534,825.81	$702,423.17	$656,245.98
Bullfrog-Goldfield Railroad	1,048.73	1,490.63			55.81	70.57
Central Pacific Railway						
Eagle Salt Works Railroad				95.00		
Eureka-Nevada Railway		229.08		92.50		18.19
Goldfield Consolidated M. & T. Co.	93.47	44.64				
Las Vegas and Tonopah Railroad	1,639.93	1,830.85			178.35	731.79
Nevada-California-Oregon Railway	1,726.94	2,044.47	98.45	125.00	664.99	3,075.71
Nevada Central Railroad	51.68	63.08			317.28	160.21
Nevada Copper Belt Railroad	240.61	467.15	43.25	228.70	*208.99*	229.43
Nevada Northern Railway	7,053.52	5,163.16	65.50	1,147.00	1,094.53	432.73
San Pedro, Los Angeles and Salt Lake Railroad	146,731.92	122,052.75	20,653.67	28,230.03	47,309.50	65,953.32
Silver Peak Railroad	448.72	8.14			104.82	
Southern Pacific Company	1,034,723.63	1,134,754.14	385,413.03	270,415.79	568,894.56	510,604.35
Tonopah and Goldfield Railroad	3,244.44	2,984.42	2,604.45	484.64	1,257.36	821.16
Tonopah and Tidewater Railroad	3,246.38	3,741.73	3.58	10.00	147.72	178.14
Virginia and Truckee Railway	5,407.04	2,506.85	3,376.00	5,014.00	283.02	227.81
Western Pacific Railway	55,683.19	60,340.35	9,667.84	25,838.94	33,407.97	71,745.45
Totals	$2,389,122.75	$2,614,240.17	$828,956.67	$866,507.41	$1,355,930.09	$1,310,494.84

Italic figures denote credit.

OPERATING EXPENSES

TRANSPORTATION EXPENSES

Company	Other casualties		Other transportation expenses		Operating joint yards and terminals—Debit	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$195,979.54	$207,680.56	$827,267.28	$897,966.01	$244,838.43	$277,150.23
Bullfrog-Goldfield Railroad	77.37	10.00	529.26	500.67		102.90
Central Pacific Railway						
Eagle Salt Works Railroad				.20		
Eureka-Nevada Railway				475.78		
Goldfield Consolidated M. & T. Co.			62.50	35.00		
Las Vegas and Tonopah Railroad	49.25	1,457.66	1,828.15	2,000.58		112.17
Nevada-California-Oregon Railway	1,184.18	1,942.11	1,511.02	1,932.38		
Nevada Central Railroad	256.55	73.81	1,411.14	2,150.51		
Nevada Copper Belt Railroad	716.65	512.16	1,506.26	758.43	2,003.28	3,993.71
Nevada Northern Railway	749.26	1,080.85	5,308.21	4,926.07		
San Pedro, Los Angeles and Salt Lake Railroad	25,798.38	29,912.69	77,292.59	76,592.38	242,403.47	273,485.83
Silver Peak Railroad		150.00		488.75		
Southern Pacific Company	137,034.86	165,917.74	1,537,919.17	1,737,415.01	232,153.69	238,276.56
Tonopah and Goldfield Railroad	457.79	143.28	3,097.01	2,717.26	9,567.04	4,154.40
Tonopah and Tidewater Railroad	58.11	4.08	3,145.01	3,525.66		
Virginia and Truckee Railway	42.49	173.20	1,104.67	1,069.29		
Western Pacific Railway	23,741.20	27,058.94	121,269.90	120,342.01	47,965.08	53,998.63
Totals	$386,145.63	$436,117.08	$2,583,252.17	$2,852,895.99	$778,930.99	$851,274.43

OPERATING EXPENSES
TRANSPORTATION EXPENSES

Company	Operating joint yards and terminals—Credit		Operating joint tracks—Debit		Operating joint tracks—Credit	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	*$156,208.00*	*$180,005.60*	$82,365.21	$79,068.14	*$172,788.62*	*$183,332.51*
Bullfrog-Goldfield Railroad					*89.97*	*98.33*
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway						
Nevada Central Railroad						
Nevada Copper Belt Railroad					*42.56*	
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	*2,284.03*	*2,899.10*	72,411.42	82,612.22	*3,074.17*	*3,837.52*
Silver Peak Railroad						
Southern Pacific Company	*232,497.73*	*106,333.64*	23,826.37	15,946.15	*75,279.08*	*103,095.69*
Tonopah and Goldfield Railroad	*167.58*	*103.74*	395.83	247.20		
Tonopah and Tidewater Railroad			89.97	98.33		
Virginia and Truckee Railway						
Western Pacific Railway	*2,550.61*	*2,755.54*	7,371.83	9,054.48	*1,525.68*	*1,546.71*
Totals	*$393,707.95*	*$292,097.62*	$186,460.63	$187,026.52	*$252,800.08*	*$291,910.76*

Italic figures denote credit.

OPERATING EXPENSES

TRANSPORTATION EXPENSES AND GENERAL EXPENSES

Company	Total transportation expenses		Administration		Insurance	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$26,764,617.51	$28,193,318.08	$1,351,258.68	$1,399,960.28	$266,497.52	$242,067.44
Bullfrog-Goldfield Railroad	37,619.22	36,219.73	4,592.10	5,745.30	868.80	779.00
Central Pacific Railway						
Eagle Salt Works Railroad		827.06		1,776.72		
Eureka-Nevada Railway		14,240.25		8,221.59		36.00
Goldfield Consolidated M. & T. Co.	17,964.10	18,100.67	210.00	1,200.00		
Las Vegas and Tonopah Railroad	78,436.99	80,888.87	16,180.84	17,134.46	515.73	498.59
Nevada-California-Oregon Railway	86,705.19	113,685.39	21,444.42	23,846.59	830.03	1,158.85
Nevada Central Railroad	16,752.41	17,654.62	5,875.66	6,333.20	19.92	17.85
Nevada Copper Belt Railroad	42,554.52	61,260.34	11,100.20	7,538.76	423.33	2,066.64
Nevada Northern Railway	318,107.65	365,041.64	37,354.54	37,891.94	2,466.19	5,174.85
San Pedro, Los Angeles and Salt Lake Railroad	3,372,223.07	3,323,068.51	161,174.22	166,242.35	28,891.69	29,235.59
Silver Peak Railroad	9,316.30	7,964.28	1,372.90	1,272.90		
Southern Pacific Company	26,170,200.09	26,697,434.74	1,660,438.81	1,860,024.31	246,431.43	259,157.52
Tonopah and Goldfield Railroad	196,554.05	160,000.59	27,629.74	25,356.51	5,106.48	2,406.84
Tonopah and Tidewater Railroad	79,527.71	76,890.56	8,873.25	8,869.94	1,956.23	1,688.91
Virginia and Truckee Railway	98,030.92	100,671.93	10,586.50	11,315.67	329.00	329.00
Western Pacific Railway	2,165,242.10	2,347,789.33	242,677.92	272,841.94	20,715.60	22,891.53
Totals	$59,453,851.83	$61,615,056.59	$3,560,769.78	$3,855,572.46	$575,051.95	$567,508.61

OPERATING EXPENSES

General Expenses

Company	Other general expenses		General administration of joint tracks and terminals—Debit		General administration of joint tracks and terminals—Credit	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$295,543.63	$361,090.73	$5,734.61	$4,626.25	*$2,046.35*	*$2,353.36*
Bullfrog-Goldfield Railroad	720.76	606.77			*57.18*	*32.87*
Central Pacific Railway						
Eagle Salt Works Railroad		2.58				
Eureka-Nevada Railway		519.07				
Goldfield Consolidated M. & T. Co.	1,941.62	1,888.12				
Las Vegas and Tonopah Railroad	418.55	477.01		3.00		
Nevada-California-Oregon Railway	1,162.26	1,002.14				
Nevada Central Railroad		362.35				
Nevada Copper Belt Railroad	1,606.53	1,002.72				
Nevada Northern Railway	2,548.46	3,132.44				
San Pedro, Los Angeles and Salt Lake Railroad	23,324.96	29,909.03	3,265.39	3,190.76		*36.00*
Silver Peak Railroad						
Southern Pacific Company	431,124.70	472,797.46	4,800.70	4,960.70		*320.04*
Tonopah and Goldfield Railroad	2,573.16	3,170.75				
Tonopah and Tidewater Railroad	872.93	945.48	40.28	32.87		
Virginia and Truckee Railway	726.61	855.86				
Western Pacific Railway	18,836.17	19,307.69	62.27	53.04		
Totals	$781,399.74	$897,070.20	$13,903.25	$12,866.62	*$2,083.53*	*$22,742.27*

Italic figures denote credit.

OPERATING EXPENSES, GENERAL EXPENSES, AND RECAPITULATION

Company	Total general expenses		Maintenance of way and structures		Maintenance of equipment	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$1,956,383.38	$2,005,391.34	$13,347,319.39	$15,239,198.31	$13,631,674.62	$16,317,940.38
Bullfrog-Goldfield Railroad	6,144.48	7,098.20	23,803.04	24,378.83	20,986.32	14,335.28
Central Pacific Railway						
Eagle Salt Works Railroad		1,779.30		759.33		185.06
Eureka-Nevada Railway		8,776.66		16,081.07		6,157.72
Goldfield Consolidated M. & T. Co.	2,151.02	3,088.12	5,182.93	5,297.31	3,620.27	2,335.58
Las Vegas and Tonopah Railroad	17,115.12	18,113.06	41,827.46	48,958.57	35,038.05	30,249.86
Nevada-California-Oregon Railway	23,436.71	26,007.58	98,264.99	88,904.63	45,706.47	45,828.51
Nevada Central Railroad	6,470.35	6,713.40	13,218.97	13,841.14	10,752.03	9,209.89
Nevada Copper Belt Railroad	13,130.06	10,608.12	12,038.86	12,910.57	9,630.61	21,615.55
Nevada Northern Railway	42,369.19	46,199.23	165,856.87	186,439.71	179,652.03	196,259.54
San Pedro, Los Angeles and Salt Lake Railroad	216,656.26	228,541.73	1,253,689.26	1,170,865.59	2,025,951.72	1,709,936.08
Silver Peak Railroad	1,372.90	1,272.90	1,613.81	1,486.62	3,226.49	2,686.95
Southern Pacific Company	2,342,795.64	2,596,619.95	10,123,484.90	10,151,846.19	11,201,493.60	13,163,050.31
Tonopah and Goldfield Railroad	35,309.38	30,934.10	88,691.66	67,823.03	118,485.94	89,697.57
Tonopah and Tidewater Railroad	11,742.69	11,537.20	49,505.19	50,050.28	30,784.61	32,664.12
Virginia and Truckee Railway	11,642.11	12,500.53	60,335.07	58,009.96	40,246.89	33,300.31
Western Pacific Railway	282,291.96	315,094.20	952,734.78	938,578.78	489,143.41	517,849.69
Totals	$4,929,615.96	$5,330,275.62	$26,237,567.18	$28,075,429.92	$27,846,395.06	$32,192,302.40

OPERATING EXPENSES—RECAPITULATION

Company	Traffic expenses		Transportation expenses		General expenses	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$2,005,716.41	$2,074,834.62	$26,764,617.51	$28,193,318.08	$1,916,988.09	$2,005,391.34
Bullfrog-Goldfield Railroad	10,814.78	10,753.79	37,619.22	36,219.73	6,144.48	7,098.20
Central Pacific Railway						
Eagle Salt Works Railroad				827.06		1,779.30
Eureka-Nevada Railway		161.05		14,240.25		8,776.66
Goldfield Consolidated M. & T. Co.			17,964.10	18,100.67	2,151.02	3,088.12
Las Vegas and Tonopah Railroad	11,946.25	13,296.09	78,436.99	80,888.87	17,115.12	18,113.06
Nevada-California-Oregon Railway	7,629.78	9,206.29	86,705.19	113,685.39	23,436.71	26,007.58
Nevada Central Railroad			16,752.41	17,654.62	6,470.35	6,713.40
Nevada Copper Belt Railroad	2,785.76	3,710.99	42,554.52	61,260.34	13,130.06	10,608.12
Nevada Northern Railway	4,676.83	4,593.63	318,107.65	365,041.64	42,369.19	46,199.23
San Pedro, Los Angeles and Salt Lake Railroad	377,019.49	378,099.04	3,372,223.07	3,323,068.51	216,656.26	228,541.73
Silver Peak Railroad	80.10	106.42	9,316.30	7,964.28	1,372.90	1,272.90
Southern Pacific Company	2,180,608.33	2,062,542.61	26,170,200.09	26,697,434.74	2,342,795.64	2,596,619.95
Tonopah and Goldfield Railroad	21,629.15	22,629.70	196,554.05	160,000.59	35,309.38	30,934.10
Tonopah and Tidewater Railroad	25,769.31	20,549.31	79,527.71	76,890.56	11,742.69	11,537.20
Virginia and Truckee Railway	8,532.45	8,329.32	98,080.92	100,671.93	11,642.11	12,500.53
Western Pacific Railway	340,452.32	359,523.06	2,165,242.10	2,347,789.33	282,291.96	315,094.20
Totals	$4,997,660.96	$4,968,335.92	$59,453,851.83	$61,615,056.59	$4,929,615.96	$5,330,275.62

OPERATING EXPENSES—RECAPITULATION

Company	Total operating expenses		Ratio of operating expenses to earnings—Per cent		Maintenance of way and structures—Per cent of total expenses	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$57,666,316.02	$63,830,682.73	64.18	65.07	23.15	23.87
Bullfrog-Goldfield Railroad	99,367.84	92,785.83	99.20	93.69	23.95	26.27
Central Pacific Railway						
Eagle Salt Works Railroad		3,550.75		589.51		21.38
Eureka-Nevada Railway		45,416.75		81.25		35.41
Goldfield Consolidated M. & T. Co.	28,918.32	28,821.68	31.80	33.00	17.92	18.38
Las Vegas and Tonopah Railroad	184,363.87	191,506.45	94.76	97.35	22.69	25.57
Nevada-California-Oregon Railway	261,745.14	283,632.40	67.71	70.21	37.54	31.35
Nevada Central Railroad	47,193.76	47,419.05	78.93	86.00	28.01	29.19
Nevada Copper Belt Railroad	80,139.81	110,105.57	61.11	48.75	15.02	11.72
Nevada Northern Railway	710,662.57	797,533.75	47.07	48.49	23.34	23.38
San Pedro, Los Angeles and Salt Lake Railroad	7,245,539.80	6,810,510.95	79.41	66.52	17.30	17.19
Silver Peak Railroad	15,609.60	13,517.17	105.09	105.47	10.34	11.00
Southern Pacific Company	52,018,582.56	54,671,493.80	57.40	57.35	19.46	18.57
Tonopah and Goldfield Railroad	460,670.18	371,084.99	60.58	53.29	19.25	18.28
Tonopah and Tidewater Railroad	197,329.51	191,691.47	67.72	58.40	25.09	26.11
Virginia and Truckee Railway	218,787.44	212,812.05	70.58	70.98	27.58	27.26
Western Pacific Railway	4,229,864.55	4,478,835.06	80.44	72.55	22.52	20.96
Totals	$123,465,090.97	$132,181,400.45				

OPERATING EXPENSES—RECAPITULATION

Company	Maintenance of equipment—Percentage of total expenses		Traffic expenses—Percentage of total expenses		Transportation expenses—Percentage of total expenses		General expenses—Percentage of total expenses	
	1912	1913	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	23.64	25.56	3.48	3.25	46.41	44.17	3.32	3.15
Bullfrog-Goldfield Railroad	21.12	15.45	10.88	11.59	37.86	39.04	6.19	7.65
Central Pacific Railway								
Eagle Salt Works Railroad		5.21				23.29		50.12
Eureka-Nevada Railway		13.56		.35		31.35		19.33
Goldfield Consolidated M. & T. Co.	12.52	8.10			62.12	62.80	7.44	10.72
Las Vegas and Tonopah Railroad	19.00	15.80	6.48	6.94	42.54	42.23	9.29	9.46
Nevada-California-Oregon Railway	17.46	16.16	2.92	3.25	33.13	40.08	8.95	9.16
Nevada Central Railroad	22.78	19.42			35.50	37.23	13.71	14.16
Nevada Copper Belt Railroad	15.02	19.63	3.48	3.37	53.10	55.65	16.38	9.63
Nevada Northern Railway	25.28	24.48	.66	.58	44.76	45.77	5.96	5.79
San Pedro, Los Angeles and Salt Lake Railroad	27.96	25.11	5.20	5.55	46.55	48.79	2.99	3.36
Silver Peak Railroad	20.67	19.88	.50	.79	59.69	58.92	8.80	9.41
Southern Pacific Company	21.53	24.08	4.19	3.77	50.31	48.83	4.51	4.75
Tonopah and Goldfield Railroad	25.72	24.17	4.70	6.10	42.67	43.12	7.66	8.33
Tonopah and Tidewater Railroad	15.60	17.04	13.06	10.72	40.30	40.11	5.95	6.02
Virginia and Truckee Railway	18.40	15.65	3.90	3.91	44.80	47.31	5.32	5.87
Western Pacific Railway	11.56	11.56	8.05	8.03	51.19	52.42	6.68	7.03

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Company	Total property investment		Total securities		Total other investments	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$598,298,683.23	$617,251,407.47			$23,571,306.06	$23,469,629.42
Bullfrog-Goldfield Railroad	3,773,587.86	3,768,578.81				
Central Pacific Railway	261,379,623.35	269,992,917.00	$339,259.53	$583,581.36	154,686.58	154,686.58
Eagle Salt Works Railroad	31,366.27	30,334.19	200,000.00	200,000.00		
Eureka-Nevada Railway[a]		11,712.18				
Goldfield Consolidated M. & T. Co.	15,075.90	10,352.30			596,132.10	471,027.44
Las Vegas and Tonopah Railroad	3,083,298.08	3,080,563.78				
Nevada-California-Oregon Railway	3,850,154.98	3,920,889.29				
Nevada Central Railroad	1,496,382.00	1,494,462.00				
Nevada Copper Belt Railroad	1,049,050.16	1,084,667.27				
Nevada Northern Railway	2,758,064.85	2,641,336.85		500,000.00		
San Pedro, Los Angeles and Salt Lake Railroad	70,157,194.81	74,677,724.26			487,966.06	533,555.94
Silver Peak Railroad	205,537.61	209,168.71				
Southern Pacific Company	31,359,733.31	31,541,971.66	209,510,447.83	209,952,245.31	227,840,265.83	255,477,421.97
Tonopah and Goldfield Railroad	3,692,283.46	3,657,044.92			11,998.24	11,621.44
Tonopah and Tidewater Railroad	4,172,387.48	4,157,336.08	350,000.00	350,000.00		
Virginia and Truckee Railway	4,416,615.88	4,419,129.69				
Western Pacific Railway	161,347,352.40	155,586,826.09	99,900.00	99,900.00	175,439.78	175,439.78
Totals	$1,151,086,391.63	$1,177,536,422.55	$210,499,607.36	$211,685,726.67	$252,837,794.65	$280,293,382.57

[a]Figures shown taken from the report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Company	Total working assets		Accrued income not due		Total deferred debit items	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$64,378,550.09	$52,300,875.71			$6,589,814.25	$6,294,905.81
Bullfrog-Goldfield Railroad	57,272.39	60,192.85	$866.66	$867.94	1,269.86	597.53
Central Pacific Railway	39,771,320.26	30,007,114.39			6,997,800.16	7,192,555.77
Eagle Salt Works Railroad	4,530.59	4,632.36				
Eureka-Nevada Railway*	12,441.11	9,905.74				
Goldfield Consolidated M. & T. Co.	630,804.92	797,764.80				
Las Vegas and Tonopah Railroad	43,343.89	40,333.35			9,693.00	3,725.83
Nevada-California-Oregon Railway	727,514.28	590,437.86			1,406.99	3,807.82
Nevada Central Railroad	27,719.16	32,946.51			272.91	646.96
Nevada Copper Belt Railroad	49,830.99	39,476.09			665,890.05	665,000.00
Nevada Northern Railway	733,199.86	483,418.46				
San Pedro, Los Angeles and Salt Lake Railroad	2,252,038.04	3,155,816.56	1,426.66	1,426.66	5,518,397.35	1,793,540.25
Silver Peak Railroad						
Southern Pacific Company	146,448,673.53	130,251,673.81	2,024,458.90	2,118,744.08	12,195,810.33	25,261,571.96
Tonopah and Goldfield Railroad	764,441.36	785,422.04			58,757.49	56,833.34
Tonopah and Tidewater Railroad	240,479.19	244,956.85			341,597.68	400,140.61
Virginia and Truckee Railway	205,312.66	190,194.51				60.00
Western Pacific Railway	718,835.47	1,420,401.41			962,082.80	7,524,731.66
Totals	$257,066,307.79	$220,415,563.30	$2,026,752.22	$2,121,038.68	$33,342,792.87	$49,198,117.54

*Figures taken from the report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Company	Profit and loss—Balance		Grand total	
	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway			$692,838,353.63	$699,316,818.41
Bullfrog-Goldfield Railroad	$371,454.94	$435,817.64	4,204,451.71	4,266,054.77
Central Pacific Railway			308,642,689.88	307,930,855.10
Eagle Salt Works Railroad	10,656.36	16,110.04	246,553.22	251,076.59
Eureka-Nevada Railway[a]		945.48	12,441.11	22,563.40
Goldfield Consolidated M. & T. Co.			1,242,012.92	1,279,144.54
Las Vegas and Tonopah Railroad	33,770.02	73,614.60	3,170,104.99	3,198,237.56
Nevada-California-Oregon Railway			4,579,076.25	4,515,134.97
Nevada Central Railroad			1,524,374.07	1,528,055.47
Nevada Copper Belt Railroad	126,294.21	80,408.18	1,891,065.41	1,869,551.54
Nevada Northern Railway			3,491,264.71	3,624,755.31
San Pedro, Los Angeles and Salt Lake Railroad	4,034,748.69	3,680,709.48	82,451,771.61	83,842,773.15
Silver Peak Railroad		686.58	205,537.61	209,855.29
Southern Pacific Company			629,379,389.73	654,603,628.79
Tonopah and Goldfield Railroad			4,527,480.55	4,510,921.74
Tonopah and Tidewater Railroad	276,729.30	392,195.75	5,381,193.65	5,454,629.29
Virginia and Truckee Railway	378,071.46	390,615.80	5,000,000.00	5,000,000.00
Western Pacific Railway	3,281,972.87	6,662,722.13	166,585,583.32	171,470,021.07
Totals	$8,513,697.85	$11,643,825.68	$1,915,373,344.37	$1,952,894,076.99

[a]Figures taken from report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Company	Total stock		Total mortgage, bonded and secured debt		Working liabilities	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$284,373,530.00	$305,060,530.00	$345,933,045.00	$322,439,045.00	$9,813,343.02	$13,321,706.68
Bullfrog-Goldfield Railroad	2,000,000.00	2,000,000.00	1,856,000.00	1,839,000.00	348,088.21	426,729.06
Central Pacific Railway	84,675,500.00	84,675,500.00	200,863,897.79	200,018,397.79	1,041,800.51	907,912.42
Eagle Salt Works Railroad	200,000.00	200,000.00			46,553.22	51,076.59
Eureka-Nevada Railway[a]	2,500.00	2,500.00			6,254.35	17,743.40
Goldfield Consolidated M. & T. Co.	400,000.00	400,000.00			61,705.57	33,293.15
Las Vegas and Tonopah Railroad	1,500,000.00	1,500,000.00			1,642,766.10	1,671,302.85
Nevada-California-Oregon Railway	2,200,000.00	2,200,000.00	1,415,000.00	1,401,000.00	214,628.32	153,075.42
Nevada Central Railway	750,000.00	750,000.00	750,000.00	750,000.00	1,733.75	1,922.61
Nevada Copper Belt Railroad	1,000,000.00	1,000,000.00	622,000.00	622,000.00	257,866.67	237,854.17
Nevada Northern Railway	2,000,000.00	2,000,000.00	1,000,000.00	1,000,000.00	141,589.53	190,869.12
San Pedro, Los Angeles and Salt Lake Railroad	25,000,000.00	25,000,000.00	55,155,000.00	55,155,000.00	2,146,399.81	3,438,857.39
Silver Peak Railroad	200,000.00	200,000.00				
Southern Pacific Company	272,675,730.64	272,825,195.64	140,587,410.00	165,581,910.00	128,275,667.30	115,439,608.20
Tonopah and Goldfield Railroad	2,150,000.00	2,150,000.00	1,038,000.00	950,000.00	98,688.96	77,238.44
Tonopah and Tidewater Railroad	1,000,000.00	1,000,000.00	3,285,344.10	3,285,344.10	1,057,211.11	1,130,687.47
Virginia and Truckee Railway	5,000,000.00	5,000,000.00				
Western Pacific Railway	75,000,000.00	75,000,000.00	75,000,000.00	75,081,250.00	15,532,406.59	19,580,880.22
Totals	$760,127,260.64	$780,983,725.64	$827,505,696.89	$828,122,946.89	$160,686,703.02	$156,680,757.19

[a]Figures shown taken from the report of the Nevada Transportation Company, which operates the Eureka-Nevada Railway.

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Company	Accrued liabilities not due		Deferred credit items		Appropriated surplus	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$8,594,507.87	$8,547,645.04	$245,618.42	$465,164.72	$23,408,193.33	$28,892,926.16
Bullfrog-Goldfield Railroad			363.50	325.71		
Central Pacific Railway		202,786.99	228,600.27	43,794.54		
Eagle Salt Works Railroad						
Eureka-Nevada Railway[a]			832.21	2,320.00		
Goldfield Consolidated M. & T. Co.	2,515.32	2,500.20				
Las Vegas and Tonopah Railroad	9,565.92	8,491.86	17,772.97	18,442.85		
Nevada-California-Oregon Railway	8,325.87	10,475.72	8,355.67	9,903.11	459,511.47	481,576.76
Nevada Central Railroad			1,482.82	704.26		
Nevada Copper Belt Railroad	11,198.74	9,697.37				
Nevada Northern Railway	34,338.84	36,306.37				
San Pedro, Los Angeles and Salt Lake Railroad	18,189.94	92,657.55	132,181.86	156,258.21		
Silver Peak Railroad						
Southern Pacific Company	9,264,257.18	9,510,319.01	10,128,282.34	13,689,750.19	1,608,332.95	1,608,142.40
Tonopah and Goldfield Railroad	19,801.71	18,794.99	6,215.38	2,377.05	431,962.50	516,588.50
Tonopah and Tidewater Railroad	38,292.44	38,293.72	346.00	304.00		
Virginia and Truckee Railway						
Western Pacific Railway	993,822.04	1,755,310.11	59,354.69	52,580.74		
Totals	$18,994,815.87	$20,233,278.93	$10,829,406.13	$14,441,925.38	$25,908,000.25	$31,499,233.82

[a]Figures taken from report of Nevada Transportation Company, which operates the Eureka-Nevada Railway.

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES

Company	Profit and loss—Balance		Grand total	
	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$20,470,115.99	$20,569,800.81	$692,838,353.63	$699,316,818.41
Bullfrog-Goldfield Railroad			4,204,451.71	4,266,054.77
Central Pacific Railway	21,832,891.31	22,082,463.36	308,642,689.88	307,930,855.10
Eagle Salt Works Railroad			246,553.22	251,076.59
Eureka-Nevada Railway[a]	2,854.55		12,441.11	22,563.40
Goldfield Consolidated M. & T. Co.	777,792.03	843,351.19	1,242,012.92	1,279,144.54
Las Vegas and Tonopah Railroad			3,170,104.99	3,198,237.56
Nevada-California-Oregon Railway	273,254.92	259,103.96	4,579,076.25	4,515,134.97
Nevada Central Railroad	21,157.50	25,428.60	1,524,374.07	1,528,055.47
Nevada Copper Belt Railroad			1,891,065.41	1,869,551.54
Nevada Northern Railway	315,336.34	397,579.82	3,491,264.71	3,624,755.31
San Pedro, Los Angeles and Salt Lake Railroad			82,451,771.61	83,842,773.15
Silver Peak Railroad	5,537.61	[b]9,855.29	205,537.61	209,855.29
Southern Pacific Company	66,839,709.32	75,948,703.35	629,379,389.73	654,603,628.79
Tonopah and Goldfield Railroad	782,812.00	795,922.76	4,527,480.55	4,510,921.74
Tonopah and Tidewater Railroad			5,381,193.65	5,454,629.29
Virginia and Truckee Railway			5,000,000.00	5,000,000.00
Western Pacific Railway			166,585,583.32	171,470,021.07
Totals	$111,321,461.57	$120,932,209.14	$1,915,373,344.37	$1,952,894,076.99

[a]Figures taken from report of Nevada Transportation Company, which operates the Eureka-Nevada Railway.
[b]Balance sheet figures of this company incomplete. Figure shown does not represent balance profit and loss, but is simply a miscellaneous debit.

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Company	General officers		Other officers		General office clerks		Station agents		Other station men		Enginemen	
	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$17.73	$20.82	$7.51	$8.14	$2.57	$2.61	$2.35	$2.37	$1.99	$2.01	$6.05	$6.26
Bullfrog-Goldfield Railroad	11.18	11.62	6.59	7.16	3.01	3.54	4.26	4.28	.....	.....	9.10	9.12
Central Pacific Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eagle Salt Works Railroad	.....	.....	.....	.83	.....	.....	.....	.....	.....	.....	.....	2.25
Eureka-Nevada Railway	.....	7.06	.....	4.61	.....	.....	.....	2.68	.....	1.60	.....	5.01
Goldfield Consolidated M. & T. Co.	6.52	.82	1.15	.71	.....	.....	.....	.....	.....	.....	6.50	5.50
Las Vegas and Tonopah Railroad	7.47	7.48	6.23	6.46	2.87	3.13	3.66	3.64	3.86	4.07	5.28	5.29
Nevada-California-Oregon Railway	7.72	8.93	5.54	5.75	3.02	2.96	2.38	2.35	1.92	1.98	4.77	5.77
Nevada Central Railroad	9.81	9.86	.....	.....	4.92	4.94	3.60	3.62	3.00	.....	4.80	4.80
Nevada Copper Belt Railroad	.....	5.75	4.07	4.75	2.86	2.56	3.25	2.94	2.75	2.37	4.25	4.78
Nevada Northern Railway	8.53	9.65	4.57	4.88	3.55	3.42	3.39	3.39	2.65	2.84	5.22	5.21
San Pedro, Los Angeles and Salt Lake Railroad	11.89	13.43	7.44	7.54	2.84	2.85	2.76	2.77	2.13	2.14	5.01	5.01
Silver Peak Railroad	1.64	1.64	.....	.....	.....	.....	3.11	2.88	.....	.....	5.92	5.69
Southern Pacific Company	17.93	22.69	8.63	8.23	2.66	2.73	.....	.....	.....	.....	.....	.....
Tonopah and Goldfield Railroad	13.51	13.66	6.34	6.16	5.90	5.77	5.13	4.94	4.17	4.16	6.82	6.43
Tonopah and Tidewater Railroad	11.16	11.62	6.48	7.14	3.01	3.55	3.41	3.42	.....	.....	6.52	6.49
Virginia and Truckee Railway	10.56	10.96	4.10	4.11	3.82	3.89	2.95	2.96	2.13	2.09	5.00	5.00
Western Pacific Railway	24.79	26.90	7.88	8.07	3.28	3.29	2.71	2.74	2.45	2.44	6.03	6.02

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Company	Firemen		Conductors		Other trainmen		Machinists		Carpenters		Other shopmen	
	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$3.78	$3.83	$5.86	$5.94	$3.54	$3.50	$4.05	$4.09	$2.97	$3.01	$2.54	$2.54
Bullfrog-Goldfield Railroad	6.83	6.84	5.94	5.89	3.71	3.71	.....	.....	.....	.....	4.92	4.95
Central Pacific Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eagle Salt Works Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eureka-Nevada Railway	.....	3.01	.....	3.60	.....	2.42	.....	3.18	.....	3.70	.....	3.21
Goldfield Consolidated M. & T. Co.	4.91	4.00	.....	6.50	4.00	4.00	.....	.....	.....	.....	4.50	4.50
Las Vegas and Tonopah Railroad	3.27	3.28	4.98	4.99	3.64	3.65	.....	.....	3.49	3.30	3.13	3.20
Nevada-California-Oregon Railway	3.00	3.35	3.40	3.68	2.68	2.83	3.76	3.39	3.23	3.26	2.90	3.11
Nevada Central Railroad	2.95	2.99	4.21	4.26	4.00	4.00	4.27	4.46	4.03	4.98	2.92	3.18
Nevada Copper Belt Railroad	3.62	3.45	3.80	4.42	2.21	3.80	4.47	4.31	4.34	4.00	3.17	3.19
Nevada Northern Railway	3.68	3.73	4.78	4.94	3.65	3.92	4.49	4.50	4.50	4.50	2.88	2.92
San Pedro, Los Angeles and Salt Lake Railroad	3.12	3.17	4.80	4.79	3.36	3.39	3.55	3.36	2.51	2.55	2.42	2.40
Silver Peak Railroad	4.49	4.39	2.93	3.26	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific Company	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tonopah and Goldfield Railroad	4.55	4.24	5.56	5.53	3.97	3.75	4.78	4.97	5.06	4.82	4.11	4.17
Tonopah and Tidewater Railroad	4.28	4.29	6.03	6.01	3.78	3.78	3.45	3.86	4.01	4.00	3.38	3.32
Virginia and Truckee Railway	3.50	3.49	3.99	3.99	3.31	3.30	4.82	4.30	4.21	3.95	3.39	3.41
Western Pacific Railway	3.89	3.84	5.09	5.19	3.58	3.56	4.29	4.28	3.41	3.43	2.50	2.53

AVERAGE DAILY COMPENSATION OF EMPLOYEES

Company	Section foremen		Other trackmen		Switch tenders, watchmen, etc.		Telegraph operators and dispatchers		Employees' account, floating equipment		All others	
	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$2.19	$2.18	$1.32	$1.49	$1.46	$1.51	$3.07	$3.11	$3.09	$3.11	$2.22	$2.27
Bullfrog-Goldfield Railroad	3.06	3.02	2.00	2.00	2.50	2.50	4.31	4.44	.....	.....	3.88	3.75
Central Pacific Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eagle Salt Works Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eureka-Nevada Railway	.....	2.59	.....	2.16	.....	2.12	.....	.....	.....	.....	.....	2.45
Goldfield Consolidated M. & T. Co.	4.00	4.00	3.50	3.50	.....	.....	.....	.....	.....	.....	.....	.....
Las Vegas and Tonopah Railroad	2.49	2.55	1.65	1.65	.....	2.50	.....	.....	.....	.....	1.88	2.38
Nevada-California-Oregon Railway	2.17	2.19	1.93	1.78	.....	.....	.....	.....	.....	.....	2.66	2.56
Nevada Central Railroad	2.75	2.75	2.00	2.00	.....	3.00	3.25	3.29	.....	.....	1.64	1.77
Nevada Copper Belt Railroad	3.02	2.28	2.28	1.86	.....	.....	3.20	4.09	.....	.....	1.32	.....
Nevada Northern Railway	2.37	2.45	1.66	1.83	.....	.....	3.85	4.05	.....	.....	3.04	3.08
San Pedro, Los Angeles and Salt Lake Railroad	2.31	2.33	1.27	1.29	2.36	1.92	3.20	3.16	.....	.....	2.27	2.40
Silver Peak Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.72
Southern Pacific Company	2.91	3.00	1.56	1.63	.....	.....	3.18	3.50	.....	.....	.....	.....
Tonopah and Goldfield Railroad	3.37	3.38	2.07	2.06	3.49	3.45	4.16	4.26	.....	.....	2.97	3.28
Tonopah and Tidewater Railroad	3.28	3.00	1.75	1.75	2.31	2.32	4.36	4.67	.....	.....	3.57	3.46
Virginia and Truckee Railway	2.84	2.85	2.18	2.19	2.60	2.61	4.84	4.85	.....	.....	2.97	3.20
Western Pacific Railway	2.22	2.17	1.65	1.69	1.74	1.66	4.06	4.20	3.04	3.07	2.53	2.50

GENERAL STATISTICS

Company	Number of passengers carried earning revenue		Number of passengers carried one mile		Average distance carried	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	10,996,525	11,608,596	1,103,165,099	1,159,806,097	100.32	99.91
Bullfrog-Goldfield Railroad	5,741	5,287	344,554	339,215	60.02	64.16
Central Pacific Railway						
Eagle Salt Works Railroad		2,824		142,466		50.45
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	5,904	6,087	711,015	673,917	120.43	110.71
Las Vegas and Tonopah Railroad	29,305	29,373	2,459,897	2,471,407	83.94	84.14
Nevada-California-Oregon Railway	2,629	2,295	216,595	185,065	82.38	80.63
Nevada Central Railroad	17,963	23,967	218,115	350,711	12.10	14.63
Nevada Copper Belt Railroad	281,332	332,969	5,014,134	6,411,059	17.82	19.25
Nevada Northern Railway	1,604,862	1,541,250	138,988,720	134,103,010	86.60	87.01
San Pedro, Los Angeles and Salt Lake Railroad	2,370	2,098	41,475	36,715	17.50	17.50
Silver Peak Railroad	34,639,576	35,983,456	1,410,780,159	1,433,822,748	40.73	39.85
Southern Pacific Company	35,261	36,797	1,858,780	1,945,443	52.71	52.87
Tonopah and Goldfield Railroad	7,344	7,338	862,529	834,045	117.45	113.66
Tonopah and Tidewater Railroad	84,650	83,993	2,375,686	2,266,387	28.06	26.98
Virginia and Truckee Railway	256,099	279,854	58,721,742	66,100,079	229.29	236.19
Western Pacific Railway						
Totals	47,969,561	49,946,184	2,725,758,500	2,809,488,364		

GENERAL STATISTICS

Company	Average amount received from each passenger		Average receipts per passenger per mile		Passenger service train revenue per mile of road	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$2.12298	$2.19588	$0.02116	$0.02198	$3,722.58	$3,846.95
Bullfrog-Goldfield Railroad	3.30832	3.57861	.05512	.05578	309.91	367.14
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		4.87767		.09669		172.95
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	6.04137	5.75231	.05016	.05195	234.96	234.09
Nevada-California-Oregon Railway	4.87672	4.88838	.05809	.05810	793.19	734.28
Nevada Central Railroad	6.57071	6.29791	.07975	.07810	245.81	241.96
Nevada Copper Belt Railroad	1.12901	1.12437	.09298	.07683	488.70	770.99
Nevada Northern Railway	.49204	.52224	.02760	.02712	979.65	1,207.58
San Pedro, Los Angeles and Salt Lake Railroad	1.87653	2.03551	.02167	.02339	3,071.38	3,249.59
Silver Peak Railroad	1.74063	1.74794	.09947	.09988	295.91	268.27
Southern Pacific Company	.90301	.89010	.02217	.02234	5,659.53	5,762.28
Tonopah and Goldfield Railroad	2.90673	2.89876	.05514	.05483	1,209.26	1,241.76
Tonopah and Tidewater Railroad	5.95730	5.88527	.05072	.05178	316.23	324.95
Virginia and Truckee Railway	1.01258	.97154	.03608	.03601	1,492.36	1,413.85
Western Pacific Railway	4.44988	4.83853	.01941	.02049	1,335.53	1,574.93

GENERAL STATISTICS

Company	Passenger service train revenue per train mile		Number of tons of freight carried earning revenue		Number of tons of freight carried one mile	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$1.50580	$1.55943	17,378,033	21,131,338	5,627,903,213	6,267,811,193
Bullfrog-Goldfield Railroad	.55520	.55033	19,357	23,357	1,402,736	1,694,795
Central Pacific Railway				598		7,714
Eagle Salt Works Railroad		.60443		7,925		420,459
Eureka-Nevada Railway			364,226	349,391	910,565	873,478
Goldfield Consolidated M. & T. Co.	.38127	.38399	31,504	41,681	4,932,364	6,068,727
Las Vegas and Tonopah Railroad	1.23571	1.17565	43,905	47,054	4,957,161	5,316,027
Nevada-California-Oregon Railway	.60430	.38716	6,340	5,983	528,770	491,561
Nevada Central Railroad	.49761	.86807	149,477	326,859	4,165,970	8,517,070
Nevada Copper Belt Railroad	.80763	.99479	3,476,405	3,717,011	100,750,515	104,507,372
Nevada Northern Railway	1.55506	1.84669	2,751,063	3,322,382	438,624,226	545,024,618
San Pedro, Los Angeles and Salt Lake Railroad	.43010	.37054	2,787	2,307	48,772	40,372
Silver Peak Railroad	1.70277	1.66409	19,619,320	20,515,403	4,326,466,059	4,759,687,174
Southern Pacific Company	1.77818	1.83607	380,735	313,138	10,499,063	9,625,423
Tonopah and Goldfield Railroad	.53847	.51514	52,924	68,687	6,635,476	8,502,209
Tonopah and Tidewater Railroad	.86282	.82301	108,218	124,786	4,418,708	4,910,214
Virginia and Truckee Railway	.88350	1.07777	1,000,211	1,215,275	489,183,577	601,416,992
Western Pacific Railway						
Totals			45,384,505	51,213,175	11,021,427,175	12,324,915,398

GENERAL STATISTICS

Company	Average distance haul of one ton		Average amount received for each ton		Average receipts per ton per mile	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	323.85	296.61	$3.39030	$3.05460	$0.01047	$0.01030
Bullfrog-Goldfield Railroad	72.47	72.56	3.78043	3.08113	.05217	.04246
Central Pacific Railway						
Eagle Salt Works Railroad		12.90		1.00722		.07808
Eureka-Nevada Railway		53.06		4.96122		.09351
Goldfield Consolidated M. & T. Co.	2.50	2.50	.25000	.25000	.10000	.10000
Las Vegas and Tonopah Railroad	156.56	145.59	4.56281	3.52784	.02914	.02422
Nevada-California-Oregon Railway	112.91	112.98	4.80039	4.79396	.04252	.04243
Nevada Central Railroad	83.40	82.15	5.65536	5.27443	.06782	.06419
Nevada Copper Belt Railroad	27.87	26.05	.69757	.55551	.02503	.02131
Nevada Northern Railway	28.98	28.11	.38427	.38419	.01326	.01366
San Pedro, Los Angeles and Salt Lake Railroad	159.44	164.05	2.00653	1.90872	.01258	.01164
Silver Peak Railroad	17.50	17.50	3.44235	3.45700	.19671	.19754
Southern Pacific Company	220.52	232.01	2.69860	2.74915	.01224	.01185
Tonopah and Goldfield Railroad	27.58	30.74	1.62139	1.75907	.05880	.05723
Tonopah and Tidewater Railroad	125.38	123.78	4.30326	3.87661	.03432	.03132
Virginia and Truckee Railway	40.83	39.35	1.91373	1.61967	.04686	.04116
Western Pacific Railway	489.08	494.88	3.93489	3.81447	.00804	.00771

GENERAL STATISTICS

Company	Freight revenue per mile of road		Freight revenue per train mile		Operating revenue per mile of road	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$7,488.22	$7,854.17	$3.41742	$3.60806	$11,420.58	$11,935.69
Bullfrog-Goldfield Railroad	881.55	866.96	1.57931	1.55233	1,206.64	1,193.03
Central Pacific Railway						
Eagle Salt Works Railroad		46.69		.70778		46.69
Eureka-Nevada Railway		468.07		1.71565		665.46
Goldfield Consolidated M. & T. Co.	22,993.99	22,057.52			22,993.99	22,057.52
Las Vegas and Tonopah Railroad	717.08	733.53	1.16359	1.20323	970.51	981.30
Nevada-California-Oregon Railway	959.51	945.49	1.55500	2.19003	1,778.32	1,693.26
Nevada Central Railroad	384.36	338.23	1.22804	1.08757	640.78	589.21
Nevada Copper Belt Railroad	2,512.56	4,375.26	3.25562	4.87027	3,160.01	5,442.78
Nevada Northern Railway	8,092.36	8,650.79	6.89376	6.10443	9,146.24	9,962.37
San Pedro, Los Angeles and Salt Lake Railroad	4,938.96	5,590.28	3.90727	4.21126	8,163.91	9,025.24
Silver Peak Railroad	548.22	455.73	.91983	.62946	848.77	732.33
Southern Pacific Company	8,393.12	8,800.67	5.19664	5.04203	14,333.31	14,846.64
Tonopah and Goldfield Railroad	5,591.17	4,984.00	8.93917	8.00174	6,887.44	6,301.10
Tonopah and Tidewater Railroad	1,259.31	1,472.34	2.01411	2.33268	1,611.23	1,814.99
Virginia and Truckee Railway	3,069.06	2,995.14	3.66180	3.47731	4,593.54	4,442.92
Western Pacific Railway	4,200.16	4,947.58	2.70418	2.85116	5,611.85	6,588.93

GENERAL STATISTICS

Company	Operating revenue per train mile		Operating expenses per mile of road		Operating expenses per train mile	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$2.57435	$2.71072	$7,329.29	$7,766.92	$1.65212	$1.72395
Bullfrog-Goldfield Railroad	2.16172	2.13619	1,197.06	1,117.77	2.14455	2.00142
Central Pacific Railway						
Eagle Salt Works Railroad		.70778		275.25		4.17244
Eureka-Nevada Railway		2.30037		540.67		1.86900
Goldfield Consolidated M. & T. Co.			7,302.61	7,278.20		
Las Vegas and Tonopah Railroad	1.56982	1.60967	919.70	955.33	1.48763	1.56706
Nevada-California-Oregon Railway	2.29640	1.60263	1,204.03	1,188.83	1.55480	1.12520
Nevada Central Railroad	1.55240	.94276	505.82	508.24	1.22552	.81321
Nevada Copper Belt Railroad	1.67751	3.04658	1,931.08	2,653.14	1.02509	1.48508
Nevada Northern Railway	3.90632	3.81987	4,304.95	4,831.19	1.83863	1.85242
San Pedro, Los Angeles and Salt Lake Railroad	2.56572	2.95322	6,482.78	6,003.73	2.03739	1.96453
Silver Peak Railroad	1.23368	1.01150	891.98	772.41	1.29648	1.06686
Southern Pacific Company	2.97179	2.92148	8,242.06	8,516.81	1.70886	1.67592
Tonopah and Goldfield Railroad	6.57959	6.18882	4,172.36	3,357.63	3.98586	3.29780
Tonopah and Tidewater Railroad	2.57697	2.87555	1,091.12	1,059.95	1.74512	1.67931
Virginia and Truckee Railway	2.49010	2.39597	3,242.25	3,153.71	1.75758	1.70073
Western Pacific Railway	1.82716	2.05582	4,514.07	4,780.13	1.46973	1.49145

GENERAL STATISTICS

Company	Average operating revenue or deficit per mile of road		Average number of passengers per car mile		Average number of passengers per train mile	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$4,091.29	$4,168.77	14	14	57	57
Bullfrog-Goldfield Railroad	9.58	75.26	7	5	7	7
Central Pacific Railway		*228.56*				
Eagle Salt Works Railroad		124.80		6		6
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	15,691.43	14,779.32		5	6	6
Las Vegas and Tonopah Railroad	50.81	25.97	6	6	18	17
Nevada-California-Oregon Railway	574.29	504.43	12	3	5	3
Nevada Central Railroad	134.95	80.96	5	9	4.67	9
Nevada Copper Belt Railroad	1,229.02	2,789.64	4.75	19	24	32
Nevada Northern Railway	4,841.29	5,131.17	16	14	63	67
San Pedro, Los Angeles and Salt Lake Railroad	1,681.13	3,021.51	14		3	
Silver Peak Railroad	*43.21*	*84.44*	3	16	65	63
Southern Pacific Company	6,091.25	6,329.83	16	13	25	26
Tonopah and Goldfield Railroad	2,715.08	2,943.47	12	4	8	7
Tonopah and Tidewater Railroad	520.11	755.04	4	14	20	20
Virginia and Truckee Railway	1,351.29	1,289.21	14	10	41	48
Western Pacific Railway	1,097.78	1,808.80	9			

Italic figures denote deficit.

GENERAL STATISTICS

Company	Average number of passenger cars per train mile		Average number of tons of freight per loaded car mile		Average number of tons of freight per train mile	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	6.09	6.11	14.62	15.55	326.44	350.36
Bullfrog-Goldfield Railroad	1.79	1.71	12.34	14.28	30.27	36.56
Central Pacific Railroad						
Eagle Salt Works Railroad				18.11		9.06
Eureka-Nevada Railway		1.00		6.47		18.34
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1.00	1.01	19.10	21.89	39.92	49.65
Nevada-California-Oregon Railway	2.44	3.80	7.88	7.47	36.57	51.61
Nevada Central Railroad	1.02	1.00	6.53	6.98	18.10	16.94
Nevada Copper Belt Railroad	1.00	1.00	32.24	35.95	130.00	228.45
Nevada Northern Railway	2.47	2.61	44.38	41.72	519.91	446.72
San Pedro, Los Angeles and Salt Lake Railroad	6.34	6.73	17.53	19.40	310.47	361.94
Silver Peak Railroad	1.00		25.81	26.82	30.29	31.90
Southern Pacific Company	6.08	5.86	17.01	17.78	430.11	431.12
Tonopah and Goldfield Railroad	3.22	3.37	21.79	22.29	152.03	139.83
Tonopah and Tidewater Railroad	2.80	2.15	17.01	19.78	58.68	74.48
Virginia and Truckee Railway	2.19	2.16	19.66	21.71	78.12	84.48
Western Pacific Railway	6.48	6.66	16.48	17.73	336.11	369.90

GENERAL STATISTICS

Company	Average number of freight cars per train mile		Average number of loaded cars per train mile		Average number of empty cars per train mile		Average mileage operated during year	
	1912	1913	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	31.36	31.77	22.32	22.53	8.09	8.32	7,867.93	8,218.27
Bullfrog-Goldfield Railroad	4.11	4.28	2.45	2.56	1.66	1.72	83.01	83.01
Central Pacific Railway								
Eagle Salt Works Railroad		1.00		.50		.50		12.90
Eureka-Nevada Railway		3.94		2.84		1.10		84.00
Goldfield Consolidated M. & T. Co.							3.96	3.96
Las Vegas and Tonopah Railroad	3.39	3.70	2.08	2.26	1.30	1.44	200.46	200.46
Nevada-California-Oregon Railway	7.29	11.47	4.64	6.91	2.41	3.50	217.39	238.58
Nevada Central Railroad	4.68	4.31	2.76	2.42	1.91	1.88	93.30	93.30
Nevada Copper Belt Railroad	8.24	12.52	4.03	6.35	2.92	5.16	41.50	41.50
Nevada Northern Railway	23.12	21.17	11.71	10.70	10.45	9.44	165.08	165.08
San Pedro, Los Angeles and Salt Lake Railroad	25.65	27.10	17.71	18.66	7.00	7.48	1,117.66	1,134.38
Silver Peak Railroad	2.13	.21	1.17	.12	.96	.09	17.50	17.50
Southern Pacific Company	36.23	35.26	25.29	24.25	9.95	10.03	6,220.31	6,318.61
Tonopah and Goldfield Railroad	11.87	10.66	6.98	6.27	4.30	3.84	110.41	110.52
Tonopah and Tidewater Railroad	4.84	5.38	3.45	3.77	1.39	1.61	180.85	180.85
Virginia and Truckee Railway	5.74	5.72	3.97	3.89	1.64	1.72	67.48	67.48
Western Pacific Railway	29.55	30.48	20.40	20.87	8.15	8.60	937.04	936.97
Totals							17,323.88	17,907.37

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Grain		Flour		Other mill products	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	1,215,280	1,426,680	452,481	453,775	241,968	241,620
Bullfrog-Goldfield Railroad			202	239	152	144
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		337		71		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	274	510	47	317		90
Nevada-California-Oregon Railway	1,695	1,732	243	574	110	446
Nevada Central Railroad	122	145	175	129		
Nevada Copper Belt Railroad	34	93	108	366	4	
Nevada Northern Railway	873	1,267	1,300	1,247	16	38
San Pedro, Los Angeles and Salt Lake Railroad	60,859	85,504	17,077	18,412	25,321	27,662
Silver Peak Railroad	22	33	29	33	3	2
Southern Pacific Company	739,709	657,260	100,730	109,939	283,547	264,858
Tonopah and Goldfield Railroad	1,790	1,469	1,003	856	95	147
Tonopah and Tidewater Railroad			266	291	216	219
Virginia and Truckee Railway	1,524	1,237	470	388	38	109
Western Pacific Railway	64,192	36,745	4,649	10,545	6,740	6,945
Totals	2,086,374	2,213,012	578,780	597,182	558,210	542,280

TONNAGE STATISTICS

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Company	Hay		Tobacco		Cotton	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	430,811	458,627			40,976	46,454
Bullfrog-Goldfield Railroad	66	20				
Central Pacific Railway						
Eagle Salt Works Railroad		15				
Eureka-Nevada Railway		365				
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	204	208				
Nevada-California-Oregon Railway	257	2,557				
Nevada Central Railroad	204	147				
Nevada Copper Belt Railroad	22	68				
Nevada Northern Railway	476	615				
San Pedro, Los Angeles and Salt Lake Railroad	19,146	24,651	181	79		11
Silver Peak Railroad	11	35				
Southern Pacific Company	488,010	529,645	8,705	6,404	36,248	41,523
Tonopah and Goldfield Railroad	3,115	3,149				
Tonopah and Tidewater Railroad	176	121				
Virginia and Truckee Railway	4,798	6,400				
Western Pacific Railway	9,851	14,208	1,691	3,973	11,131	14,794
Totals	957,147	1,040,831	10,577	10,456	88,355	102,782

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Fruit and vegetables		Other products of agriculture		Total products of agriculture	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	1,030,662	1,174,477	234,909	212,777	3,647,087	4,014,410
Bullfrog-Goldfield Railroad	582	125			1,002	528
Central Pacific Railway						
Eagle Salt Works Railroad						15
Eureka-Nevada Railway		5				778
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,779	2,297			2,304	3,422
Nevada-California-Oregon Railway	582	865	105	155	2,992	6,329
Nevada Central Railroad		13			501	434
Nevada Copper Belt Railroad	4,594	2,130			4,762	2,657
Nevada Northern Railway	1,268	1,403	101	56	4,034	4,626
San Pedro, Los Angeles and Salt Lake Railroad	153,505	141,027	6,147	6,225	282,236	303,571
Silver Peak Railroad	63	36			128	139
Southern Pacific Company	2,049,958	2,069,921	98,136	109,200	3,805,043	3,788,750
Tonopah and Goldfield Railroad	2,753	1,933	24	49	8,780	7,603
Tonopah and Tidewater Railroad	603	137			1,261	768
Virginia and Truckee Railway	729	977	33	10	7,592	9,121
Western Pacific Railway	80,018	88,464	9,728	11,455	188,000	187,129
Totals	3,327,096	3,483,810	349,183	339,927	7,955,722	8,330,280

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Live stock		Dressed meats		Other packing-house products	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	950,244	1,069,238	63,044	41,440	57,042	70,916
Bullfrog-Goldfield Railroad	12					
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		550		4		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	215	219				
Nevada-California-Oregon Railway	12,393	17,480	15		50	27
Nevada Central Railroad	2,076	2,119				
Nevada Copper Belt Railroad	755	759			15	
Nevada Northern Railway	3,283	2,817	10			15
San Pedro, Los Angeles and Salt Lake Railroad	33,791	34,120	61	435	3,862	4,152
Silver Peak Railroad			51	48	20	18
Southern Pacific Company	401,259	466,799	24,291	31,353	38,892	40,191
Tonopah and Goldfield Railroad	478	638	637	542	255	343
Tonopah and Tidewater Railroad					17	
Virginia and Truckee Railway	7,529	9,722				
Western Pacific Railway	33,876	35,148	278		5,807	4,398
Totals	1,445,911	1,639,609	88,387	73,822	105,977	120,060

TONNAGE STATISTICS

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Company	Poultry, game and fish		Hides and leather		Wool	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	10,936	13,370	13,684	11,280	16,683	15,372
Bullfrog-Goldfield Railroad						
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway				2		91
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad						
Nevada-California-Oregon Railway	13		30	103	1,236	678
Nevada Central Railroad					222	152
Nevada Copper Belt Railroad			1		79	21
Nevada Northern Railway	10	10	71	84	395	349
San Pedro, Los Angeles and Salt Lake Railroad	1,926	2,018	2,229	2,147	5,639	3,169
Silver Peak Railroad						
Southern Pacific Company	20,947	25,778	18,163	16,917	12,628	11,678
Tonopah and Goldfield Railroad						28
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway					261	241
Western Pacific Railway	4,260	3,835	1,566	2,624	2,429	1,406
Totals	38,092	45,011	35,743	33,257	39,572	33,185

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Other products of animals		Total products of animals		Anthracite coal	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	177,135	146,614	1,288,768	1,368,330	36,580	59,671
Bullfrog-Goldfield Railroad			29			
Central Pacific Railway						
Eagle Salt Works Railroad				647		
Eureka-Nevada Railway						
Goldfield Consolidated M. & T. Co.	8	36	223	255		
Las Vegas and Tonopah Railroad	125		13,862	18,288		
Nevada-California-Oregon Railway			2,298	2,271		
Nevada Central Railroad			849	780		
Nevada Copper Belt Railroad	153	220	3,922	3,495		
Nevada Northern Railway	25,902	28,798	73,410	74,839	162	363
San Pedro, Los Angeles and Salt Lake Railroad	28	26	99	92		
Silver Peak Railroad	142,484	155,012	658,664	747,728	1,341	
Southern Pacific Company	99	63	1,469	1,614		
Tonopah and Goldfield Railroad			17			
Tonopah and Tidewater Railroad			7,790	9,963	38	40
Virginia and Truckee Railway	4,267	5,043	52,483	52,454	1,409	4,285
Western Pacific Railway						
Totals	350,201	335,812	2,103,883	2,280,756	39,530	64,359

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Bituminous coal		Coke		Ores	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	2,667,975	2,942,625	185,160	255,944	863,443	2,620,504
Bullfrog-Goldfield Railroad	2,753	1,152	19		267	58
Central Pacific Railway						
Eagle Salt Works Railroad		39				
Eureka-Nevada Railway		486				2,052
Goldfield Consolidated M. & T. Co.					364,226	349,891
Las Vegas and Tonopah Railroad	5,104	2,946	248	178	7,905	20,871
Nevada-California-Oregon Railway	146	397				512
Nevada Central Railroad	822	1,323			344	241
Nevada Copper Belt Railroad	1,347	2,099			101,306	273,312
Nevada Northern Railway	140,723	111,937	599	745	3,124,897	3,332,450
San Pedro, Los Angeles and Salt Lake Railroad	243,352	226,527	12,652	33,889	459,875	798,333
Silver Peak Railroad	436	288	45	22	20	43
Southern Pacific Company	290,145	281,990	95,607	153,399	527,663	608,983
Tonopah and Goldfield Railroad	8,829	11,830	529	374	308,527	238,299
Tonopah and Tidewater Railroad	2,952	1,341	19		599	4,197
Virginia and Truckee Railway	5,142	5,147	46	47	5,056	2,120
Western Pacific Railway	170,931	219,598	2,554	2,857	1,890	3,046
Totals	3,540,657	3,809,725	297,478	447,455	5,766,018	8,254,412

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Stone, sand, etc.		Other products of mines		Total products of mines	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	1,307,111	1,595,414	1,129,566	1,369,221	6,189,835	8,843,379
Bullfrog-Goldfield Railroad	710	1,480	2,683	7,809	6,432	10,499
Central Pacific Railway						
Eagle Salt Works Railroad				544		583
Eureka-Nevada Railway		30		27		2,595
Goldfield Consolidated M. & T. Co.					364,226	349,391
Las Vegas and Tonopah Railroad	248	217	50	15	13,555	24,227
Nevada-California-Oregon Railway	568	460	996	470	1,710	1,839
Nevada Central Railroad					1,166	1,564
Nevada Copper Belt Railroad	5,493	430	23,882	31,175	132,028	307,016
Nevada Northern Railway	54,342	66,273	32,654	32,313	3,353,215	3,543,718
San Pedro, Los Angeles and Salt Lake Railroad	558,213	564,755	93,031	131,214	1,367,285	1,755,081
Silver Peak Railroad					501	353
Southern Pacific Company	3,510,113	3,340,765	1,759,381	1,966,272	6,184,250	6,351,409
Tonopah and Goldfield Railroad	3,095	1,715	368	211	321,348	252,429
Tonopah and Tidewater Railroad	711	1,479	27,924	40,432	32,205	47,449
Virginia and Truckee Railway	1,126	328	39,971	58,323	51,379	66,005
Western Pacific Railway	86,659	132,207	6,682	12,711	270,125	374,704
Totals	5,528,389	5,705,553	3,117,188	3,650,737	18,289,260	21,932,241

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Lumber		Other forest products		Total forest products	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	842,616	975,590	460,141	477,387	1,302,757	1,452,977
Bullfrog-Goldfield Railroad	1,293	2,419	45		1,338	2,419
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		1,379		26		1,405
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	5,778	5,515	512	296	6,290	5,811
Nevada-California-Oregon Railway	9,008	7,705	814	476	9,822	8,181
Nevada Central Railroad	480	226	107	112	587	338
Nevada Copper Belt Railroad	4,348	6,264	319	422	4,667	6,686
Nevada Northern Railway	11,705	19,766			11,705	19,766
San Pedro, Los Angeles and Salt Lake Railroad	464,645	566,088	2,929	3,682	467,574	569,770
Silver Peak Railroad	324	88	66	56	390	144
Southern Pacific Company	2,987,667	3,196,879	408,152	448,587	3,395,819	3,645,466
Tonopah and Goldfield Railroad	18,377	17,040	1,058	1,955	19,435	18,995
Tonopah and Tidewater Railroad	1,750	3,020	385	326	2,135	3,346
Virginia and Truckee Railway	9,271	5,550	8,880	9,507	18,151	15,057
Western Pacific Railway	121,074	142,095	6,717	10,989	127,791	153,084
Totals	4,478,336	4,949,624	890,125	953,821	5,368,461	5,903,445

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Petroleum and other oils		Sugar		Naval stores	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	372,554	561,735	90,245	134,927		
Bullfrog-Goldfield Railroad	180	276		18		
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		264		9		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	3,637	2,828	37	73		
Nevada-California-Oregon Railway	1,731	903	451	501		
Nevada Central Railroad	137	119	54	72		
Nevada Copper Belt Railroad	422	1,991		21		
Nevada Northern Railway	64,486	85,606	296	313		
San Pedro, Los Angeles and Salt Lake Railroad	25,082	22,044	36,017	28,121	27	52
Silver Peak Railroad	101	213	19	17		
Southern Pacific Company	233,827	332,694	264,217	302,277	574	1,374
Tonopah and Goldfield Railroad	6,962	10,234	365	332		
Tonopah and Tidewater Railroad	221	327		18		
Virginia and Truckee Railway	7,725	7,744	183	244		
Western Pacific Railway	39,534	65,115	30,874	32,625	32	50
Totals	756,599	1,092,093	422,758	499,568	633	1,476

TONNAGE STATISTICS

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Company	Iron, pig and bloom		Iron and steel rails		Other castings and machinery	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	36,859	49,176	53,020	54,423	313,257	431,095
Bullfrog-Goldfield Railroad			65	133	2,070	682
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway				21		339
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad			37	39	572	350
Nevada-California-Oregon Railway			2,267	64	363	272
Nevada Central Railroad					115	17
Nevada Copper Belt Railroad			11	160	264	240
Nevada Northern Railway	285	518	1,296	617	1,339	1,515
San Pedro, Los Angeles and Salt Lake Railroad	7,612	8,422	8,571	3,477	44,183	54,390
Silver Peak Railroad			21	18	99	102
Southern Pacific Company	60,184	89,137	103,329	140,618	344,067	361,707
Tonopah and Goldfield Railroad		20	369	249	2,846	1,138
Tonopah and Tidewater Railroad			92	133	2,030	687
Virginia and Truckee Railway			77	57	687	474
Western Pacific Railway	3,508	5,819	10,674	17,820	45,495	56,298
Totals	108,448	153,092	179,829	217,829	757,387	909,306

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Bar and sheet metal		Cement, brick and lime		Agricultural implements	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	135,695	183,707	1,271,218	1,460,212	54,273	74,097
Bullfrog-Goldfield Railroad	155	219	3,245	3,854		
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		58		258		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	167	21	440	67		
Nevada-California-Oregon Railway	86	94	1,114	895	319	50
Nevada Central Railroad			129	40	27	
Nevada Copper Belt Railroad	283		1,237			
Nevada Northern Railway	1,138	1,045	4,061	5,444	42	16
San Pedro, Los Angeles and Salt Lake Railroad	18,405	28,821	186,727	211,674	1,689	1,524
Silver Peak Railroad	61	55	453	442		
Southern Pacific Company	93,400	178,574	1,417,168	1,508,185	28,085	31,474
Tonopah and Goldfield Railroad	436	343	3,666	3,236		
Tonopah and Tidewater Railroad	155	220	3,245	3,468		
Virginia and Truckee Railway	38	82	1,162	1,581	13	37
Western Pacific Railway	18,907	23,352	24,297	26,267	2,974	3,526
Totals	268,926	416,591	2,918,162	3,225,623	87,422	110,724

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Wagons, carriages, tools, etc.		Wines, liquors and beers		Household goods and furniture	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	46,835	62,422	108,333	125,210	111,760	124,446
Bullfrog-Goldfield Railroad			489	342	97	10
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		3		57		
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad			594	441	27	
Nevada-California-Oregon Railway	291	284	555	285	424	157
Nevada Central Railroad			45	44		
Nevada Copper Belt Railroad	14		260	390	37	4
Nevada Northern Railway		15	1,600	2,718	7	51
San Pedro, Los Angeles and Salt Lake Railroad	4,996	6,926	11,993	12,826	8,554	9,657
Silver Peak Railroad	1		101	100	9	13
Southern Pacific Company	29,769	39,973	254,998	280,780	46,371	53,919
Tonopah and Goldfield Railroad	19	16	2,038	2,200	16	68
Tonopah and Tidewater Railroad		10	501	341	130	20
Virginia and Truckee Railway	11	40	189	259	28	10
Western Pacific Railway	4,871	8,238	21,494	27,793	11,720	12,920
Totals	86,807	117,927	403,190	453,786	179,180	201,275

TONNAGE STATISTICS

Total Tonnage of Various Commodities Carried During Year

Company	Other manufactures		Total manufactures		Merchandise	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	747,792	739,104	3,341,841	4,000,554	1,221,668	1,271,055
Bullfrog-Goldfield Railroad	2,209	2,309	8,510	7,843	1,801	1,945
Central Pacific Railway						
Eagle Salt Works Railroad						
Eureka-Nevada Railway		263		1,272		1,132
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	749	964	6,260	4,783	1,639	1,963
Nevada-California-Oregon Railway	2,188	405	9,789	3,910	5,616	8,507
Nevada Central Railroad			507	292	899	793
Nevada Copper Belt Railroad	95	448	2,623	3,254	3,150	4,958
Nevada Northern Railway	5,157	2,994	79,736	100,852	9,084	10,538
San Pedro, Los Angeles and Salt Lake Railroad	47,308	59,013	401,164	446,947	125,902	135,932
Silver Peak Railroad	280	113	1,145	1,073	122	96
Southern Pacific Company	537,055	631,239	3,412,044	3,951,951	1,726,062	1,546,368
Tonopah and Goldfield Railroad	2,960	3,401	19,677	21,237	7,950	8,898
Tonopah and Tidewater Railroad	2,290	2,437	8,664	7,661	2,587	2,771
Virginia and Truckee Railway	1,414	1,873	11,527	12,401	11,149	10,096
Western Pacific Railway	61,591	72,458	275,971	352,281	74,579	78,221
Totals	1,411,088	1,517,021	7,579,458	8,916,311	3,192,208	3,083,273

TONNAGE STATISTICS

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR

Company	Miscellaneous		Total tonnage—Entire line	
	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	386,077	180,633	17,378,033	21,131,338
Bullfrog-Goldfield Railroad	245	123	19,357	23,357
Central Pacific Railway				
Eagle Salt Works Railroad				598
Eureka-Nevada Railway		96		7,925
Goldfield Consolidated M. & T. Co.			364,226	349,391
Las Vegas and Tonopah Railroad	1,233	1,220	31,504	41,681
Nevada-California-Oregon Railway	114		43,905	47,054
Nevada Central Railroad	382	291	6,340	5,983
Nevada Copper Belt Railroad	1,398	1,508	149,477	326,859
Nevada Northern Railway	14,709	34,016	3,476,405	3,717,011
San Pedro, Los Angeles and Salt Lake Railroad	33,492	36,242	2,751,063	3,322,382
Silver Peak Railroad	402	410	2,787	2,307
Southern Pacific Company	437,438	483,731	19,619,320	20,515,403
Tonopah and Goldfield Railroad	2,076	2,362	380,735	313,138
Tonopah and Tidewater Railroad	6,055	6,692	52,924	68,687
Virginia and Truckee Railway	630	2,143	108,218	124,786
Western Pacific Railway	11,262	17,402	1,000,211	1,215,275
Totals	895,513	766,869	45,384,505	51,213,175

TAXES ON REAL AND PERSONAL PROPERTY OF RAILROADS OPERATING IN NEVADA, CALIFORNIA, UTAH, AND OREGON

Covering Property Used in Operation Only

Company	Nevada		California		Utah		Oregon	
	1912	1913	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$830.12	$708.94	$720,336.02	$48,875.54	$3.97	$3.83	$5.92	$5.34
Bullfrog-Goldfield Railroad	7,959.51	7,369.10						
Central Pacific Railway	351,610.38	476,315.51	908,507.09	51,948.41	124,201.84	131,665.30	18,734.32	31,716.03
Eagle Salt Works Railroad		120.00						
Eureka-Nevada Railway		1,103.85						
Goldfield Consolidated M. & T. Co.	4,244.02	4,985.25						
Las Vegas and Tonopah Railroad	19,100.29	15,434.70	225.00		50.00			
Nevada-California-Oregon Railway	4,150.82	4,305.00	12,818.73	243.76				767.09
Nevada Central Railroad	3,953.05	3,698.35						
Nevada Copper Belt Railroad	3,195.00	5,437.09						
Nevada Northern Railway	62,505.10	69,886.86						
San Pedro, Los Angeles and Salt Lake Railroad	76,065.21	92,600.86	83,873.76	30,991.05	139,847.96	163,544.00		
Silver Peak Railroad	887.11	776.41						
Southern Pacific Company			16,149.11	32,329.63	6.17	50.00	44.29	
Tonopah and Goldfield Railroad	28,420.77	27,120.98	1.88	.52				
Tonopah and Tidewater Railroad	3,754.08	3,588.79	13,505.48	294.49				
Virginia and Truckee Railway	23,633.42	20,249.78						
Western Pacific Railway	74,101.23	115,804.57	74,280.04	35,837.53	34,229.11	37,284.64		
Totals	$664,410.11	$849,506.04	$1,829,697.11	$200,520.93	$298,339.05	$332,497.77	$18,784.53	$32,488.46

TOTAL TAXES PAID IN VARIOUS STATES

Company	Nevada		California		Utah	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$830.12	$708.94	$731,583.92	$767,589.36	$3.97	$3.83
Bullfrog-Goldfield Railroad	7,959.51	7,369.10				
Central Pacific Railway	464,178.17	568,652.96	1,069,431.10	1,018,389.28	129,587.97	137,059.68
Eagle Salt Works Railroad		120.00				
Eureka-Nevada Railway		1,103.85				
Goldfield Consolidated M. & T. Co.	4,244.02	4,985.25				
Las Vegas and Tonopah Railroad	19,100.29	15,434.70	225.00	235.00	50.00	50.00
Nevada-California-Oregon Railway	4,150.82	4,425.00	14,082.12	12,723.50		
Nevada Central Railroad	3,953.05	3,698.35				
Nevada Copper Belt Railroad	3,195.00	5,437.09				
Nevada Northern Railway	62,505.10	69,886.86				
San Pedro, Los Angeles and Salt Lake Railroad	76,065.21	92,600.86	84,123.76	175,401.31	139,897.96	163,594.00
Silver Peak Railroad	887.11	776.41				
Southern Pacific Company			16,399.11	32,329.63	6.17	50.00
Tonopah and Goldfield Railroad	28,420.77	27,120.98	1.88	.52		
Tonopah and Tidewater Railroad	3,754.08	3,588.79	13,605.48	10,723.49		
Virginia and Truckee Railway	23,633.42	20,249.78				
Western Pacific Railway	74,101.23	115,804.57	76,340.53	124,624.88	34,792.08	37,666.68
Totals	$776,977.90	$941,963.49	$2,005,792.90	$2,142,016.97	$304,338.15	$338,424.19

TOTAL TAXES PAID IN VARIOUS STATES

Company	Oregon		Various		Total taxes paid	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$5.92	$5.34	$2,823,645.47	$3,299,124.43	$3,556,069.40	$4,067,431.90
Bullfrog-Goldfield Railroad					7,959.51	7,369.10
Central Pacific Railway	18,934.32	31,716.03	60,245.87	56,504.83	1,742,377.43	1,812,322.78
Eagle Salt Works Railroad						120.00
Eureka-Nevada Railway						1,103.85
Goldfield Consolidated M. & T. Co.			28,497.29	23,659.57	32,741.31	28,644.82
Las Vegas and Tonopah Railroad					19,375.29	15,719.70
Nevada-California-Oregon Railway	411.65	867.09	196.71	825.73	18,841.30	18,841.32
Nevada Central Railroad			64.19		4,017.24	3,698.35
Nevada Copper Belt Railroad			50.00		3,245.00	5,437.09
Nevada Northern Railway			5,860.01	7,462.68	68,365.11	77,349.54
San Pedro, Los Angeles and Salt Lake Railroad				6,000.00	300,086.93	437,596.17
Silver Peak Railroad			10.00		897.11	776.41
Southern Pacific Company	244.29		177,166.58	154,143.49	193,816.15	186,523.12
Tonopah and Goldfield Railroad			1,620.00	625.00	29,982.65	27,746.50
Tonopah and Tidewater Railroad			1,265.02	1,170.14	18,624.58	15,482.42
Virginia and Truckee Railway			720.03	760.41	24,353.45	21,010.19
Western Pacific Railway					185,233.84	278,096.13
Totals	$19,596.18	$32,588.46	$3,099,281.17	$3,550,276.28	$6,205,986.30	$7,005,269.39

TAXES PAID IN VARIOUS STATES

Railroad and State	1912	1913
ATCHISON, TOPEKA AND SANTA FE RAILWAY—		
Illinois	$197,497.65	$190,590.50
Iowa	20,192.83	22,082.96
Missouri	123,583.65	119,966.58
Kansas	1,280,388.43	1,201,316.94
Oklahoma	413,903.19	491,913.56
Nebraska	267.47	294.20
Colorado	179,659.87	193,139.58
New Mexico	312,505.83	473,633.06
Arizona	100,511.73	376,073.91
New York	174.17	183.69
Georgia	4.49	2.42
Ohio	2.90	2.19
Michigan	10.36	15.62
Canada	15.11	61.67
United States Government	194,927.79	229,847.55
CENTRAL PACIFIC RAILWAY—		
Idaho	7.92	5.74
United States Government	60,237.95	56,499.09
GOLDFIELD CONSOLIDATED M. & T. CO.—		
United States Government	28,497.29	23,659.57
NEVADA-CALIFORNIA-OREGON RAILWAY—		
United States Government	196.71	825.73
NEVADA CENTRAL RAILROAD—		
United States Government	64.19	

Railroad and State	1912	1913
NEVADA COPPER BELT RAILROAD—		
United States Government	$50.00	
NEVADA NORTHERN RAILWAY—		
United States Government	5,860.01	$7,337.68
Maine		125.00
SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD—		
General		6,000.00
SILVER PEAK RAILROAD—		
United States Government	10.00	
SOUTHERN PACIFIC COMPANY—		
Kentucky	152,097.35	84,350.00
New York	1,830.00	1,840.36
Arizona	15.00	
United States Government	23,224.23	67,953.13
TONOPAH AND GOLDFIELD RAILROAD—		
Pennsylvania	1,560.00	625.00
TONOPAH AND TIDEWATER RAILROAD—		
New Jersey	1,000.00	1,000.00
United States Government	265.02	170.14
VIRGINIA AND TRUCKEE RAILWAY—		
United States Government	720.03	520.41
City of Reno		240.00

CONSUMPTION OF FUEL BY LOCOMOTIVES

Company	Coal—Tons		Fuel oil—Gallons		Total fuel consumed—Tons	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway[a]	2,243,386	2,396,464	225,030,348	202,916,168	3,686,036	3,705,175
Bullfrog-Goldfield Railroad			334,877	324,880	2,679	2,599
Central Pacific Railway						
Eagle Salt Works Railroad		32				32
Eureka-Nevada Railway		501		[b]46		503
Goldfield Consolidated M. & T. Co.			155,472	157,488	1,205	1,221
Las Vegas and Tonopah Railroad			1,000,244	999,560	5,954	5,950
Nevada-California-Oregon Railway			1,145,448	1,626,262	6,819	9,681
Nevada Central Railroad	745	717	[b]688		745	717
Nevada Copper Belt Railroad			534,072	560,269	2,053	
Nevada Northern Railway	36,059	36,839		403,888	36,059	38,358
San Pedro, Los Angeles and Salt Lake Railroad	102,898	95,114	53,125,601	50,898,698	411,216	398,082
Silver Peak Railroad	71	22		10,272	71	143
Southern Pacific Company[c]	179,494	70,994	426,047,196	463,055,017	2,715,574	2,827,356
Tonopah and Goldfield Railroad			1,804,989	1,506,039	12,280	10,245
Tonopah and Tidewater Railroad			856,969	819,240	6,856	6,553
Virginia and Truckee Railway			[d]702,557	[e]758,966	5,285	5,669
Western Pacific Railway	95,054	77,588	25,880,736	32,309,340	249,106	269,905
Totals	2,657,707	2,678,271	736,619,167	756,346,133	7,141,335	7,282,189

[a]Wood, cords: 1912, 5,242; 1913, 5,199. [b]Gasoline. [c]Wood, cords: 1912, 169; 1913, 166. [d]Gasoline, 9,334 gallons. [e]Gasoline, 8,693 gallons.

OFFICERS OF RAILROAD COMPANIES OPERATING IN NEVADA

Atchison, Topeka and Santa Fe Railway Company

Directors—Benjamin P. Cheney, Boston, Mass.; Augustus D. Juilliard, New York, N. Y.; T. DeWitt Cuyler, Philadelphia, Pa.; Edward P. Ripley, Chicago, Ill.; Byron L. Smith, Chicago, Ill.; Charles Steele, New York, N. Y.; Howel Jones, Topeka, Kans.; H. Rieman Duval, New York, N. Y.; Thomas P. Fowler, New York, N. Y.; Walker D. Hines, New York, N. Y.; Charles S. Gleed, Topeka, Kans.; Edward J. Burwind, New York, N. Y.; John G. McCullough, New York, N. Y.; Henry C. Frick, Pittsburg, Pa.; Andrew C. Jobes, Merriam, Kans.

Principal Officers—President, E. P. Ripley, Chicago, Ill.; Vice-President, W. B. Storey, Chicago, Ill.; Vice-President, Edward Chambers, Chicago, Ill.; Vice-President, W. E. Hodges, Chicago, Ill.; Secretary and Treasurer, E. L. Copeland, Topeka, Kans.; Assistant Secretary and Treasurer, G. Holterhoff, Jr., Los Angeles, Cal.; General Counsel, Walker D. Hines, New York, N. Y.; General Solicitor, Gardiner Lathrop, Chicago, Ill.; Comptroller, D. L. Gallup, New York, N. Y.; Deputy Comptroller, A. E. Waterhouse, New York, N. Y.; General Auditor, W. E. Bailey, Chicago, Ill.; Assistant General Auditor, J. E. Baxter, Chicago, Ill.; Assistant General Auditor, A. L. Conrad, Chicago, Ill.; General Manager Eastern Lines, C. W. Kouns, Topeka, Kans.; General Manager Western Lines, F. C. Fox, Amarillo, Tex.; Acting General Manager Coast Lines, I. L. Hibbard, Los Angeles, Cal.; General Manager S. F. P. & P. Lines, W. A. Drake, Prescott, Ariz.; Chief Engineer System, C. F. W. Felt, Chicago, Ill.; General Superintendent, R. J. Parker, Topeka, Kans.; General Superintendent, E. Raymond, Newton, Kans.; General Superintendent, J. M. Kurn, La Junta, Colo.; General Superintendent, G. C. Starkweather, Amarillo, Tex.; Acting General Superintendent, J. R. Hitchcock, Los Angeles, Cal.; Freight Traffic Manager, F. B. Houghton, Chicago, Ill.; Passenger Traffic Manager, W. J. Black, Chicago, Ill.; General Freight Agent, J. R. Koontz, Topeka, Kans.; General Freight Agent, H. P. Anewalt, Los Angeles, Cal.; General Freight and Passenger Agent, P. P. Hastings, Prescott, Ariz.; General Passenger Agent, J. M. Connell, Topeka, Kans.; Land Commissioner, Howel Jones, Topeka, Kans.

Bullfrog-Goldfield Railroad Company

Directors—C. B. Zabriskie, New York, N. Y.; W. Hinckle Smith, Philadelphia, Pa.; Henry W. Biddle, Philadelphia, Pa.; Rudolph Ellis, Philadelphia, Pa.; Clinton A. Higbee, Philadelphia, Pa.; DeWitt Van Buskirk, Bayonne, N. J.; John S. Cook, Goldfield, Nevada.

Principal Officers—President, C. B. Zabriskie, New York, N. Y.; Vice-President, W. Hinckle Smith, Philadelphia, Pa.; Secretary and Treasurer, Clyde A. Heller, Philadelphia, Pa.; Auditor, B. W. Fernald, Oakland, Cal.; General Superintendent, John Ryan, Stagg, Cal.; Traffic Manager, W. R. Alberger, Oakland, Cal.; General Freight and Passenger Agent, F. M. Jenifer, Oakland, Cal.

Central Pacific Railway Company

Directors—Wm. Sproule, San Francisco, Cal.; E. E. Calvin, San Francisco, Cal.; Wm. F. Herrin, San Francisco, Cal.; Wm. Hood, San Francisco, Cal.; G. L. King, San Francisco, Cal.; T. F. Rowlands, Ogden, Utah; E. O. McCormick, San Francisco, Cal.; C. H. Redington, San Francisco, Cal.; W. R. Scott, San Francisco, Cal.

Principal Officers—President, Wm. F. Herrin, San Francisco, Cal.; Vice-

President, E. E. Calvin, San Francisco, Cal.; Vice-President, E. O. McCormick, San Francisco, Cal.; Second Vice-President, A. D. McDonald, New York, N. Y.; Third Vice-President, C. H. Redington, San Francisco, Cal.; Secretary, G. L. King, San Francisco, Cal.; Treasurer, A. K. Van Deventer, New York, N. Y.; Chief Counsel, Wm. F. Herrin, San Francisco, Cal.; Comptroller, A. D. McDonald, New York, N. Y.; Auditor, T. O. Edwards, San Francisco, Cal.; Chief Engineer, Wm. Hood, San Francisco, Cal.; Land Commissioner, B. A. McAllaster, San Francisco, Cal.

Eagle Salt Works Railroad Company

Directors—C. R. Lewers, San Francisco, Cal.; J. M. Fulton, Reno, Nevada; G. L. King, San Francisco, Cal.; E. Hickman, San Francisco, Cal.; E. H. Miller, San Francisco, Cal.

Principal Officers—President, E. H. Miller, San Francisco, Cal.; Vice-President, E. Hickman, San Francisco, Cal.; Secretary, G. L. King, San Francisco, Cal.; Treasurer, H. A. Jones, San Francisco, Cal.; Auditor, T. O. Edwards, San Francisco, Cal.

Eureka-Nevada Railway

(Nevada Transportation Company)

Directors—F. C. Sykes, San Francisco, Cal.; J. E. Green, Palo Alto, Cal.; G. A. Nicholls, San Francisco, Cal.; E. G. Fischer, San Francisco, Cal.; B. Brooks, San Francisco, Cal.

Principal Officers—President, F. C. Sykes, San Francisco, Cal.; Vice-President, G. C. Chadwick, San Francisco, Cal.; Secretary and Treasurer, L. H. Clar, San Francisco, Cal.; Auditor, J. H. McNabb, Palisade, Nevada; General Manager, J. E. Sexton, Palisade, Nevada.

Goldfield Consolidated Milling and Transportation Company

Directors—Geo. Wingfield, Reno, Nevada; J. D. Hubbard, Chicago, Ill.; J. H. Carstairs, Philadelphia, Pa.; A. H. Howe, Goldfield, Nevada; Albert Burch, Goldfield, Nevada; Henry M. Hoyt, Reno, Nevada.

Principal Officers—President, Geo. Wingfield, Reno, Nevada; Vice-President, J. D. Hubbard, Chicago, Ill.; Second Vice-President, W. E. Zobel, Goldfield, Nevada; Secretary and Treasurer, A. H. Howe, Goldfield, Nevada; General Counsel, Henry M. Hoyt, Reno, Nevada; General Manager, Albert Burch, Goldfield, Nevada; General Freight Agent, R. J. Davey, Goldfield, Nevada.

Las Vegas and Tonopah Railroad Company

Directors—W. A. Clark, Butte, Mont.; J. Ross Clark, Los Angeles, Cal.; W. A. Clark, Jr., Los Angeles, Cal.; C. O. Whittemore, Los Angeles, Cal.; H. C. Lee, Los Angeles, Cal.; W. H. Comstock, Los Angeles, Cal.; David Keith, Salt Lake City, Utah.

Principal Officers—President, J. Ross Clark, Los Angeles, Cal.; Vice-President, C. O. Whittemore, Los Angeles, Cal.; Secretary and Treasurer, W. H. Comstock, Los Angeles, Cal.; General Counsel, C. O. Whittemore, Los Angeles, Cal.; Auditor, J. Q. Goss, Jr., Los Angeles, Cal.; Chief Engineer, Arthur Maguire, Los Angeles, Cal.; Superintendent, F. M. Grace, Las Vegas, Nevada; Traffic Manager, C. E. Redman, Goldfield, Nevada.

Nevada-California-Oregon Railway

Directors—D. Comyn Moran, New York, N. Y.; A. D. Moran, New York, N. Y.; T. F. Dunaway, Reno, Nevada; R. P. Dunbar, Reno, Nevada; W. H. O'Neil, Reno, Nevada.

Principal Officers—President, D. Comyn Moran, New York, N. Y.; Vice-President, T. F. Dunaway, Reno, Nevada; Secretary, R. P. Dunbar, Reno, Nevada; Treasurer, A. D. Moran, New York, N. Y.; General Counsel, Jas. Glynn, Reno, Nevada; Auditor, R. P. Dunbar, Reno, Nevada; General Manager, T. F. Dunaway, Reno, Nevada; Chief Engineer, Geo. S. Oliver, Reno, Nevada; Traffic Manager, H. V. McNamara, Reno, Nevada.

Nevada Central Railroad Company

Director—J. G. Phelps Stokes, New York, N. Y.; I. N. Phelps Stokes, New York, N. Y.; Timothy Davenport, New York, N. Y.; J. W. McCulloch, New York, N. Y.; Daniel J. Shea, Austin, Nevada; Henry W. Dyer, Austin, Nevada; John M. Hiskey, Austin, Nevada.

Principal Officers—President, J. G. Phelps Stokes, New York, N. Y.; Vice-President, Timothy Davenport, New York, N. Y.; Secretary and Treasurer, J. M. Hiskey, Austin, Nevada; Auditor, J. M. Hiskey, Austin, Nevada; Assistant Auditor, H. W. Dyer, Austin, Nevada; General Manager, Jas. W. McCulloch, New York, N. Y.; General Superintendent, J. M. Hiskey, Austin, Nevada.

Nevada Copper Belt Railroad Company

Directors—W. C. Orem, Salt Lake City, Utah; James G. Berryhill, Des Moines, Iowa; A. J. Orem, Boston, Mass.; James G. Berryhill, Jr., Des Moines Iowa; T. W. Boyer, Salt Lake City, Utah; J. J. Corum, Salt Lake City, Utah; W. H. Wattis, Ogden, Utah; F. M. Orem, Salt Lake City, Utah.

Principal Officers—President, W. C. Orem, Salt Lake City, Utah; First Vice-President, James G. Berryhill, Des Moines, Iowa; Second Vice-President, A. J. Orem, Boston, Mass.; Secretary and Treasurer, F. M. Orem, Salt Lake City, Utah; General Counsel, Henry L. Moore, Salt Lake City, Utah; Auditor, C. A. Chapman, Salt Lake City, Utah; General Manager, W. C. Orem, Salt Lake City, Utah; General Superintendent, Archie J. Orem, Ludwig, Nevada; Traffic Manager and Superintendent, F. J. Sullivan, Mason, Nevada.

Nevada Northern Railway Company

Directors—Daniel Guggenheim, New York, N. Y.; S. W. Eccles, New York, N. Y.; Murray Guggenheim, New York, N. Y.; F. W. Hills, New York, N. Y.; W. E. Bennett, New York, N. Y.; W. Hinckle Smith, Philadelphia, Pa.; Charles Hayden, Boston, Mass.; D. C. Jackling, Salt Lake City, Utah; C. V. MacNeill, Colorado Springs, Colo.

Principal Officers—President, S. W. Eccles, New York, N. Y.; First Vice-President, D. C. Jackling, Salt Lake City, Utah; Second Vice-President, W. E. Bennett, New York, N. Y.; Secretary, W. E. Bennett, New York, N. Y.; Treasurer, C. K. Lipman, New York, N. Y.; General Solicitor, C. H. Lindley, San Francisco, Cal.; Comptroller, F. W. Hills, New York, N. Y.; Auditor, Frank Roper, East Ely, Nevada; General Manager and Vice-President, L. G. Cannon, East Ely, Nevada; General Superintendent, T. J. Duddleson, East Ely, Nevada.

San Pedro, Los Angeles and Salt Lake Railroad Company

Directors—W. A. Clark, Butte, Mont.; R. S. Lovett, New York, N. Y.; C. B. Seger, New York, N. Y.; R. C. Kerens, St. Louis, Mo.; Thos. Kearns, Salt Lake City, Utah; W. H. Bancroft, Salt Lake City, Utah; J. Ross Clark, Los Angeles, Cal.; J. F. Satori, Los Angeles, Cal.; H. I. Bettis, Los Angeles, Cal.; W. G. Kerckhoff, Los Angeles, Cal.; T. F. Miller, Los Angeles, Cal.; W. H. Comstock, Los Angeles, Cal.

Principal Officers—President, W. A. Clark, New York, N. Y.; First Vice-

President, W. H. Bancroft, Salt Lake City, Utah; Second Vice-President, J. Ross Clark, Los Angeles, Cal.; Secretary, W. H. Comstock, Los Angeles, Cal.; Treasurer, W. H. Leete, Los Angeles, Cal.; General Counsel, A. S. Halstead, Los Angeles, Cal.; Auditor, H. I. Bettis, Los Angeles, Cal.; Assistant Auditor, J. E. Farrell, Los Angeles, Cal.; General Manager, H. C. Nutt, Los Angeles, Cal.; Chief Engineer, E. G. Tilton, Los Angeles, Cal.; Traffic Manager, F. A. Wann, Los Angeles, Cal.; General Freight Agent, T. M. Sloan, Los Angeles, Cal.; General Passenger Agent, T. C. Peck, Los Angeles, Cal.

Silver Peak Railroad Company

Directors—Geo. T. Oliver, Pittsburg, Pa.; Wm. Flinn, Pittsburg, Pa.; Wm. A. Bradley, Blair, Nevada; B. A. Rives, Blair, Nevada; S. H. Fine, Blair, Nevada.

Principal Officers—President, Geo. T. Oliver, Pittsburg, Pa.; First Vice-President, Wm. A. Bradley, Blair, Nevada; Secretary and Treasurer, B. A. Rives, Blair, Nevada; Auditor, W. C. Leach, Blair, Nevada; General Manager, Wm. A. Bradley, Blair, Nevada; General Freight and Passenger Agent, B. A. Rives, Blair, Nevada.

Southern Pacific Company

Directors—C. N. Bliss, New York, N. Y.; W. P. Bliss, New York, N. Y.; Henry W. de Forest, New York, N. Y.; Robert Goelet, Newport, R. I.; J. H. Harding, New York, N. Y.; Chas. W. Harkness, New York, N. Y.; H. E. Huntington, New York, N. Y.; J. N. Jarvis, New York, N. Y.; J. Kruttschnitt, New York, N. Y.; L. F. Loree, New York, N. Y.; Ogden Mills, Staatsburg, N. Y.; Lewis J. Spence, New York, N. Y.; Wm. Sproule, San Francisco, Cal.; E. P. Swenson, New York, N. Y.; J. N. Wallace, New York, N. Y.

Principal Officers—Chairman of the Executive Committee, J. Kruttschnitt, New York, N. Y.; President, Wm. Sproule, San Francisco, Cal.; Vice-President, Wm. F. Herrin, San Francisco, Cal.; Vice-President, A. D. McDonald, New York, N. Y.; Vice-President, W. A. Worthington, New York, N. Y.; Vice-President, E. E. Calvin, San Francisco, Cal.; Vice-President, E. O. McCormick, San Francisco, Cal.; Secretary, Hugh Neill, New York, N. Y.; Treasurer, A. K. Van Deventer, New York, N. Y.; Chief Counsel, Wm. F. Herrin, San Francisco, Cal.; General Counsel, Maxwell Evarts, New York, N. Y.; Controller, A. D. McDonald, New York, N. Y.; Assistant Controller, H. B. Johnson, New York, N. Y.; Assistant Controller, C. C. Barry, New York, N. Y.; Auditor, T. O. Edwards, San Francisco, Cal.; Assistant Director of Maintenance and Operation, W. A. Worthington, New York, N. Y.; Chief Engineer, Wm. Hood, San Francisco, Cal.; General Manager, W. R. Scott, San Francisco, Cal.; Freight Traffic Manager, G. W. Luce, San Francisco, Cal.; Director of Traffic, Lewis J. Spence, New York, N. Y.; General Freight Agent, C. J. Jones, San Francisco, Cal.; General Freight Agent, J. C. Stubbs, Los Angeles, Cal.; General Passenger Agent, Jas. Horsburgh, Jr., San Francisco, Cal.; Land Commissioner, B. A. McAllaster, San Francisco, Cal.

Tonopah and Goldfield Railroad Company

Directors—Jas. S. Austin, Philadelphia, Pa.; Samuel Bell, Jr., Philadelphia, Pa.; M. B. Cutter, Philadelphia, Pa.; C. A. Daniel, Philadelphia, Pa.; C. A. Higbee, Philadelphia, Pa.; Clyde A. Heller, Philadelphia, Pa.; Chas. E. Knox, Philadelphia, Pa.; Chas. R. Miller, Philadelphia, Pa.; Henry D. Moore, Philadelphia, Pa.; Richard G. Park, Westchester, Pa.; Wm. M. Potts, Wyebrooke, Pa.; J. Harvey Whiteman, Wilmington, Del.; Geo. Wingfield, Reno, Nevada.

Principal Officers—President, M. B. Cutter, Philadelphia, Pa.; First Vice-President, Jas. S. Austin, Philadelphia, Pa.; Second Vice-President, C. A. Higbee,

Philadelphia, Pa.; Secretary, Wm. F. Henshaw, Philadelphia, Pa.; Treasurer, C. A. Higbee, Philadelphia, Pa.; General Solicitor, J. Harvey Whiteman, Wilmington, Del.; General Counsel, Hugh H. Brown, Tonopah, Nevada; Assistant Treasurer, W. W. Charles, Tonopah, Nevada; Auditor, R. S. Titlow, Goldfield, Nevada; Chief Engineer, R. W. Cattermole, Goldfield, Nevada; Traffic Manager and Superintendent, W. D. Forster, Goldfield, Nevada.

Tonopah and Tidewater Railroad Company

Directors—F. M. Smith, Oakland, Cal.; C. B. Zabriskie, New York, N. Y.; DeWitt Van Buskirk, Bayonne, N. J.; J. A. Middleton, New York, N. Y.; J. N. Hardenberg, Jersey City, N. J.; Geo. Carragan, Bayonne, N. J.; Chas. A. Noe, Bayonne, N. J.

Principal Officers—President, F. M. Smith, Oakland, Cal.; Vice-President, DeWitt Van Buskirk, New York, N. Y.; Secretary and Treasurer, C. B. Zabriskie, New York, N. Y.; General Solicitor, DeWitt Van Buskirk, New York, N.Y.; Attorney, Walter D. Cole, Oakland, Cal.; Auditor, B. W. Fernald, Oakland, Cal.; General Manager, John Ryan, Stagg, Cal.; Superintendent, W. W. Cahill, Stagg, Cal.; Traffic Manager, W. R. Alberger, Oakland, Cal.; General Freight and Passenger Agent, F. M. Jenifer, Oakland, Cal.

Virginia and Truckee Railway

Directors—Ogden Mills, New York, N. Y.; A. M. Ardery, Carson City, Nevada; E. B. Yerington, Carson City, Nevada; Geo. T. Mills, Carson City, Nevada; W. E. Sharon, Virginia City, Nevada; J. W. Eckley, Virginia City, Nevada; W. E. F. Deal, Virginia City, Nevada; Jas. Newlands, Jr., San Francisco, Cal.; H. L. Griffiths, Carson City, Nevada.

Principal Officers—President, Ogden Mills, New York, N. Y.; First Vice-President, A. M. Ardery, Carson City, Nevada; Secretary, E. B. Yerington, Carson City, Nevada; Treasurer, Agency Bank of California, Virginia City, Nevada; Auditor, E. B. Yerington, Carson City, Nevada; General Manager, A. M. Ardery, Carson City, Nevada; Chief Engineer, W. H. Kirk, Carson City, Nevada; General Freight and Passenger Agent, E. B. Yerington, Carson City, Nevada.

Western Pacific Railway Company

Directors—Geo. J. Gould, New York, N. Y.; Edward T. Jeffery, New York, N. Y.; Edgar L. Marston, New York, N. Y.; F. W. M. Cutcheon, New York, N. Y.; Kingdon Gould, New York, N. Y.; S. C. Matthews, New York, N. Y.; Chas. H. Schlacks, San Francisco, Cal.; C. M. Levey, San Francisco, Cal.; Warren Olney, San Francisco, Cal.; Warren Olney, Jr., San Francisco, Cal.; Chas. W. Slack, San Francisco, Cal.; J. F. Evans, San Francisco, Cal.; W. J. Shotwell, San Francisco, Cal.

Principal Officers—President, E. T. Jeffery, New York, N. Y.; First Vice-President, C. H. Schlacks, San Francisco, Cal.; Second Vice-President, C. M. Levey, San Francisco, Cal.; Secretary, W. G. Bruen, San Francisco, Cal.; Treasurer, Chas. Elsey, San Francisco, Cal.; General Attorney, Warren Olney, Jr., San Francisco, Cal.; General Counsel, F. W. M. Cutcheon, New York, N. Y.; General Auditor, J. F. Evans, San Francisco, Cal.; General Manager, C. M. Levey, San Francisco, Cal.; Chief Engineer, T. J. Wyche, San Francisco, Cal.; Freight Traffic Manager, H. M. Adams, San Francisco, Cal.; General Freight Agent, Archibald Gray, San Francisco, Cal.; Passenger Traffic Manager, E. L. Lomax, San Francisco, Cal.

TABULATED FIGURES DRAWN FROM MONTHLY REPORTS OF RAILROADS OPERATING IN NEVADA, SHOWING NEVADA INTRASTATE EARNINGS (GROSS), BY MONTHS, FOR THE YEARS ENDING JUNE 30, 1912 AND 1913.

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Company	July		August		September	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$272.34	$175.44	$330.41	$318.41	$363.24	$769.51
Eureka-Nevada Railway		5,460.54		4,090.86		4,549.49
Goldfield Consolidated M. & T. Co.	7,666.78	7,763.33	8,016.27	7,984.94	7,018.66	7,572.71
Las Vegas and Tonopah Railroad	1,462.27	952.40	1,797.57	1,540.26	560.94	1,366.56
Nevada-California-Oregon Railway	2,418.88	3,114.47	2,708.21	2,581.57	3,147.38	2,726.30
Nevada Central Railroad	431.90	260.69	341.82	240.38	364.09	448.22
Nevada Copper Belt Railroad	1,310.36	18,112.83	1,663.26	12,976.01	1,840.12	13,823.55
Nevada Northern Railway	74,607.80	80,694.21	66,329.15	85,776.09	60,863.66	76,800.11
San Pedro, Los Angeles and Salt Lake Railroad	1,845.22	945.79	2,297.47	1,523.07	270.27	660.28
Silver Peak Railroad	213.09	95.53	61.02	89.75	100.50	50.22
Southern Pacific Company[a]	18,416.95	19,501.31	21,122.22	21,051.62	18,888.51	23,004.35
Tonopah and Goldfield Railroad	24,133.56	20,829.18	26,415.43	19,568.55	24,410.63	18,371.37
Tonopah and Tidewater Railroad	54.65	19.45	22.96	33.88	51.23	26.71
Virginia and Truckee Railway	4,261.44	4,666.55	5,277.93	5,168.32	6,673.54	4,911.30
Western Pacific Railway	1,539.09	966.92	574.98	969.94	1,483.72	1,215.87
Totals	$138,634.33	$163,558.64	$137,058.70	$163,913.65	$126,036.49	$156,296.55

Company	October		November		December	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$374.21	$469.02	$317.41	$277.08	$426.03	$330.93
Eureka-Nevada Railway		3,874.53		4,632.09		2,513.99
Goldfield Consolidated M. & T. Co.	8,031.86	7,913.90	7,502.19	7,204.75	7,581.47	7,265.59
Las Vegas and Tonopah Railroad	647.29	1,604.68	744.25	1,540.07	985.58	1,976.03
Nevada-California-Oregon Railway	3,548.53	3,509.60	2,651.76	2,616.75	1,327.49	1,776.66
Nevada Central Railroad	444.18	368.02	446.86	381.14	285.96	286.28
Nevada Copper Belt Railroad	1,899.97	17,514.27	3,953.00	15,850.36	3,259.09	15,323.89
Nevada Northern Railway	57,195.91	14,524.23	51,449.18	67,797.29	55,270.66	68,416.43
San Pedro, Los Angeles and Salt Lake Railroad	444.57	871.14	586.29	1,275.31	601.08	776.88
Silver Peak Railroad	175.68	335.96	150.56	74.26	212.22	95.62
Southern Pacific Company[a]	24,649.10	27,586.04	22,946.74	24,726.44	16,940.36	20,407.55
Tonopah and Goldfield Railroad	27,808.06	21,998.01	26,642.34	20,867.62	26,142.32	19,701.30
Tonopah and Tidewater Railroad	116.98	35.21	47.39	16.74	36.36	39.93
Virginia and Truckee Railway	6,231.98	7,319.93	6,506.92	7,742.14	5,382.76	5,404.49
Western Pacific Railway	6,263.63	1,812.62	1,865.05	2,644.57	894.76	1,067.79
Totals	$137,831.95	$109,737.16	$125,809.94	$157,646.61	$119,296.14	$145,383.36

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Company	January		February		March	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$371.07	$246.61	$262.37	$262.48	$412.12	$216.87
Eureka-Nevada Railway		2,097.04		1,834.93		3,259.69
Goldfield Consolidated M. & T. Co.	7,720.20	6,714.83	7,232.69	6,543.05	7,920.59	7,215.27
Las Vegas and Tonopah Railroad	346.76	1,749.28	326.38	1,641.80	663.65	1,903.64
Nevada-California-Oregon Railway	636.51	1,062.97	1,144.40	1,126.63	1,605.52	1,298.01
Nevada Central Railroad	200.85	127.78	265.85	207.17	213.60	312.64
Nevada Copper Belt Railroad	8,449.53	16,384.99	12,901.17	11,830.29	15,776.83	14,894.55
Nevada Northern Railway	66,720.25	68,573.18	61,662.72	73,796.58	74,041.28	86,494.41
San Pedro, Los Angeles and Salt Lake Railroad	220.14	597.68	448.46	475.12	354.74	630.21
Silver Peak Railroad	127.83	93.06	63.88	217.79	71.71	121.27
Southern Pacific Company[a]	15,877.44	18,643.05	18,739.75	19,212.57	25,346.34	18,833.49
Tonopah and Goldfield Railroad	24,387.52	18,508.39	24,478.32	18,806.80	26,333.14	19,008.67
Tonopah and Tidewater Railroad	23.63	30.24	23.37	33.43	15.59	35.76
Virginia and Truckee Railway	5,150.32	4,093.49	4,314.13	3,911.44	5,994.78	7,520.50
Western Pacific Railway	768.00	683.38	437.07	582.15	498.07	1,206.12
Totals	$131,000.05	$139,605.97	$132,300.56	$140,482.23	$159,247.96	$162,951.10

Company	April		May		June	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$248.46	$288.24	$374.60	$253.71	$208.16	$235.60
Eureka-Nevada Railway		3,739.84		3,027.20		237.57
Goldfield Consolidated M. & T. Co.	7,294.67	6,539.86	7,678.85	7,158.43	7,442.16	7,466.61
Las Vegas and Tonopah Railroad	1,018.62	1,646.39	1,069.16	1,124.09	1,487.69	921.33
Nevada-California-Oregon Railway	2,095.86	1,962.27	2,539.91	1,703.33	3,059.03	2,146.77
Nevada Central Railroad	336.59	338.13	256.81	232.07	356.24	268.76
Nevada Copper Belt Railroad	15,591.45	14,036.25	14,126.73	15,987.99	18,217.21	14,818.51
Nevada Northern Railway	75,086.63	75,666.98	81,011.32	84,531.57	79,541.63	80,724.68
San Pedro, Los Angeles and Salt Lake Railroad	313.71	735.24	772.40	457.38	722.51	884.70
Silver Peak Railroad	103.13	134.21	158.22	73.81	95.99	245.75
Southern Pacific Company[a]	24,188.85	25,517.86	30,334.32	19,652.19	24,603.37	20,455.85
Tonopah and Goldfield Railroad	24,440.78	17,166.16	23,778.24	19,156.05	22,782.21	19,040.08
Tonopah and Tidewater Railroad	47.28	41.85	17.01	52.03	37.72	40.84
Virginia and Truckee Railway	4,695.69	5,850.73	4,540.51	4,964.42	3,960.46	4,593.85
Western Pacific Railway	838.96	1,107.62	875.97	1,876.54	736.11	981.72
Totals	$156,300.68	$154,771.63	$167,534.05	$160,250.81	$163,250.49	$153,042.62

[a] Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

MONTHLY INTRASTATE FREIGHT REVENUES OF VARIOUS RAILROADS IN NEVADA

Company	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1911	1912	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$2,083.64	$2,340.39	$1,876.78	$1,503.51	$3,960.42	$3,843.90
Eureka-Nevada Railway		25,121.50		14,196.27		39,317.77
Goldfield Consolidated M. & T. Co.	45,767.23	45,705.22	45,289.16	41,638.05	91,056.39	87,343.27
Las Vegas and Tonopah Railroad	6,197.90	8,980.00	4,912.26	8,986.53	11,110.16	17,966.53
Nevada-California-Oregon Railway	15,802.25	16,325.35	11,081.23	9,299.98	26,883.48	25,625.33
Nevada Central Railroad	2,314.81	1,994.73	1,629.94	1,486.55	3,944.75	3,471.28
Nevada Copper Belt Railroad	13,925.80	93,600.91	85,062.92	87,952.58	98,988.72	181,553.49
Nevada Northern Railway	365,716.36	394,008.36	438,063.83	469,787.40	803,780.19	863,795.76
San Pedro, Los Angeles and Salt Lake Railroad	6,144.90	6,052.47	2,831.96	3,760.33	8,976.86	9,812.80
Silver Peak Railroad	913.07	741.34	620.76	885.89	1,533.83	1,627.23
Southern Pacific Company[a]	122,963.88	136,277.31	139,090.07	122,315.01	262,053.95	258,592.32
Tonopah and Goldfield Railroad	155,552.34	121,336.03	146,200.21	111,686.15	301,752.55	233,022.18
Tonopah and Tidewater Railroad	329.57	171.92	164.60	234.15	494.17	406.07
Virginia and Truckee Railway	34,334.57	35,212.73	28,655.89	30,934.43	62,990.46	66,147.16
Western Pacific Railway	12,621.23	8,677.71	4,154.18	6,437.53	16,775.41	15,115.24
Totals	$784,667.55	$896,535.97	$909,633.79	$911,094.36	$1,694,301.34	$1,807,630.33

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Company	July		August		September	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$0.95		$1.90			
Bullfrog-Goldfield Railroad	586.10	$364.50	396.75	$361.90	$328.20	$290.50
Eureka-Nevada Railway		1,037.30		1,113.85		1,351.50
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	2,056.34	2,012.79	2,312.26	1,516.90	1,979.18	1,726.93
Nevada-California-Oregon Railway	1,495.39	1,982.39	1,491.04	1,777.94	1,630.21	1,677.51
Nevada Central Railroad	1,436.40	1,583.80	1,732.30	1,173.70	1,681.95	1,252.25
Nevada Copper Belt Railroad	1,321.35	2,333.40	1,279.70	2,145.55	1,278.70	2,162.45
Nevada Northern Railway	6,723.14	8,494.92	6,070.31	8,340.09	6,951.47	8,236.43
San Pedro, Los Angeles and Salt Lake Railroad	2,436.84	2,721.61	2,080.11	1,655.18	1,562.95	1,837.31
Silver Peak Railroad	486.95	346.93	429.67	403.40	336.15	352.77
Southern Pacific Company[a]	30,816.48	36,073.73	30,782.61	29,321.64	29,637.87	31,539.21
Tonopah and Goldfield Railroad	6,135.63	6,771.21	5,451.41	6,062.76	5,513.28	5,654.86
Tonopah and Tidewater Railroad	33.80	19.50	27.10	29.55	35.75	19.70
Virginia and Truckee Railway	9,341.62	8,389.39	6,855.79	6,700.22	8,074.53	7,160.82
Western Pacific Railway	1,887.31	2,254.01	2,047.48	2,001.85	1,801.98	1,752.45
Totals	$64,758.30	$74,385.48	$60,958.43	$62,604.53	$60,812.22	$65,014.69

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Company	October		November		December	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$0.95		$0.95			
Bullfrog-Goldfield Railroad	302.62	$371.40	345.10	$331.70	$314.85	$378.00
Eureka-Nevada Railway		1,324.60		1,340.45		1,145.70
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,632.69	1,650.15	1,781.71	1,366.54	1,319.02	1,923.35
Nevada-California-Oregon Railway	1,287.63	1,386.16	1,372.50	1,221.96	1,251.89	1,081.04
Nevada Central Railroad	1,862.30	1,208.30	1,486.80	1,003.85	1,338.85	1,443.36
Nevada Copper Belt Railroad	1,442.85	2,220.40	1,395.75	2,202.40	1,524.95	2,440.70
Nevada Northern Railway	6,452.02	9,873.35	5,674.15	6,201.29	6,786.86	9,007.35
San Pedro, Los Angeles and Salt Lake Railroad	1,577.01	1,724.94	1,446.63	2,088.58	1,347.28	2,129.98
Silver Peak Railroad	274.15	336.90	272.15	309.05	276.50	244.00
Southern Pacific Company[a]	29,144.76	33,264.35	27,351.38	28,334.68	26,893.53	34,233.07
Tonopah and Goldfield Railroad	5,429.55	5,887.76	5,358.29	5,629.03	4,662.37	6,153.02
Tonopah and Tidewater Railroad	24.20	24.65	36.70	29.50	28.63	41.15
Virginia and Truckee Railway	7,215.71	5,343.66	6,459.35	6,099.31	6,583.33	5,649.90
Western Pacific Railway	1,794.44	1,878.28	1,591.92	1,777.48	1,332.14	1,461.42
Totals	$53,660.22	$67,332.04	$54,573.38	$57,935.82	$53,660.22	$67,332.04

Company	January		February		March	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$230.17	$294.20	$243.85	$222.15	$325.35	$287.40
Eureka-Nevada Railway		1,111.65		711.25		1,328.35
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,346.04	1,711.95	1,356.96	1,884.01	1,418.10	1,605.20
Nevada-California-Oregon Railway	963.09	914.37	972.21	933.32	1,556.05	1,309.20
Nevada Central Railroad	1,165.16	1,007.00	1,092.30	1,023.30	1,265.35	773.65
Nevada Copper Belt Railroad	1,614.45	2,365.80	1,683.75	2,274.10	1,775.50	2,199.13
Nevada Northern Railway	5,769.67	10,906.16	6,476.39	8,847.75	6,868.62	7,935.57
San Pedro, Los Angeles and Salt Lake Railroad	1,799.14	1,573.95	1,704.41	1,718.52	1,716.28	2,141.47
Silver Peak Railroad	265.15	310.69	294.05	261.13	312.40	260.80
Southern Pacific Company[a]	22,561.15	32,103.47	23,973.68	36,022.57	27,696.37	37,986.72
Tonopah and Goldfield Railroad	4,167.74	5,679.73	5,001.80	5,154.74	5,160.42	6,087.93
Tonopah and Tidewater Railroad	33.25	26.00	20.05	31.80	16.20	27.30
Virginia and Truckee Railway	5,270.60	5,532.80	5,507.47	5,792.58	5,641.55	6,533.00
Western Pacific Railway	884.06	940.36	1,130.40	1,018.68	1,245.30	1,812.33
Totals	$46,069.67	$64,478.13	$49,457.32	$65,895.90	$54,997.49	$70,288.05

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

MONTHLY INTRASTATE PASSENGER REVENUES OF VARIOUS RAILROADS IN NEVADA

Company	April		May		June	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway						
Bullfrog-Goldfield Railroad	$341.08	$254.75	$352.12	$405.37	$427.11	$235.60
Eureka-Nevada Railway		1,157.35		982.00		1,170.55
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	1,617.86	1,819.28	1,938.68	3,205.11	1,666.25	1,766.34
Nevada-California-Oregon Railway	1,762.19	1,236.09	2,089.25	1,406.38	1,963.70	1,385.05
Nevada Central Railroad	1,360.85	1,007.20	1,627.20	1,368.95	1,224.95	1,608.35
Nevada Copper Belt Railroad	1,8[illegible]3.45	1,895.02	2,169.79	2,541.25	2,109.90	2,168.47
Nevada Northern Railway	8,379.51	7,947.93	6,985.45	8,477.54	7,831.83	7,162.08
San Pedro, Los Angeles and Salt Lake Railroad	1,749.93	2,741.02	2,081.94	1,922.77	2,137.31	1,707.69
Silver Peak Railroad	337.75	289.65	339.70	277.10	500.75	274.77
Southern Pacific Company[a]	29,270.36	36,172.70	31,302.38	35,824.22	29,892.89	35,259.28
Tonopah and Goldfield Railroad	5,596.51	5,638.20	6,626.97	7,006.39	6,453.12	5,667.97
Tonopah and Tidewater Railroad	33.35	23.55	25.10	48.20	80.25	30.35
Virginia and Truckee Railway	5,862.82	5,835.20	6,473.35	6,308.15	7,235.27	6,414.35
Western Pacific Railway	1,485.15	2,198.00	1,630.19	2,593.49	1,528.81	2,362.79
Totals	$59,650.81	$68,215.94	$63,642.12	$72,366.92	$63,052.14	$67,213.64

Company	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1911	1912	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$4.75				$4.75	
Bullfrog-Goldfield Railroad	2,273.62	$2,098.00	$1,919.68	$1,699.47	4,193.30	$3,797.47
Eureka-Nevada Railway		7,313.40		6,461.15		13,774.55
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	11,681.20	10,196.66	9,343.89	11,991.89	20,425.09	22,188.55
Nevada-California-Oregon Railway	8,528.66	9,127.00	9,306.49	7,184.41	17,835.15	16,311.41
Nevada Central Railroad	9,538.60	7,665.26	7,735.81	6,788.45	17,274.41	14,453.71
Nevada Copper Belt Railroad	8,243.30	13,504.90	11,206.84	13,443.77	19,450.14	26,948.67
Nevada Northern Railway	38,657.95	50,153.43	42,311.47	51,277.03	80,969.42	101,430.46
San Pedro, Los Angeles and Salt Lake Railroad	10,450.82	12,157.60	11,189.01	11,805.42	21,639.83	23,963.02
Silver Peak Railroad	2,075.57	1,993.05	2,049.80	1,674.14	4,125.37	3,667.19
Southern Pacific Company[a]	174,626.63	192,766.68	164,696.83	213,368.96	339,323.46	406,135.64
Tonopah and Goldfield Railroad	32,550.53	36,158.64	33,006.56	35,234.96	65,557.09	71,393.60
Tonopah and Tidewater Railroad	186.20	164.05	208.20	187.20	394.40	351.25
Virginia and Truckee Railway	44,530.33	39,343.30	35,991.06	36,416.08	80,521.39	75,759.38
Western Pacific Railway	10,455.27	11,125.49	7,903.91	10,925.65	18,359.18	22,051.14
Totals	$353,203.43	$393,767.46	$336,869.55	$408,458.58	$690,072.98	$802,226.04

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Company	July		August		September	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$43.14	$44.48	$43.10	$44.13	$43.42	$43.33
Bullfrog-Goldfield Railroad	104.00	107.12	146.63	142.11	169.67	192.50
Eureka-Nevada Railway		96.27		78.18		126.28
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	327.95	599.14	340.59	525.06	619.29	356.19
Nevada-California-Oregon Railway	289.83	261.20	328.64	278.03	334.61	307.67
Nevada Central Railroad						
Nevada Copper Belt Railroad	315.01	1,058.23	312.10	866.96	276.93	950.61
Nevada Northern Railway	157.20	293.25	157.05	276.50	195.50	211.75
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	83.35	73.95	84.74	83.12	92.98	86.74
Southern Pacific Company[a]	1,298.00	1,410.48	1,350.27	1,276.75	1,530.36	1,308.60
Tonopah and Goldfield Railroad	2,899.55	3,362.90	2,508.81	2,715.32	3,945.76	2,798.79
Tonopah and Tidewater Railroad	21.56	7.93	15.29	6.66	16.54	5.47
Virginia and Truckee Railway	407.74	184.79	187.43	1,227.94	85.09	194.00
Western Pacific Railway	65.61	62.75	95.14	76.27	75.96	87.40
Totals	$6,012.94	$7,562.49	$5,569.79	$7,597.03	$7,386.11	$6,669.33

Company	October		November		December	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$45.09	$43.08	$43.31	$43.02	$43.09	$42.98
Bullfrog-Goldfield Railroad	222.69	151.16	116.51	190.76	114.79	160.49
Eureka-Nevada Railway		224.65		140.69		201.36
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	320.27	358.94	316.19	358.68	294.14	338.70
Nevada-California-Oregon Railway	312.33	349.36	339.60	351.67	396.59	361.93
Nevada Central Railroad						
Nevada Copper Belt Railroad	296.58	1,056.65	297.96	1,011.25	345.56	1,206.05
Nevada Northern Railway	98.20	38.00	62.60	76.25	91.40	516.95
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	64.51	87.43	97.12	90.40	88.92	91.55
Southern Pacific Company[a]	1,856.77	1,701.82	2,551.17	2,690.53	2,962.81	2,659.31
Tonopah and Goldfield Railroad	3,138.96	2,549.62	3,193.92	3,048.25	2,953.64	3,183.46
Tonopah and Tidewater Railroad	20.78	7.26	16.27	5.42	23.07	8.43
Virginia and Truckee Railway	108.02	125.97	262.70	99.24	200.74	43.29
Western Pacific Railway	84.30	87.98	40.60	46.22	45.84	49.30
Totals	$6,568.50	$6,781.92	$7,337.95	$8,152.38	$7,560.59	$8,863.80

[a] Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Company	January		February		March	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$42.98	$43.08	$43.04	$43.10	$43.09	$43.77
Bullfrog-Goldfield Railroad	93.51	42.78	74.64	58.71	94.92	53.63
Eureka-Nevada Railway	.....	170.88	.....	120.23	.....	230.43
Goldfield Consolidated M. & T. Co.	309.64	348.39	338.23	328.39	386.46	349.59
Las Vegas and Tonopah Railroad	313.01	319.51	298.92	299.51	289.29	300.37
Nevada-California-Oregon Railway	.....	.....	.....	.....	.....	.....
Nevada Central Railroad	819.97	1,653.57	362.90	1,525.67	197.29	1,781.74
Nevada Copper Belt Railroad	176.00	176.50	176.00	174.25	189.75	225.15
Nevada Northern Railway	.....	.....	.....	.....	.....	.....
San Pedro, Los Angeles and Salt Lake Railroad	98.43	104.88	103.00	70.95	94.61	20.55
Silver Peak Railroad	2,977.99	2,223.25	2,638.35	3,293.90	2,457.26	1,512.11
Southern Pacific Company[a]	3,487.53	2,783.85	3,318.85	2,918.26	3,356.48	3,371.74
Tonopah and Goldfield Railroad	19.27	5.38	16.87	7.83	17.95	6.58
Tonopah and Tidewater Railroad	251.36	135.63	81.47	132.18	135.34	237.79
Virginia and Truckee Railway	24.60	33.05	29.80	27.87	36.88	54.21
Western Pacific Railway	.....	.....	.....	.....	.....	.....
Totals	$8,614.29	$8,040.75	$7,482.07	$9,000.85	$7,299.26	$8,187.66

Company	April		May		June	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$48.88	$43.10	$43.38	$43.04	$340.82	$386.62
Bullfrog-Goldfield Railroad	143.35	63.33	105.68	102.15	96.64	66.47
Eureka-Nevada Railway	.....	182.23	.....	216.03	.....	279.21
Goldfield Consolidated M. & T. Co.	428.09	383.84	423.96	324.28	669.01	349.00
Las Vegas and Tonopah Railroad	319.71	325.93	294.25	248.20	264.72	277.76
Nevada-California-Oregon Railway	.....	.....	.....	.....	.....	.....
Nevada Central Railroad	930.09	1,746.76	947.12	1,536.10	888.87	1,272.35
Nevada Copper Belt Railroad	266.75	360.40	198.00	405.85	285.45	399.60
Nevada Northern Railway	.....	.....	.....	.....	.....	.....
San Pedro, Los Angeles and Salt Lake Railroad	83.70	152.69	99.20	28.10	62.45	137.18
Silver Peak Railroad	1,351.80	2,201.27	1,524.29	476.91	2,304.85	3,158.18
Southern Pacific Company[a]	2,527.51	2,966.02	2,859.81	3,077.25	2,431.76	2,949.21
Tonopah and Goldfield Railroad	16.21	7.77	18.29	11.84	18.30	8.46
Tonopah and Tidewater Railroad	83.60	273.57	146.27	328.30	117.78	567.70
Virginia and Truckee Railway	59.53	77.95	45.60	102.96	45.74	173.30
Western Pacific Railway	.....	.....	.....	.....	.....	.....
Totals	$6,259.22	$8,784.86	$6,705.85	$6,901.01	$7,526.39	$10,025.04

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California branch.

ALL OTHER REVENUE FROM INTRASTATE TRANSPORTATION (MONTHLY) OF RAILROADS IN NEVADA

Company	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1911	1912	1912	1913	1912	1913
Atchison, Topeka and Sante Fe Railway	$261.15	$261.02	$562.13	$602.71	$823.28	$863.73
Bullfrog-Goldfield Railroad	874.29	944.14	608.74	387.07	1,483.03	1,331.21
Eureka-Nevada Railway		867.42		1,199.01		2,066.44
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	2,218.43	2,536.71	2,555.39	2,083.49	4,773.82	4,620.20
Nevada-California-Oregon Railway	2,001.60	1,909.86	1,779.90	1,771.28	3,781.50	3,681.14
Nevada Central Railroad						
Nevada Copper Belt Railroad	1,844.14	6,149.75	4,146.24	9,516.19	5,990.38	15,665.94
Nevada Northern Railway	761.95	1,412.70	1,291.95	1,741.75	2,053.90	3,154.45
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	511.62	513.19	541.39	514.35	1,053.01	1,027.54
Southern Pacific Company[a]	11,549.38	11,047.49	13,254.54	12,865.62	24,803.92	23,913.11
Tonopah and Goldfield Railroad	18,640.64	17,658.34	17,981.94	18,066.33	36,622.58	35,724.67
Tonopah and Tidewater Railroad	113.51	41.17	106.89	47.86	220.40	89.03
Virginia and Truckee Railway	1,251.72	1,875.23	815.82	1,675.17	2,067.54	3,550.40
Western Pacific Railway	407.45	409.92	242.15	469.34	649.60	879.26
Totals	$40,435.88	$45,626.95	$43,887.08	$50,940.17	$84,322.96	$96,567.12

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION, OF RAILROADS IN NEVADA

Company	July		August		September	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway		$8.73	$62.70	$15.21	$28.37	$16.79
Bullfrog-Goldfield Railroad	$33.49	16.35	30.50	15.80	31.58	18.33
Eureka-Nevada Railway						8.50
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	31.59	22.43	30.19	48.01	39.31	19.36
Nevada-California-Oregon Railway	47.02	15.66	61.06	16.27	45.36	27.59
Nevada Central Railroad	62.73	36.96	60.40	52.83	105.05	76.54
Nevada Copper Belt Railroad	176.00	132.90	342.00	132.63	352.74	133.90
Nevada Northern Railway	59.00	185.00	128.00	596.00	62.00	204.00
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	5.00	5.00	5.00	5.00	5.00	5.00
Southern Pacific Company[a]	2,390.44	1,994.94	2,353.20	2,865.61	1,932.19	2,638.66
Tonopah and Goldfield Railroad	240.71	276.55	209.96	216.83	285.12	221.52
Tonopah and Tidewater Railroad	36.91	22.00	21.00	25.00	20.51	20.33
Virginia and Truckee Railway	30.49	77.84	129.93	64.88	203.34	67.56
Western Pacific Railway	78.02	94.54	88.60	168.14	67.66	116.32
Totals	$3,191.40	$2,888.90	$3,522.54	$4,222.21	$3,178.23	$3,574.40

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION, OF RAILROADS IN NEVADA

Company	October		November		December	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$66.82	$12.89	$2.88	$22.43	$27.76	$65.84
Bullfrog-Goldfield Railroad	38.55	51.34	48.05	16.00	47.60	23.25
Eureka-Nevada Railway		170.59		1.96		17.74
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	16.99	19.87	29.84	19.57	23.61	21.86
Nevada-California-Oregon Railway	48.53	45.95	31.75	26.54	13.69	25.85
Nevada Central Railroad	68.72	62.04	48.59	59.67	47.57	71.14
Nevada Copper Belt Railroad	467.65	76.52	394.44	79.67	68.28	.86
Nevada Northern Railway	144.00	420.00	143.00	373.00	128.00	593.00
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	5.00	5.00	5.00	23.90	5.00	5.35
Southern Pacific Company[a]	2,064.62	2,397.84	2,723.78	2,499.97	2,378.96	2,263.80
Tonopah and Goldfield Railroad	266.95	243.53	333.11	298.77	314.36	286.71
Tonopah and Tidewater Railroad	21.00	24.00	24.00	21.00	21.51	20.33
Virginia and Truckee Railway	70.19	47.66	26.71	67.99	82.45	98.46
Western Pacific Railway	80.73	103.41	169.56	70.90	70.97	94.93
Totals	$3,359.75	$3,680.64	$3,980.71	$3,581.37	$3,229.76	$3,587.40

Company	January		February		March	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$47.90	$40.43	$10.58	$47.64	$1.00	$39.66
Bullfrog-Goldfield Railroad	47.35	89.00	42.45	20.00	42.20	40.00
Eureka-Nevada Railway		124.49		58.25		61.21
Goldfield Consolidated M. & T. Co.						
Las Vegas and Tonopah Railroad	21.59	27.34	23.03	12.01	14.45	20.80
Nevada-California-Oregon Railway	27.44	35.72	10.36	20.69	20.34	15.82
Nevada Central Railroad	38.37	112.18	24.73	30.78	45.72	49.82
Nevada Copper Belt Railroad	300.69	116.68	57.15	159.65	736.26	324.74
Nevada Northern Railway	98.00	528.00	98.00	222.00	97.00	388.00
San Pedro, Los Angeles and Salt Lake Railroad						
Silver Peak Railroad	5.00	8.85	5.00	5.00	15.00	25.70
Southern Pacific Company[a]	2,262.59	2,290.05	1,792.18	2,083.78	2,133.49	2,012.50
Tonopah and Goldfield Railroad	337.76	329.34	695.99	309.20	548.64	260.23
Tonopah and Tidewater Railroad	21.00	21.00	21.00	21.00	21.66	19.15
Virginia and Truckee Railway	138.81	82.63	95.96	48.38	82.59	96.87
Western Pacific Railway	109.48	127.18	71.23	100.61	97.43	90.27
Totals	$3,455.92	$3,932.89	$2,946.90	$3,138.99	$3,855.78	$3,444.77

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

Italic figures denote deficit.

MONTHLY REVENUE FROM INTRASTATE OPERATIONS, OTHER THAN TRANSPORTATION, OF RAILROADS IN NEVADA

Company	April		May		June	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$17.39	$36.95	$21.21	$40.23	$28.60	$46.14
Bullfrog-Goldfield Railroad	*28.33*	15.00	17.97	15.26	28.91	15.00
Eureka-Nevada Railway		126.42		57.00		114.09
Goldfield Consolidated M. & T. Co.	5.06	20.56	16.54	20.31	18.93	12.48
Las Vegas and Tonopah Railroad	30.86	26.09	21.60	6.45	17.85	11.52
Nevada-California-Oregon Railway	51.24	75.10	57.51	25.61	79.20	188.23
Nevada Central Railroad	137.93	373.09	134.44	159.82	51.09	251.44
Nevada Copper Belt Railroad	390.00	359.00	504.00	343.00	186.81	213.00
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	15.00	9.95	6.30	30.00	5.00	17.00
Silver Peak Railroad	1,503.81	2,910.58	1,620.30	3,424.05	2,778.82	3,185.59
Southern Pacific Company[a]	517.13	254.34	92.73	330.98	161.97	147.67
Tonopah and Goldfield Railroad	21.00	21.00	22.00	22.00	45.25	24.67
Tonopah and Tidewater Railroad	152.80	91.08	102.78	98.16	18.65	18.79
Virginia and Truckee Railway	51.75	167.53	100.25	81.86	143.00	121.24
Western Pacific Railway						
Totals	$2,865.64	$4,486.60	$2,717.63	$4,654.73	$3,564.08	$4,366.86

Company	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1911	1912	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$188.53	$141.89	$126.68	$251.05	$315.21	$392.94
Bullfrog-Goldfield Railroad	229.77	141.07	150.55	194.26	380.32	335.33
Eureka-Nevada Railway		198.79		541.46		740.25
Goldfield Consolidated M. & T. Co.	171.53	151.10	99.60	113.50	271.13	264.60
Las Vegas and Tonopah Railroad	247.41	157.86	128.45	116.29	375.86	274.15
Nevada-California-Oregon Railway	393.06	359.18	296.77	481.72	689.83	840.90
Nevada Central Railroad	1,801.11	554.76	1,417.56	1,385.33	3,218.67	1,940.09
Nevada Copper Belt Railroad	664.00	2,371.00	1,373.81	2,053.00	2,037.81	4,424.00
Nevada Northern Railway						
San Pedro, Los Angeles and Salt Lake Railroad	30.00	49.25	51.30	96.50	81.30	145.75
Silver Peak Railroad	13,843.19	14,660.82	12,090.43	15,906.55	25,933.62	30,567.37
Southern Pacific Company[a]	1,650.21	1,543.91	2,354.16	1,631.76	4,004.37	3,175.67
Tonopah and Goldfield Railroad	144.93	132.66	151.91	128.82	296.84	261.48
Tonopah and Tidewater Railroad	543.11	424.39	591.59	435.91	1,134.70	860.30
Virginia and Truckee Railway	555.54	648.24	573.14	688.69	1,128.68	1,336.93
Western Pacific Railway						
Totals	$20,462.39	$21,534.92	$19,405.95	$24,024.84	$39,868.34	$45,559.76

[a] Figures shown for Southern Pacific Company include earnings of the Nevada and California Railway branch.

Italic figures denote deficit.

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Company	July		August		September	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$44.09	$53.21	$107.70	$59.34	$71.79	$60.12
Bullfrog-Goldfield Railroad	995.93	663.41	904.29	838.22	892.69	1,270.84
Eureka-Nevada Railway		6,594.11		5,282.89		6,035.77
Goldfield Consolidated M. & T. Co.	7,666.78	7,763.33	8,016.27	7,984.94	7,018.66	7,572.71
Las Vegas and Tonopah Railroad	3,878.15	3,586.76	4,480.61	3,630.23	3,198.72	3,469.04
Nevada-California-Oregon Railway	4,251.12	5,373.72	4,588.95	4,653.81	5,157.56	4,739.07
Nevada Central Railroad	1,931.03	1,881.45	2,134.52	1,466.91	2,151.09	1,777.01
Nevada Copper Belt Railroad	3,122.72	21,637.36	3,597.06	16,121.15	3,748.49	17,070.51
Nevada Northern Railway	81,547.14	89,667.38	72,684.51	94,988.68	68,072.63	85,452.29
San Pedro, Los Angeles and Salt Lake Railroad	4,282.06	3,667.40	4,477.58	3,178.25	1,833.22	2,497.59
Silver Peak Railroad	788.39	521.41	580.43	581.27	534.63	494.73
Southern Pacific Company[a]	52,921.87	58,980.46	55,608.30	54,515.62	51,988.93	58,490.82
Tonopah and Goldfield Railroad	33,409.45	31,239.84	34,585.61	28,563.46	34,154.79	27,046.54
Tonopah and Tidewater Railroad	146.92	68.88	86.35	95.09	124.03	72.21
Virginia and Truckee Railway	14,041.29	13,318.57	12,451.08	13,161.36	15,036.50	12,333.68
Western Pacific Railway	3,570.03	3,378.22	2,806.20	3,216.20	3,429.32	3,172.04
Totals	$212,596.97	$248,395.51	$207,109.46	$238,337.42	$197,413.05	$231,554.97

Company	October		November		December	
	1911	1912	1911	1912	1911	1912
Atchison, Topeka and Santa Fe Railway	$112.86	$55.97	$47.14	$65.45	$70.85	$108.82
Bullfrog-Goldfield Railroad	938.07	1,042.92	827.07	815.54	908.27	892.67
Eureka-Nevada Railway		5,594.37		6,115.19		3,878.79
Goldfield Consolidated M. & T. Co.	8,031.86	7,913.90	7,502.19	7,204.75	7,531.47	7,265.59
Las Vegas and Tonopah Railroad	2,617.24	3,633.64	2,871.99	3,284.86	2,622.35	4,259.94
Nevada-California-Oregon Railway	5,197.02	5,291.07	4,395.61	4,216.92	2,989.66	3,245.48
Nevada Central Railroad	2,375.20	1,638.36	1,982.25	1,444.66	1,672.38	1,800.78
Nevada Copper Belt Railroad	4,107.05	20,867.84	6,041.15	19,143.68	5,197.88	18,969.78
Nevada Northern Railway	63,890.13	24,855.58	57,328.93	74,447.83	62,276.92	78,533.73
San Pedro, Los Angeles and Salt Lake Railroad	2,021.58	2,596.08	2,032.92	3,363.89	1,948.36	2,906.86
Silver Peak Railroad	519.34	765.29	524.83	497.61	582.64	436.52
Southern Pacific Company[a]	57,715.25	64,950.05	55,573.07	58,251.62	49,175.66	59,563.73
Tonopah and Goldfield Railroad	36,643.52	30,678.92	35,527.66	29,843.67	34,072.69	29,324.49
Tonopah and Tidewater Railroad	182.96	91.12	124.36	72.66	109.59	109.84
Virginia and Truckee Railway	13,625.90	12,837.22	13,255.68	14,008.68	12,249.28	11,196.14
Western Pacific Railway	8,223.10	3,882.29	3,667.13	4,539.17	2,343.71	2,673.44
Totals	$206,201.08	$186,694.62	$191,701.98	$227,316.18	$183,746.71	$225,166.60

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Company	January		February		March	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$90.88	$83.51	$53.62	$90.74	$44.03	$83.43
Bullfrog-Goldfield Railroad	742.10	672.59	623.31	563.34	874.59	597.90
Eureka-Nevada Railway		3,504.06		2,724.66		4,879.68
Goldfield Consolidated M. & T. Co.	7,720.20	6,714.83	7,232.69	6,543.05	7,920.59	7,215.27
Las Vegas and Tonopah Railroad	2,024.03	3,836.96	2,044.60	3,866.21	2,482.66	3,879.23
Nevada-California-Oregon Railway	1,940.05	2,332.57	2,425.89	2,380.15	3,471.20	2,923.40
Nevada Central Railroad	1,382.88	1,261.25	1,524.67	1,136.11	1,748.68	1,420.43
Nevada Copper Belt Railroad	11,184.64	20,521.04	15,004.97	15,789.71	18,485.88	19,200.16
Nevada Northern Railway	72,763.92	80,183.84	68,413.11	83,040.58	81,196.65	95,043.13
San Pedro, Los Angeles and Salt Lake Railroad	2,019.28	2,171.63	2,152.87	2,193.64	2,071.02	2,771.68
Silver Peak Railroad	496.41	517.48	465.93	554.87	493.72	428.32
Southern Pacific Company[a]	43,679.17	55,259.82	47,143.20	60,612.82	57,633.46	60,344.82
Tonopah and Goldfield Railroad	32,380.49	27,301.31	33,494.96	27,189.00	35,398.68	28,728.57
Tonopah and Tidewater Railroad	97.15	82.62	81.29	94.06	71.40	88.79
Virginia and Truckee Railway	10,811.09	9,844.55	9,999.03	9,884.58	11,854.26	14,388.16
Western Pacific Railway	1,786.14	1,783.97	1,668.50	1,729.31	1,877.68	3,162.93
Totals	$189,139.93	$216,057.74	$192,186.85	$218,517.97	$225,400.49	$244,871.58

Company	April		May		June	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$66.27	$80.05	$64.59	$83.27	$369.42	$432.76
Bullfrog-Goldfield Railroad	704.56	621.32	850.37	776.49	760.82	552.67
Eureka-Nevada Railway		5,205.84		4,282.23		1,801.42
Goldfield Consolidated M. & T. Co.	7,294.67	6,539.86	7,678.85	7,158.43	7,442.16	7,466.61
Las Vegas and Tonopah Railroad	3,069.63	3,870.07	3,448.34	4,673.79	3,841.88	3,049.15
Nevada-California-Oregon Railway	4,208.62	3,550.38	4,945.01	3,364.36	5,305.30	3,821.10
Nevada Central Railroad	1,748.68	1,420.43	1,941.52	1,626.63	1,660.39	2,065.34
Nevada Copper Belt Railroad	18,512.92	18,051.03	17,378.08	20,225.16	21,267.07	18,510.77
Nevada Northern Railway	84,122.89	84,334.31	88,698.77	93,757.96	87,845.72	88,499.36
San Pedro, Los Angeles and Salt Lake Railroad	2,063.64	3,476.26	2,854.34	2,380.15	2,859.82	2,572.39
Silver Peak Railroad	539.58	586.50	603.42	409.01	664.19	674.70
Southern Pacific Company[a]	56,314.82	66,802.41	64,781.29	59,377.37	59,579.93	62,058.90
Tonopah and Goldfield Railroad	33,081.93	26,024.72	33,357.75	29,570.67	31,829.06	27,804.93
Tonopah and Tidewater Railroad	117.84	94.17	82.40	134.07	181.52	104.32
Virginia and Truckee Railway	10,794.91	12,050.58	11,262.91	11,699.03	11,332.16	11,594.69
Western Pacific Railway	2,435.39	3,551.10	2,652.01	4,654.85	2,453.66	3,639.05
Totals	$225,076.35	$236,259.03	$240,599.65	$244,173.47	$237,393.10	$234,648.16

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

TOTAL MONTHLY INTRASTATE REVENUES, FOR RAILROADS IN NEVADA

Company	Total for six months ending Dec. 31		Total for six months ending June 30		Total for year ending June 30	
	1911	1912	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$454.43	$402.91	$688.81	$853.76	$1,143.24	$1,256.67
Bullfrog-Goldfield Railroad	5,461.32	5,523.60	4,555.75	3,784.31	10,017.07	9,307.91
Eureka-Nevada Railway		33,501.12		22,397.89		55,899.01
Goldfield Consolidated M. & T. Co.	45,767.23	45,705.22	45,289.16	41,638.05	91,056.39	87,343.27
Las Vegas and Tonopah Railroad	19,669.06	21,864.47	16,911.14	23,175.41	36,580.20	45,039.88
Nevada-California-Oregon Railway	26,579.92	27,520.07	22,296.07	18,371.96	48,875.99	45,892.03
Nevada Central Railroad	12,246.47	10,009.17	9,662.52	8,756.72	21,908.99	18,765.89
Nevada Copper Belt Railroad	25,814.35	113,810.32	101,833.56	112,297.87	127,647.91	226,108.19
Nevada Northern Railway	405,800.26	447,945.49	483,051.06	524,859.18	888,841.32	972,804.67
San Pedro, Los Angeles and Salt Lake Railroad	16,595.72	18,210.07	14,020.97	15,565.75	30,616.69	33,775.82
Silver Peak Railroad	3,530.26	3,296.83	3,263.25	3,170.88	6,793.51	6,467.71
Southern Pacific Company[a]	322,983.08	354,752.30	329,131.87	364,456.14	652,114.95	719,208.44
Tonopah and Goldfield Railroad	208,393.72	176,696.92	199,542.87	166,619.20	407,936.59	343,316.12
Tonopah and Tidewater Railroad	774.21	509.80	631.60	598.03	1,405.81	1,107.83
Virginia and Truckee Railway	80,659.73	76,855.65	66,054.36	69,461.59	146,714.09	146,317.24
Western Pacific Railway	24,039.49	20,861.36	12,873.38	18,521.21	36,912.87	39,382.59
Totals	$1,198,769.25	$1,357,465.30	$1,309,796.37	$1,394,527.95	$2,508,565.62	$2,751,993.25

[a]Figures shown for Southern Pacific Company include earnings of Nevada and California Railway branch.

TOTAL NEVADA INTRASTATE BUSINESS FOR THE YEARS ENDING JUNE 30, 1912 AND 1913

Company	Freight revenue		Passenger revenue		Other transportation revenues	
	1912	1913	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway			$4.75		$823.28	$863.73
Bullfrog-Goldfield Railroad	$3,960.42	$3,843.92	4,193.30	$3,797.47	1,483.03	1,331.21
Eureka-Nevada Railway		39,317.77		13,774.55		2,066.44
Goldfield Consolidated M. & T. Co.	91,056.39	87,343.27				
Las Vegas and Tonopah Railroad	11,110.16	17,966.53	20,425.09	22,188.55	4,773.82	4,620.20
Nevada-California-Oregon Railway	26,883.48	25,625.33	17,835.15	16,311.41	3,781.50	3,681.14
Nevada Central Railroad	5,949.47	3,471.28	17,274.41	14,453.71		
Nevada Copper Belt Railroad	98,988.72	181,553.49	19,450.14	26,948.67	5,990.38	15,665.94
Nevada Northern Railway	803,780.19	863,795.76	80,969.42	101,430.46	2,053.90	3,154.45
San Pedro, Los Angeles and Salt Lake Railroad	8,976.86	9,812.80	21,639.83	23,963.02		
Silver Peak Railroad	1,533.83	1,627.23	4,125.37	3,667.19	1,053.01	1,027.54
Southern Pacific Company	262,053.95	258,592.32	339,323.46	406,135.64	24,803.92	23,913.11
Tonopah and Goldfield Railroad	301,752.55	233,022.18	65,557.09	71,393.60	36,622.58	35,724.67
Tonopah and Tidewater Railroad	494.17	406.07	394.40	351.25	220.40	89.03
Virginia and Truckee Railway	62,990.46	66,147.16	80,521.39	75,759.38	2,067.54	3,550.40
Western Pacific Railway	16,775.41	15,115.24	18,359.18	22,051.14	649.60	879.26
Totals	$1,694,301.34	$1,807,630.33	$690,072.98	$802,226.04	$84,322.96	$96,567.12

Company	Revenue other than transportation		Total intrastate revenues	
	1912	1913	1912	1913
Atchison, Topeka and Santa Fe Railway	$315.21	$392.94	$1,143.24	$1,256.67
Bullfrog-Goldfield Railroad	380.32	335.33	10,017.07	9,307.91
Eureka-Nevada Railway		740.25		55,899.01
Goldfield Consolidated M. & T. Co.			91,056.39	87,343.27
Las Vegas and Tonopah Railroad	271.13	264.60	36,580.20	45,039.88
Nevada-California-Oregon Railway	375.86	274.15	48,875.99	45,892.03
Nevada Central Railroad	689.83	840.90	21,908.99	18,765.89
Nevada Copper Belt Railroad	3,218.67	1,940.09	127,647.91	226,108.19
Nevada Northern Railway	2,037.81	4,424.00	888,841.32	972,804.67
San Pedro, Los Angeles and Salt Lake Railroad			30,616.69	33,775.82
Silver Peak Railroad	81.30	145.75	6,793.51	6,467.71
Southern Pacific Company	25,933.62	30,567.37	652,114.95	719,208.44
Tonopah and Goldfield Railroad	4,004.37	3,175.67	407,936.59	343,316.12
Tonopah and Tidewater Railroad	296.84	261.48	1,405.81	1,107.83
Virginia and Truckee Railway	1,134.70	860.30	146,714.09	146,317.24
Western Pacific Railway	1,128.68	1,336.93	36,912.87	39,382.59
Totals	$39,868.34	$45,559.76	$2,508,565.62	$2,751,993.25

ANNUAL REPORTS

OF

Telegraph, Telephone, Express, Car Companies and Electric Railways for Years 1912 and 1913

CAPITAL STOCK

Company	Capital stock, common, par value outstanding		Capital stock, preferred, par value outstanding		Capital stock, total par value outstanding	
	1912	1913	1912	1913	1912	1913
American Express Company					$18,000,000.00	$18,000,000.00
Globe Express Company	$3,000,700.00	$3,000,700.00			3,000,700.00	3,000,700.00
Wells, Fargo & Company Express	23,967,400.00	23,967,400.00			23,967,400.00	23,967,400.00
Nevada Interurban Railway	44,695.00	44,695.00			44,695.00	44,695.00
Reno Traction Company	1,000,000.00	1,000,000.00			1,000,000.00	1,000,000.00
The Pullman Company					120,000,000.00	120,000,000.00
Bank of Austin[a]						
Bell Telephone Company of Nevada[b]		316,300.00				316,300.00
Bridgeport Telephone and Telegraph Company						
California and Oregon Telegraph Company	36,700.00	36,700.00			36,700.00	36,700.00
Churchill County Telephone and Telegraph System						
Consolidated Power and Telephone Company	100,000.00	100,000.00			100,000.00	100,000.00
Elko County Telephone and Telegraph Company	45,280.00	49,280.00			45,280.00	49,280.00
Golconda Telephone and Power Company	25,430.00	33,980.00			25,430.00	33,980.00
Nevada Consolidated Telephone and Telegraph Company	250,000.00	250,000.00			250,000.00	250,000.00
Nevada Northern Railway Telegraph Department						
Nevada Telephone-Telegraph Company	177,166.67	177,166.67			177,166.67	177,166.67
Northern Nevada Telegraph and Telephone Company	7,650.00				7,650.00	
Postal Telegraph Cable Company	25,000.00	25,000.00			25,000.00	25,000.00
Pacific Telephone and Telegraph Company	18,000,000.00		$32,000,000.00		50,000,000.00	
Searchlight and Western Telephone Company	50,000.00	50,000.00			50,000.00	50,000.00
The United Farmers Telephone and Telegraph Company		10,000.00				10,000.00
Utah, Nevada and Idaho Telephone Company	223,550.00				223,550.00	
Western Union Telegraph Company	99,817,100.00	99,817,100.00			99,817,100.00	99,817,100.00
White Pine Telephone Company	10,000.00	7,000.00	47,510.00	$47,510.00	57,510.00	54,510.00
Yerington Electric Company	2,565.00				2,565.00	
Totals	$146,763,236.67	$128,885,861.67	$32,047,510.00	$47,510.00	$178,810,746.67	$128,933,371.67

[a]The Bank of Austin is the owner and operator of the Austin-Manhattan Telephone Company.
[b]Formerly operating in the State of Nevada under the name of the Pacific Telephone and Telegraph Company.

FUNDED DEBT, AND CAPITAL STOCK

Company	Dividends declared		Funded debt outstanding		Interest accrued	
	1912	1913	1912	1913	1912	1913
American Express Company	$2,119,800.00	$2,117,700.00				
Globe Express Company	180,042.00	180,042.00				
Wells, Fargo & Company Express	2,396,740.00	2,396,740.00				
Nevada Interurban Railway			$136,000.00	$136,000.00	$2,245.00	$2,160.00
Reno Traction Company						
The Pullman Company	9,599,460.66	9,599,500.66				
Bank of Austin[a]						
Bell Telephone Company of Nevada[b]						
Bridgeport Telephone and Telegraph Company						
California and Oregon Telegraph Company						
Churchill County Telephone and Telegraph System						
Consolidated Power and Telephone Company			19,500.00		942.50	
Elko County Telephone and Telegraph Company	3,544.40	3,862.40				
Golconda Telephone and Power Company	1,883.20	2,040.00				
Nevada Consolidated Telephone and Telegraph Company		937.00				
Nevada Northern Railway Telegraph Department						
Nevada Telephone-Telegraph Company		13,287.51				
Northern Nevada Telegraph and Telephone Company	765.00					
Postal Telegraph Cable Company						
Pacific Telephone and Telegraph Company	1,305,750.00		42,080,000.00		1,718,625.00	
Searchlight and Western Telephone Company	800.00					
The United Farmers Telephone and Telegraph Company						
Utah, Nevada and Idaho Telephone Company			35,000.00		1,565.00	
Western Union Telegraph Company	2,991,823.50	2,992,166.25	32,602,000.00	32,602,000.00	1,854,341.34	1,520,100.00
White Pine Telephone Company	3,800.80	3,800.80	5,000.00	5,000.00	611.10	400.00
Yerington Electric Company						
Totals	$18,604,409.56	$17,310,076.62	$74,877,500.00	$32,743,000.00	$3,578,329.94	$1,522,660.00

[a]The Bank of Austin is the owner and operator of the Austin-Manhattan Telephone Company.
[b]Formerly operating in the State of Nevada under the name of the Pacific Telephone and Telegraph Company.

ASSETS, LIABILITIES AND COST OF PLANT, AND EQUIPMENT

Company	Total assets and liabilities		Cost of construction for year		Total cost of plant to date	
	1912	1913	1912	1913	1912	1913
American Express Company	$60,120,078.95	$61,550,305.30	$1,495,831.76	$955,781.78	$11,835,685.67	$12,791,467.45
Globe Express Company	3,526,610.02	3,522,517.49	2,175.11	1,896.95	89,327.63	91,224.58
Wells, Fargo & Company Express	38,108,493.62	38,364,260.26	599,503.43	1,294,161.60	5,732,092.59	7,026,254.19
Nevada Interurban Railway	82,949.21	87,727.69	5,018.21	3,737.05	82,949.21	86,686.26
Reno Traction Company	1,227,157.74	1,230,047.06	5,309.12	827.18	1,222,646.51	1,223,473.69
The Pullman Company	148,780,453.18	156,704,964.83		12,541,184.89	123,362,701.16	135,903,886.05
Bank of Austin[a]						
Bell Telephone Company of Nevada[b]		12,623.83		57,132.44	259,639.13	316,771.57
Bridgeport Telephone and Telegraph Company	75.00	100.00	420.00			
California and Oregon Telegraph Company	1,257.14	3,756.16		400.00		36,745.06
Churchill County Telephone and Telegraph System			6,929.01	5,395.18	6,929.01	12,324.19
Consolidated Power and Telephone Company	21,678.53	(c)		125.77	1,076.45	1,202.22
Elko County Telephone and Telegraph Company	3,569.99	3,300.00	7,519.88	5,570.02	52,519.88	58,089.90
Golconda Telephone and Power Company	4,255.15	20,144.83	1,840.17	27,879.48	32,894.21	60,590.54
Nevada Consolidated Telephone and Telegraph Company					5,444.42	
Nevada Northern Railway Telegraph Department						
Nevada Telephone-Telegraph Company	18,393.10	19,129.28			217,950.99	191,446.98
Northern Nevada Telegraph and Telephone Company						
Postal Telegraph and Cable Company	19,928.27	16,311.28				
Pacific Telephone and Telegraph Company	15,873,885.00		17,739,430.00		72,905,977.00	
Searchlight and Western Telephone Company	115.51	412.62			10,000.00	10,000.00
The United Farmers Telephone and Telegraph Company						
Utah, Nevada and Idaho Telephone Company	4,333.64		10,926.01		175,349.82	
Western Union Telegraph Company	9,329,065.69	9,316,028.29	*2,536,104.83*	1,101,852.34	129,145,990.54	130,247,842.88
White Pine Telephone Company	1,193.89	1,705.80	1,592.02	859.48		
Yerington Electric Company	22,286.25	15,023.81				
Totals	$277,145,779.88	$270,868,358.53	$17,340,389.89	$15,996,804.16	$345,139,174.22	$288,058,005.56

[a]The Bank of Austin is the owner and operator of the Austin-Manhattan Telephone Company.
[b]Formerly operating in the State of Nevada under the name of the Pacific Telephone and Telegraph Company.
[c]See electric and water utility reports of this company.
Italic figures denote reduction in cost.

INCOME ACCOUNT

Company	Gross earnings from operation		Operating expenses		Net operating income or deficit	
	1912	1913	1912	1913	1912	1913
American Express Company[a]	$43,714,874.32	$47,849,009.67	$42,002,853.06	$46,916,939.84	$1,712,021.26	$932,069.83
Globe Express Company[a]	773,218.77	820,911.63	757,130.75	786,725.78	16,088.02	34,185.85
Wells, Fargo & Company Express[a]	32,465,970.55	34,934,813.78	29,923,125.61	32,918,788.36	2,542,846.94	2,016,025.42
Nevada Interurban Railway	5,562.00	9,425.75	4,988.95	9,535.24	573.05	*109.49*
Reno Traction Company	51,172.08	57,878.05	38,459.68	42,327.17	12,712.40	15,550.88
The Pullman Company	37,090,413.49	40,032,742.29	27,189,829.41	27,675,350.75	9,900,584.08	12,357,391.54
Bank of Austin[b]		404.73		225.66		179.07
Bell Telephone Company of Nevada[c]		81,028.93		71,684.82		9,344.11
Bridgeport Telephone and Telegrah Company	360.00	400.00	120.00	180.00	240.00	220.00
California and Oregon Telegraph Company	10,602.24	12,952.17	7,536.92	9,624.02	3,065.32	3,328.15
Churchill County Telephone and Telegraph System	5,432.55	6,467.55	2,868.35	3,226.30	2,564.20	3,241.25
Consolidated Power and Telephone Company	1,712.55	2,277.04	1,303.09	1,182.13	409.46	1,094.91
Elko County Telephone and Telegraph Company	18,702.58	19,703.29	14,115.47	11,842.91	4,587.11	7,860.38
Golconda Telephone and Power Company	7,514.55	9,608.77	4,751.61	5,608.05	2,762.94	4,000.72
Nevada Consolidated Telephone and Telegraph Company	17,158.35		7,594.00		9,564.35	
Nevada Northern Railway Telegraph Department	7,461.54	10,280.49	14,691.56	15,135.14	*7,230.02*	*4,854.65*
Nevada Telephone-Telegraph Company	70,319.22	77,041.92	47,444.24	50,714.09	22,874.98	26,327.83
Northern Nevada Telegraph and Telephone Company	1,041.23		943.43		97.80	
Postal Telegraph Cable Company	13,586.92	27,373.88	18,309.79	19,112.01	*4,722.87*	8,261.87
Pacific Telephone and Telegraph Company	15,895,183.00		11,815,740.00		4,079,443.00	
Searchlight and Western Telephone Company	1,130.84	540.00	1,015.33	127.38	115.51	412.62
The United Farmers Telephone and Telegraph Company		5,325.20		5,010.55		314.65
Utah, Nevada and Idaho Telephone Company	14,890.01		9,232.08		5,657.93	
Western Union Telegraph Company	41,661,439.48	46,385,993.26	32,639,238.70	37,670,282.82	9,022,200.78	8,715,710.44
White Pine Telephone Company	15,308.85	15,611.82	7,581.58	6,984.23	7,727.27	8,627.59
Yerington Electric Company	5,745.58	2,490.72	4,820.04	2,155.16	925.54	335.56
Totals	$171,850,800.70	$170,362,280.94	$144,513,692.65	$146,222,762.41	$27,335,786.10	$24,139,518.53

[a] Operating expenses include amounts paid for express privileges.
[b] The Bank of Austin is the owner and operator of the Austin-Manhattan Telephone Company.
[c] Formerly operating in the State of Nevada under the name of the Pacific Telephone and Telegraph Company.

Italic figures denote deficit.

INCOME ACCOUNT

Company	All other income		Taxes paid		Gross corporate income	
	1912	1913	1912	1913	1912	1913
American Express Company	$1,536,157.64	$1,396,817.72	$371,606.09	$360,192.36	$2,876,572.81	$1,968,695.19
Globe Express Company	153,312.02	162,927.78	8,918.97	12,250.00	160,481.07	184,863.63
Wells, Fargo & Company Express	1,270,481.57	1,400,610.85	356,764.21	357,291.95	3,453,552.10	3,059,434.32
Nevada Interurban Railway					*573.05*	*109.49*
Reno Traction Company	1,431.29		1,575.00	2,461.52	12,568.69	13,089.36
The Pullman Company			931,134.02	962,371.42	8,668,326.64	11,395,020.12
Bank of Austin[a]				140.07		39.00
Bell Telephone Company of Nevada[b]		16.50		1,595.25		7,765.36
Bridgeport Telephone and Telegraph Company					240.00	220.00
California and Oregon Telegraph Company		32.60	256.15	406.62	2,809.17	2,954.13
Churchill County Telephone and Telegraph System					2,564.20	3,241.25
Consolidated Power and Telephone Company					409.46	1,094.91
Elko County Telephone and Telegraph Company		4,000.00	300.58	436.12	4,286.53	11,424.26
Golconda Telephone and Power Company		2,416.00	123.59	195.75	2,639.35	6,220.97
Nevada Consolidated Telephone and Telegraph Company					9,564.35	
Nevada Northern Railway Telegraph Department			599.45	599.45	*7,829.47*	*5,454.10*
Nevada Telephone-Telegraph Company		274.90	1,413.74	[c]1,358.06	21,461.24	26,602.73
Northern Nevada Telegraph and Telephone Company			40.82		56.98	
Postal Telegraph Cable Company			863.31	469.70	*5,586.18*	7,792.17
Pacific Telephone and Telegraph Company	1,200,341.00		544,005.00		4,735,779.00	
Searchlight and Western Telephone Company			92.95	85.00	22.56	327.62
The United Farmers Telephone and Telegraph Company				82.69		231.96
Utah, Nevada and Idaho Telephone Company			246.43		5,411.50	
Western Union Telegraph Company	1,326,367.67	1,037,449.54		1,020,000.00	10,348,568.45	8,733,159.98
White Pine Telephone Company			264.40	288.70	7,462.87	8,338.89
Yerington Electric Company					925.54	335.56
Totals	$5,488,091.19	$4,004,545.89	$2,218,204.71	$2,720,134.66	$30,300,859.91	$25,425,287.82

[a]The Bank of Austin is the owner and operator of the Austin-Manhattan Telephone Company.
[b]Formerly operating in the State of Nevada under the name of the Pacific Telephone and Telegraph Company.
[c]This item has already been included in operating expenses.

Italic figures denote deficit.

INCOME ACCOUNT

Company	Total deductions from gross corporate income		Net corporate income		Dividends paid	
	1912	1913	1912	1913	1912	1913
American Express Company	$63,313.13	$132,887.63	$2,813,259.68	$1,835,807.56		
Globe Express Company			160,481.07	184,863.63	$180,042.00	$180,042.00
Wells, Fargo & Company Express	11,877.79	14,007.92	3,441,674.31	3,045,426.40	2,396,740.00	2,396,740.00
Nevada Interurban Railway			573.05	*109.49*		
Reno Traction Company	4,540.22	4,375.32	8,028.47	8,714.04		
The Pullman Company			8,668,326.64	11,395,020.12	9,599,460.66	9,599,500.66
Bank of Austin[a]				39.00		
Bell Telephone Company of Nevada[b]		59.65		7,705.71		
Bridgeport Telephone and Telegraph Company			240.00	220.00		
California and Oregon Telegraph Company	2,524.64	380.43	248.53	2,573.70		
Churchill County Telephone and Telegraph System			2,564.20	3,241.25		
Consolidated Power and Telephone Company			409.46	1,094.91		
Elko County Telephone and Telegraph Company	8,050.92	6,168.17	*3,764.39*	5,256.09	3,544.40	3,862.40
Golconda Telephone and Power Company	389.48	421.00	2,249.87	5,799.97	1,884.00	2,040.00
Nevada Consolidated Telephone and Telegraph Company			9,564.35			
Nevada Northern Railway Telegraph Department			*7,829.47*	*5,454.10*		
Nevada Telephone-Telegraph Company	9,438.79	6,988.40	13,436.19	19,614.33		13,287.51
Northern Nevada Telegraph and Telephone Company			56.98			
Postal Telegraph Cable Company		442.56	*5,586.18*	7,349.61		
Pacific Telephone and Telegraph Company	3,036,658.00		1,699,121.00		1,305,750.00	
Searchlight and Western Telephone Company			22.56	327.62	800.00	
The United Farmers Telephone and Telegraph Company				231.96		
Utah, Nevada and Idaho Telephone Company			5,411.50			
Western Union Telegraph Company	5,095,014.19	5,606,880.20	5,253,554.26	3,126,279.78	2,991,823.50	2,992,166.25
White Pine Telephone Company	2,390.60	1,103.78	5,072.25	7,235.11	3,800.80	6,800.80
Yerington Electric Company	1,306.19		*380.65*	335.56		
Totals	$8,235,503.95	$5,773,715.06	$22,066,733.68	$19,651,572.76	$16,483,845.36	$15,194,439.62

[a]The Bank of Austin is the owner and operator of the Austin-Manhattan Telephone Company.
[b]Formerly operating in the State of Nevada under the name of the Pacific Telephone and Telegraph Company.

DIRECTORS AND OFFICERS OF EXPRESS, ELECTRIC-RAILWAY, CAR, AND TELEPHONE COMPANIES

American Express Company

Directors—James C. Fargo, New York, N. Y.; Francis F. Flagg, New York, N. Y.; Charles M. Pratt, New York, N. Y.; John H. Bradley, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; J. Horace Harding, New York, N. Y.; J. G. Milburn, New York, N. Y.; J. S. Alexander, New York, N. Y.

Officers—President, James C. Fargo, New York, N. Y.; First Vice-President, Francis F. Flagg, New York, N. Y.; Secretary, William C. Fargo, New York, N. Y.; Vice-President and Treasurer, James F. Fargo, New York, N. Y.; General Counsel, Carter, Ledyard & Milburn, New York, N. Y.; Comptroller, William E. Powelson, New York, N. Y.; Vice-President and General Manager Eastern Department, Henry S. Julier, New York, N. Y.; Vice-President and General Manager Western Department, George C. Taylor, Chicago, Ill.; Manager of Foreign Department, United States and Canada, Marcellus F. Berry, New York, N. Y.; Director-General of Foreign Department, Europe, William S. Dalliba, Paris, France; Manager Department of Equipment and Supplies, Elisha Flagg, New York, N. Y.; Vice-President and General Traffic Manager, John H. Bradley, New York, N. Y.; Assistant General Traffic Manager, Edwin E. Bush, New York, N. Y.

The Globe Express Company

Directors—Geo. J. Gould, New York, N. Y.; E. T. Jeffery, New York, N. Y.; Chas. H. Schlacks, San Francisco, Cal.; J. F. Vaile, Denver, Colo.; Jesse White, New York, N. Y.; Jay Gould, New York, N. Y.; J. B. Andrews, Denver, Colo.

Officers—President, Chas. H. Schlacks, San Francisco, Cal.; Vice-President, E. T. Jeffery, New York, N. Y.; Secretary, J. B. Andrews, Denver, Colo.; Acting Treasurer, R. F. Watkins, Denver, Colo.; General Counsel, J. F. Vaile, Denver, Colo.; Auditor, L. O. Keller, Denver, Colo.; General Manager, D. D. Mayo, Denver, Colo.

Wells, Fargo & Company

Directors—B. D. Caldwell, F. D. Underwood, C. A. Peabody, H. W. de Forest, R. Delafield, P. M. Warburg, W. V. S. Thorne, W. Mahl, L. F. Loree, H. E. Huntington, all of New York, N. Y.; E. A. Stedman, Chicago, Ill.; William Sproule and W. F. Herrin, of San Francisco, Cal.

Officers—President, B. D. Caldwell, New York, N. Y.; Vice-President, A. Christeson, San Francisco, Cal.; Vice-President, E. A. Stedman, Chicago, Ill.; Secretary, C. H. Gardiner, New York, N. Y.; Treasurer, B. H. River, New York, N. Y.; General Counsel, C. W. Stockton, New York, N. Y.; Comptroller, J. W. Newlean, Chicago, Ill.; Assistant Comptroller, R. Burr, New York, N. Y.; General Manager, A. Christeson, San Francisco, Cal.; General Manager, E. A. Stedman, Chicago, Ill.; General Traffic Manager, F. S. Holbrook, New York, N. Y.; Traffic Manager, G. S. Lee, New York, N. Y.

Nevada Interurban Railway Company

Directors—L. W. Berrum, J. M. Short, Geo. W. Perkins, S. H. Rosenthal, C. H. Duborg, of Reno, Nevada.

Officers—President, L. W. Berrum; First Vice-President, J. M. Short; Secretary, S. H. Rosenthal; Treasurer, W. A. Harris; General Manager and General Superintendent, L. W. Berrum, all of Reno, Nevada.

Reno Traction Company

Directors—H. Fleishacker, Joseph Martin, John A. Buck, M. Fleishacker, William Matson, Wellington Gregg, Jr., all of San Francisco, Cal.; Alden Anderson, Sacramento, Cal.

Officers—Chairman of the Board and President, H. Fleishacker; First Vice-President, John A. Buck; Second Vice-President, R. E. Wallace; Secretary, Joseph Martin; Treasurer, M. Fleishacker; General Counsel, S. C. Scheeline; Auditor, A. N. Baldwin; General Manager, Geo. W. Hark, all of San Francisco, Cal.

The Pullman Company

Directors—Robert T. Lincoln, John J. Mitchell, Norman B. Ream, Chauncey Keep, William K. Vanderbilt, George F. Baker, Frederick W. Vanderbilt, John S. Runnells, W. Seward Webb, Frank. O. Lowden, J. P. Morgan. Addresses not shown.

Officers—Chairman of the Board, Robert T. Lincoln, Chicago, Ill.; President, John S. Runnells, Chicago, Ill.; Secretary, A. S. Weinsheimer, Chicago, Ill.; Treasurer, L. S. Taylor, Chicago, Ill.

Bank of Austin

(Owner and Operator of the Austin-Manhattan Telephone Company)

Officers—President, J. A. Miller, Austin, Nevada; Cashier, Henry B. Carter, Austin, Nevada.

Bell Telephone Company of Nevada

Directors—F. W. Eaton, San Francisco, Cal.; G. E. McFarland, San Francisco, Cal.; H. T. Scott, San Francisco, Cal.

Officers—President, G. E. McFarland; Vice-President, H. T. Scott; Secretary and Treasurer, F. W. Eaton; General Auditor, F. C. Phelps; General Manager, J. C. Nowell, all of San Francisco, Cal.

Bridgeport Telephone and Telegraph Company

Sole owner—A. S. Bryant, Bridgeport, Cal.

California and Oregon Telegraph Company

Directors—N. S. McKinsey, A. Siffard, J. Alexander, J. Grass, I. Knoch, all of Susanville, Cal.

Officers—President, Jules Alexander; Secretary, F. Brunhouse; Treasurer, Bank of Lassen County; Superintendent and Vice-President, N. S. McKinsey, all of Susanville, Cal.

Churchill County Telephone and Telegraph System

Officers—County Commissioners C. P. Cirac, A. C. Burton, Geo. Ernst; Manager, G. B. McFarlin.

Consolidated Power and Telephone Company

Directors—F. A. Clark, Ed. W. Clark, J. S. Park, W. S. Park, all of Las Vegas, Nevada.

Officers—President, F. A. Clark; Secretary and Treasurer, John S. Park; Manager, W. S. Park, all of Las Vegas, Nevada.

Elko County Telephone and Telegraph Company

Directors—W. T. Smith, A. W. Hesson, C. B. Henderson, C. H. Prentice, of Elko, Nevada; J. J. Hylton, Skelton, Nevada.

Officers—Not given.

Golconda Telephone and Power Company

Directors—Wm. Kent, Kentfield, Cal.; Jno. E. Webb, Kentfield, Cal.; John G. Taylor, Lovelock, Nevada; Harry Petrie, Golconda, Nevada; Stewart G. Mollin, Golconda, Nevada.

Officers—President, Jno. E. Webb, Kentfield, Cal.; Secretary and Treasurer, Stewart G. Mollin, Golconda, Nevada; Superintendent, C. B. Welshons, Winnemucca, Nevada.

Nevada Northern Railway Company Telegraph Line

Directors and Officers—See Nevada Northern Railway Annual Reports.

Nevada Telephone-Telegraph Company

Directors—Geo. Wingfield, Reno, Nevada; Eugene Howell, J. M. Gilfoyle, W. R. Williams, W. J. Douglass, F. G. Waterhouse, all of Tonopah, Nevada; W. L. Rennie, Sacramento, Cal.

Officers—President, Geo. Wingfield, Reno, Nevada; Vice-President, F. G. Waterhouse, Tonopah, Nevada; Treasurer, J. M. Gilfoyle, Tonopah, Nevada; Secretary, F. P. Oke, Tonopah, Nevada; General Manager, F. G. Waterhouse, Tonopah, Nevada.

Northern Nevada Telephone Company

Directors—John G. Taylor, Lovelock, Nevada; J. L. Winter, White Rock, Nevada; Philip Snyder, Auburn, Cal.; J. J. Allube, Berkeley, Cal.

Officers—Not shown.

Postal Telegraph Cable Company

Directors—Clarence H. Mackay, Edward Reynolds, Charles C. Adams, Charles P. Bruch, all of New York, N. Y.

Officers—President, Clarence H. Mackay; Vice-President and General Manager, Edward Reynolds; Second Vice-President, Charles C. Adams; Third Vice-President, Charles P. Bruch; Treasurer, Theodore L. Cuyler; Secretary, William B. Dunn, all of New York, N. Y.

Searchlight and Western Telephone Company

Directors—B. F. Miller, Jr., C. H. Jonas, James Cashman, F. R. McNamee, Frank Freeman. Addresses not given.

Officers—President, B. F. Miller, Jr.; Treasurer, James Cashman; Vice-President, C. H. Jonas, all of Searchlight, Nevada.

The United Farmers Telephone and Telegraph Company

Directors—E. Christensen, Gardnerville, Nevada; Fritz Schacht, Genoa, Nevada; J. H. Wood, Minden, Nevada; R. W. Bassman, Sheridan, Nevada; E. J. Phillips, Gardnerville, Nevada.

Officers—President, E. Christensen, Gardnerville, Nevada; Vice-President, Fritz Schacht, Genoa, Nevada; Treasurer, J. H. Wood, Minden, Nevada; Secretary and General Manager, E. J. Phillips, Gardnerville, Nevada.

Utah, Nevada and Idaho Telephone Company

Directors—J. F. Judge, H. H. Hempstead, H. L. Thomas, A. C. Ellis, Jr., of Salt Lake City, Utah; W. C. Baber, Sr., of McDermitt, Nevada; R. L. Douglass, of Fallon, Nevada.

Officers—President, J. F. Judge; Secretary and Treasurer, H. H. Hempstead; Superintendent, H. L. Thomas, all of Salt Lake City, Utah.

Western Union Telegraph Company

Directors—Oliver Ames, Boston, Mass.; Vincent Astor, New York, N. Y.; Union E. Bethell, New York, N. Y.; Henry A. Bishop, Bridgeport, Conn.; Newcomb Carlton, Robert C. Clowry, Henry P. Davison, Chauncey M. Depew, Harris C. Fahnestock, Robert M. Halloway, Edwin Gould, George J. Gould, Edward J. Hall, Henry S. Howe, Thomas H. Hubbard, Edward T. Jeffery, Charles Lanier, Lewis Cass Ledyard, Robert S. Lovett, all of New York, N. Y.; John J. Mitchell, Chicago, Ill.; William H. Moore, J. Morgan, Jacob H. Schiff, Joseph J. Slocum, James Stillman, Harry B. Thayer, Theo. N. Vail, Henry Walters, John I. Waterbury, all of New York, N. Y.; Robert Winsor, Boston, Mass.

Officers—President, Theo. N. Vail; Vice-Presidents, Newcomb Carlton, J. B. Van Every, Thos. F. Clark, G. W. E. Atkins, Belvidere Brooks; Secretary, Wm. H. Baker; Treasurer, A. R. Brewer; Comptroller, E. G. Gallaher; Auditor, H. W. Ladd; General Counsel, Rush Taggart; General Attorney, Geo. H. Fearons, all of New York, N. Y.; General Manager, Nevada, C. H. Gaunt, San Francisco, Cal.

White Pine Telephone Company

Directors—Chas. A. Walker, Arthur Smith, H. N. Byrne, all of Ely, Nevada.

Officers—President, Chas. A. Walker; Vice-President, Arthur Smith; Secretary and Treasurer, H. N. Byrne; Manager, J. S. Bennett, all of Ely, Nevada.

Yerington Electric Company

Directors—None.

Officers—President, J. I. Wilson; Treasurer, C. W. Gallagher; Secretary, E. R. Lam; General Manager, Geo. Plummer, all of Yerington, Nevada.

ACCIDENT REPORT OF RAILROADS OPERATING IN NEVADA FOR THE YEAR ENDING DECEMBER 31, 1913; REPORT OF PASSES, FRANKS AND REDUCED RATE TRANSPORTATION ISSUED BY RAILROADS AND EXPRESS COMPANIES IN NEVADA DURING THE YEAR 1913, AND STATEMENT OF EXPENSES OF THE RAILROAD COMMISSION OF NEVADA FOR THE YEAR 1913.

ACCIDENTS RESULTING IN THE DEATH OR INJURY OF PERSONS ON ALL RAILROADS OPERATING IN NEVADA DURING THE YEAR 1913

Nature of accident	Passengers		Trainmen		Trainmen in yards		Switching crews		Other yardmen		Other employees		Trespassers		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Caught between cars	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	2
Cars coming together with jar	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Caught between train and structures	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Collisions	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
Derailments	0	1	0	1	0	1	0	0	0	0	0	6	0	0	0	9
Explosions and burns	0	0	0	2	0	1	0	0	0	1	0	18	0	0	0	22
Falling from trains	0	1	1	10	0	2	1	1	0	0	1	14	4	3	7	31
Getting on or off standing trains	0	2	0	3	0	1	0	0	0	0	0	2	0	1	0	9
Handling traffic	0	0	0	1	0	0	0	0	0	0	0	30	0	0	0	31
Jumping on or off trains	0	5	0	5	0	1	0	0	0	0	2	5	6	3	8	19
Overhead structures	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
Parting of cars	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	6
Shop work	0	0	0	0	0	0	0	0	0	0	1	151	0	0	1	151
Struck by trains	0	0	0	0	0	0	0	1	0	0	1	9	15	4	16	14
Sudden stopping of trains	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Track work	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19
Coupling cars	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Cars turned over	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
Other causes	0	6	0	15	0	5	0	2	0	3	0	35	0	1	0	67
Totals	0	21	2	47	0	12	1	5	0	4	5	296	25	13	33	398

K., killed. I., injured.

RECAPITULATION OF ANNUAL REPORTS OF RAILROADS FOR THE YEAR ENDING DECEMBER 31, 1913, CONCERNING THE ISSUANCE OF PASSES, FRANKS, OR RATES LESS THAN THOSE OPEN TO THE GENERAL PUBLIC

Item	Number of passes, franks, or special reduced rates issued by—																				
	Atchison, Topeka and Santa Fe	Bullfrog-Goldfield	Eureka-Nevada	Las Vegas and Tonopah	Nevada-California-Oregon	Nevada Central	Nevada Copper Belt	Nevada Interurban	Nevada Northern	Pullman Company	Reno Traction Co.	San Pedro, Los Angeles and Salt Lake	Silver Peak	Southern Pacific Co.	Tonopah and Goldfield	Tonopah and Tidewater	Virginia and Truckee	Western Pacific	Western Union	Totals
In exchange—																				
Annual passes	5	63	92	346	0	2	327	0	33	64	0	0	79	75	263	60	121	2,197	2	3,779
Time passes	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Trip passes	0	73	27	115	0	6	70	0	10	196	7	2	1	25	162	73	239	77	0	1,083
Special reduced rates	0	0	0	1	0	0	0	0	0	0	0	0	0	51	10	0	1	27	0	90
Totals	5	136	119	462	0	8	397	0	44	260	7	2	80	151	435	133	361	2,301	52	4,953
To employees—																				
Annual passes	1	6	21	38	0	1	69	0	39	0	0	40	5	191	183	5	48	490	0	1,137
Time passes	0	0	0	15	0	0	0	0	366	0	0	0	0	0	0	0	2	0	0	383
Trip passes	6	123	36	372	0	6	813	0	733	15	27	422	17	5,215	310	124	540	1,355	0	10,114
Special reduced rates	0	0	0	0	0	0	0	0	1	0	0	0	0	545	0	0	0	0	0	546
Totals	7	129	57	425	0	7	882	0	1,139	15	27	462	22	5,951	493	129	590	1,845	0	12,180
To United States officials, etc.—																				
Annual passes	0	0	0	1	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	7
Time passes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip passes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Special reduced rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	1	0	0	2	0	0	0	0	0	0	4	0	0	2	0	0	9

To indigent poor, etc.—																			
Annual passes	0	9	1	35	0	0	26	0	13	0	0	10	4	47	24	9	17	99	0	294
Time passes	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	15	0	17
Trip passes	0	1	7	6	0	0	18	0	10	0	0	1	1	2	10	1	6	0	0	63
Special reduced rates	0	10	0	51	0	0	0	0	200	0	0	153	0	1,000	284	10	149	4	0	1,861
Totals	0	20	8	92	0	0	44	0	225	0	0	164	5	1,049	318	20	172	118	0	2,235
To all other persons—																				
Annual passes	1	0	1	0	0	0	1	38	1	0	0	4	0	25	0	0	4	23	0	98
Time passes	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Trip passes	0	0	2	0	0	2	0	0	10	0	7	0	0	4	0	0	17	22	0	64
Special reduced rates	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Totals	2	0	3	0	0	2	1	38	13	0	7	4	0	31	0	0	21	45	0	167
Grand totals	14	285	187	980	0	17	1,326	38	1,421	275	41	632	107	7,186	1,246	282	1,146	4,309	52	19,544

NOTE—The subheadings indicate the following classes of passes issued:

In exchange: Transportation to officials, agents and employees of other roads.

To employees: Transportation to employees and members of their families and ex-employees seeking employment of the company making report.

To United States officials, etc.: Transportation to United States officials, postoffice inspectors, railway mail service employees, health officers, etc.

To indigent poor, etc.: Transportation to indigent poor, Sisters of Charity, persons injured in wrecks and physicians and nurses attending, ministers of the gospel, officers of colleges, students, etc.

To all other persons: Transportation to all other persons not named above.

GENERAL EXPENSES OF THE RAILROAD COMMISSION OF NEVADA FOR THE YEAR 1913

Rent	$360.00
Stamps and postoffice box rent	133.19
Office stenographers	2,755.05
Outside stenographic fees	125.10
Fuel	138.10
Publishing railroad maps	36.00
Telegraph service	127.98
Telephone service	71.45
Express charges	44.27
Electric-light service	25.05
Furniture	458.18
Paper and envelopes	143.07
Other stationery	282.21
Drayage	3.75
Typewriter repairs and supplies	67.55
Janitor service	225.60
Books and periodicals	77.50
Traveling expenses	575.40
Water service	18.00
Typewriters	144.00
Dictaphone and supplies	260.40
Freight	12.56
Janitor supplies	20.90
Electric-light wiring and light supplies	72.40
Miscellaneous	30.50
Total	$6,208.21

LIST OF AUTHORITIES ISSUED BY THE RAILROAD COMMISSION OF NEVADA GRANTING RAILROADS AND OTHER COMPANIES THE PRIVILEGE OF REDUCING RATES ON LESS THAN THE STATUTORY NOTICE OF THIRTY DAYS. COMMENCING WITH JANUARY 1, 1913, AND ENDING DECEMBER 31, 1913.

AUTHORIZATIONS

Authority No. 245—Virginia and Truckee Railway, applicant. Authority asked to establish rate of $12.50 per single-deck car, 37 feet or less, inside measurement, on range cattle and sheep, moving from Reno to Minden, Nevada, for feeding or grazing purposes only. Application received January 21, 1913, granted on the same day.

Authority No. 246—Western Union Telegraph Company, applicant. Requesting authority to reduce rates for money transfer service between points in the State of Nevada, effective March 1, 1913. Application received February 1, 1913, granted February 7, 1913.

Authority No. 247—Postal Telegraph Cable Company, applicant. Requesting authority to reduce rates for money transfer service between points in the State of Nevada, effective March 1, 1913. Application received February 5, 1913, granted February 8, 1913.

Authority No. 248—Tonopah and Goldfield Railroad Company, applicant. Authority asked to amend tariff N. R. C. No. 37, covering ore in carload lots, so as to provide rates for the transportation of ore in less-than-carload lots between points named in the tariff. Application received February 14, 1913, granted the same day, to become effective on one day's notice to the Commission.

Authority No. 249—Nevada Northern Railway Company, applicant. Letter addressed by the Commission to the company under date of February 18, 1913, authorizing certain reductions in the rates applying on clay, carloads, cement blocks, carloads, coal, all kinds, carloads, and lumber and timbers, carloads, between McGill, Nevada, and various local points of the mines branch of the Nevada Northern Railway, effective March 3, 1913.

Authority No. 250—Virginia and Truckee Railway, applicant. Authority requested to name excursion fare of $1.25 for the round trip, Reno to Carson City and return, to be made effective on less than twenty-four hours' notice. Application received February 6, 1913, granted the same day.

Authority No. 251—Western Union Telegraph Company, applicant. Authority asked to adjust certain rates for telegraph service between points in Nevada, by reducing the same. Application received March 7, 1913, granted the same day.

Authority No. 252—Virginia and Truckee Railway, applicant. Requesting permission to establish switching charge of 25 cents per ton on ore at Virginia City, Nevada, to apply from Gould and Curry mine dump to Butters tramway, minimum weight 50 tons. Application received March 29, 1913, granted the same day, to become effective on one day's notice to the Commission.

Authority No. 253—Bell Telephone Company of Nevada, applicant. Authority requested to open an exchange at Silver City, Nevada, and establish certain rates for service on less than thirty days' notice to the Commission. Application received April 12, 1913, granted April 30, 1913.

Authority No. 254—Bell Telephone Company of Nevada, applicant. Requesting authority to establish certain rates on order-receiving equip-

ment at all points in Nevada, effective on less than thirty days' notice to the Commission. Application received April 12, 1913, granted April 30, 1913.

Authority No. 255—Tonopah and Goldfield Railroad Company, applicant. Authority asked to name excursion fare of $7.75 for the round trip, Mina to Goldfield and return, account Bankers' Convention. Application received May 6, 1913, granted May 6, 1913.

Authority Nos. 256, 257, and 258—Virginia and Truckee Railway, applicant. Requesting authority to name the following rates on less than thirty days' notice to the Commission:

Brick, carloads, minimum weight 30,000 pounds, Carson City to Mound House, Nevada, rate of 60 cents per ton. (Authority 256.)

Junk (including old rope), carloads, minimum weight 30,000 pounds, Reno to Mound House, Nevada, rate of $1.50 per ton. (Authority 257.)

Plaster, carloads, minimum weight 30,000 pounds, Reno to Mound House, Nevada, rate of $1 per ton. (Authority 258.)

Applications received May 6, 1913, granted the same day.

Authority No. 259—Western Pacific Railway Company, applicant. Requesting authority to name rate of $66 per 36-foot double-deck car, on sheep, carloads, Gerlach to Deeth, Nevada. Application received May 7, 1913, granted the same day, to be made effective on one day's notice to the Commission.

Authority No. 260—Southern Pacific Company, applicant. Requesting authority to name joint rate of $1.35 per ton in conjunction with the Virginia and Truckee Railway, to apply on brick, carloads, from Carson City to Wabuska, Nevada. Application received May 7, 1913, granted the same day, to be made effective May 7, 1913.

Authority No. 291—Southern Pacific Company, applicant. Authority asked to name joint rate of $1.05 per cwt., in conjunction with the Tonopah and Goldfield Railroad Company, to apply on wagons in carload lots, from Goldfield to Winnemucca, Nevada, shipper to be given the privilege of partly unloading the shipment at Wabuska, Nevada. Application received May 7, 1913, granted the same day, to be made effective on one day's notice to the Commission, and to expire thirty days from effective date.

Authority No. 262—Virginia and Truckee Railway, applicant. Requesting authority to make effective May 15, 1913, and to remain in effect for a period exceeding thirty days, a round-trip passenger fare of $1 for the round trip Reno to Bowers and return, tickets limited to date of sale. Application received May 12, 1913, granted the same day.

Authority No. 263—Postal Telegraph Cable Company, applicant. Requesting authority to make a general adjustment of telegraph rates between points in the State of Nevada, effective on less than thirty days' notice to the Commission. Application received April 25, 1913, granted, with certain exceptions, May 22, 1913.

Authority No. 264—Eureka-Nevada Railway, applicant. Requesting authority to publish new local freight tariff and make same effective on less than thirty days' notice to the Commission. Application received May 18, 1913, granted May 28, 1913, under the condition that new tariff contained no increases in rates.

Authority No. 265—Western Pacific Railway Company, applicant. Authority requested for permission to establish rate of $50 per 36-foot-

6-inch car, on cattle, carloads, Gerlach to Carlin, Nevada. Application received May 21, 1913, granted the same day.

Authority No. 266—Bell Telephone Company of Nevada, applicant. Requesting authority to adopt a new schedule of toll rates for telephone service to apply between points in the State of Nevada, effective June 1, 1913. Application received May 6, 1913, granted May 22, 1913.

Authority No. 267—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to extend time limit on excursion tickets sold account celebration of Eagles at Goldfield, Nevada. Application received May 26, 1913, granted on same day.

Authority No. 268—Pacific Freight Tariff Bureau, applicant. Requesting authority to establish rates on hay and straw, carloads, from Fernley, Nevada, on the Southern Pacific Company, to points on the Tonopah and Goldfield Railroad, as follows:

To Redlich	36¾ cents per cwt.
To Coaldale	39¼ cents per cwt.
To Blair Junction	41¾ cents per cwt.
To McLeans	41¾ cents per cwt.
To Tonopah	50 cents per cwt.
To Goldfield	50 cents per cwt.

Application received May 29, 1914, granted May 30, 1913, rates to become effective on one day's notice to the Commission.

Authority No. 269—Bell Telephone Company of Nevada, applicant. Authority asked for permission to establish a rate of 25 cents per month in all exchanges of less than 1,000 stations for extra listing in the telephone directory. Application received May 29, 1913, granted June 3, 1913, rate to be made effective on less than one day's notice to the Commission.

Authority No. 270—Las Vegas and Tonopah Railroad Company, applicant. Requesting authority to publish round-trip fares between Goldfield, Bonnie Clare, Beatty, Rhyolite, and Carrara, also between Las Vegas and Indian Springs, on basis of one fare and one-half for round trip, the same to be made effective June 15, 1913. Application received June 3, 1913, granted June 5, 1913.

Authority No. 271—Pacific Freight Tariff Bureau, applicant. Authority asked to publish joint rate of 75 cents per cwt. on second-hand machinery, carloads, minimum weight 24,000 pounds, from Millers to Reno, Nevada, the Tonopah and Goldfield Railroad Company and Southern Pacific Company joining in the rates. Application received June 5, 1913, granted the same day, to be made effective on one day's notice to the Commission.

Authority No. 272—Tonopah and Tidewater Company, applicant. Requesting authority to establish, effective June 17, 1913, round-trip fares between all points in Nevada, on the basis of one fare and one-half for the round trip, return limit three days, sale dates every Tuesday and Saturday. Application received June 7, 1913, granted the same day.

Authority No. 273—Southern Pacific Company, applicant. Authority asked for permission to establish rate of 51½ cents per cwt. on machinery, carloads, from Reno to Lovelock, Nevada; and rate of 55 cents per cwt. on machinery, carloads, between Tecoma and Wabuska, Nevada, both rates to be made effective on one day's notice to the Commission. Application received June 10, 1913, granted the same day.

Authority No. 274—Eagle Salt Works Railroad Company, applicant. Requesting authority to publish and make effective on one day's notice, rate of 7½ cents per cwt. on salt, carloads, minimum 30,000 pounds, and rate of 15 cents per cwt. on salt, less than carload, from Leete to Luva, Nevada. Application received June 14, 1913, granted the same day.

Authority No. 275—Las Vegas and Tonopah Railroad Company, applicant. Authority requested to issue Supplement to Passenger Issue No. 42, in order to amend the original tariff to read "Cancels Passenger Issue No. 40." Application received June 13, 1913, granted June 25, 1913, supplement to be made effective on one day's notice to the Commission.

Authority No. 276—Western Pacific Railway Company, applicant. Requesting authority to readjust Nevada intrastate class freight rates, effective July 1, 1913. Application received June 27, 1913, granted the same day, under condition that no increases in rates were made.

Authority No. 277—Golconda Telephone and Power Company, applicant. Requesting authority to reduce telephone rates for the transmission of telegrams from Winnemucca to points north. Application received June 27, 1913, granted June 30, 1913.

Authority No. 278—Southern Pacific Company, applicant. Requesting authority to establish, on one day's notice, switching charges of $2.50 per car on less-than-carload freight applying only on shipments containing one or more pieces or packages weighing 5,000 pounds or more each, the rate to apply within the yard limits at all stations on the Southern Pacific Company in Nevada. Application received July 1, 1913, granted the same day.

Authority No. 279—Nevada Copper Belt Railroad Company, applicant. Authority asked to establish rate of 42½ cents per ton, on lime rock, carloads, Ludwig to Thompson, Nevada, same to be made effective on one day's notice to the Commission. Application received July 3, 1913, granted the same day.

Authority No. 280—Western Pacific Railway Company, applicant. Requesting authority to publish and make effective on one day's notice, rate of $30 per 36-foot double-deck car, on sheep, carloads, Jungo to Red House, Nevada. Application received July 5, 1913, granted the same day.

Authority No. 281—Southern Pacific Company, applicant. Requesting authority to publish and make effective on one day's notice certain rules relative to the transportation of perishable freight in less-than-carload lots, the same to apply to Reno and points east on the Southern Pacific Company's lines in Nevada. Application received July 9, 1913, granted July 10, 1913.

Authority No. 282—Southern Pacific Company, applicant. Authority asked to publish and make effective on one day's notice, rate of 25 cents per ton on coke, carloads, from Hazen to Wabuska, Nevada. Application received July 12, 1913, granted July 13, 1913.

Authority No. 283—Silver Peak Railroad Company, applicant. Requesting authority to publish and make effective, on one day's notice, rate of 7½ cents per cwt. on freight, all classes, between Blair Junction and Wood Yard, Nevada, and 10 cents per cwt. between Blair and Wood Yard, Nevada. Also passenger fares of 75 cents between Blair Junction

and Wood Yard, Nevada, and $1 between Blair and the same point. Application received July 15, 1913, granted July 17, 1913.

Authority No. 284—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to publish jointly with the Southern Pacific Company rate of 75 cents per cwt. on second-hand machinery, carloads, minimum weight 24,000 pounds, Goldfield to Reno, Nevada, the same to be made effective on one day's notice to the Commission. Application received July 17, 1913, granted the same day.

Authority No. 285—Southern Pacific Company, applicant. Authority requested to protect combination freight rates on traffic moving to and from Southern Pacific and Tonopah and Goldfield Railroad points via Mina, Nevada, whenever such combination rates make lower than the through rates named. Application received July, 17, 1913, granted the same day.

Authority No. 286—Virginia and Truckee Railway, applicant. Requesting authority to establish the following rates, to be made effective on one day's notice to the Commission:

Railway Equipment (except locomotives on own wheels), minimum carload weight 30,000 pounds, Reno to Carson City, Nevada, rate of $2 per ton, carloads, and rate of $2.50 per ton less than carloads, also to apply from Carson City to Reno, Nevada.

Locomotives (on own wheels), including services of a "pilot," Reno to Carson City, and Carson City to Reno, Nevada, rate of $20 per locomotive.

The rates to apply on shipments moving to Carson City for repairs, and moving to Reno after having been repaired.

Application received July 26, 1913, granted July 28, 1913.

Authority No. 287—Wells, Fargo & Company Express, applicant. Requesting authority to publish and make effective July 30, 1913, rate of 30 cents per $1,000 for the transfer of currency between Reno and Carson City, Nevada. Application received July 30, 1913, granted the same day.

Authority No. 288—Pacific Freight Tariff Bureau, applicant. Asking for authority to reduce through class-freight rates between Reno, Sparks, Vista, Hafed, Ditho, Clark, and Hazen on the Southern Pacific Company and points on the Tonopah and Goldfield Railroad. Same to be made effective on one day's notice to the Commission. Application received July 31, 1913, granted the same day.

Authority No. 289—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to extend the time limit for return trip on regular round-trip tickets sold Goldfield to Tonopah, Nevada, and return, and *vice versa*, from two days to ten days, the new provisions to be made effective September 8, 1913. Application received August 7, 1913, granted August 11, 1913.

Authority No. 290—Oregon Short Line Railroad Company, applicant. Authority requested to cancel through joint rate of $1.43 per cwt. applying on beer in carload lots from Reno to East Ely and McGill, Nevada, in order that local combinations might apply making through rate of 95 cents per cwt. Application received August 17, 1913, granted August 18, 1913, cancelation to be made effective on one day's notice to the Commission.

Authority No. 291—Denied. Eureka-Nevada Railway, applicant. Requesting authority to increase class rates applicable to carload freight, from 70 per cent of the less-than-carload rates to 80 per cent of the same. Application received August 21, 1913, denied August 22, 1913.

Authority No. 292—Eureka-Nevada Railway, applicant. Requesting authority to name certain excursion fares between local points on the road. Company referred to the Commission's Tariff Circular No. 2-A, allowing the naming of excursion fares on less than statutory notice, making it unnecessary to apply for special permission to the Commission. Application received August 23, 1913, anwered the same day.

Authority No. 293—Southern Pacific Company, applicant. Requesting authority to publish and make effective, on one day's notice, numerous reductions in ore rates, applying on carload lots, from Sutcliffe to Hazen and Wabuska, Nevada. Application received August 27, 1913, granted the same day.

Authority No. 294—Bell Telephone Company of Nevada, applicant. Authority requested to establish certain telephone toll rates to and from Mound House, Nevada, the same to be made effective on one day's notice to the Commission. Application received August 28, 1913, granted the same day.

Authority No. 295—Tonopah and Tidewater Company, applicant. Requesting authority to publish and make effective on two days' notice, rate of $3 per ton on wheels, locomotive and car, mounted or unmounted, also driving-wheel tires, straight or mixed carloads, minimum weight 36,000 pounds, Beatty to Goldfield, Nevada. Application received September 10, 1913, granted the same day.

Authority No. 296—Southern Pacific Company, applicant. Requesting authority to publish and make effective immediately rate of $3.75 per ton on lumber in carload lots, from Verdi to Mound House, Nevada, via Hazen and Churchill. Application received September 16, 1913, granted the same day.

Authority No. 297—The Pullman Company, applicant. Requesting authority to publish and make effective September 21, 1913, rates for Pullman car service on the Fernley-Lassen Branch of the Southern Pacific Company. Application received September 20, 1913, granted September 22, 1913, account being operation over new line.

Authority No. 298—Southern Pacific Company, applicant. Authority requested to publish and make effective, on one day's notice, rate of $25 per 36-foot single-deck car, Fernley to Fallon, Nevada, and return. Application received September 23, 1913, granted the same day.

Authority No. 299—Bell Telephone Company of Nevada, applicant. Requesting authority to establish through joint telephone toll rates in conjunction with the Golconda Telephone and Power Company, via Winnemucca, Nevada, the same to be made effective on less than statutory notice. Application received October 3, 1913, granted October 4, 1913.

Authority No. 300—Tonopah and Tidewater Company, applicant. Authority asked to establish and make effective immediately, rate of $40 per 36-foot car on mixed carloads of cattle and sheep, from Springdale to Goldfield, Nevada. Application received October 15, 1913, granted October 17, 1913.

Authority No. 301—Virginia and Truckee Railway, applicant. Requesting authority to publish and make effective on one day's notice, joint rate of $1 per cwt. on beer in glass or in mixed lots with beer in wood, minimum weight 26,000 pounds, and rate of 95 cents per cwt. on beer in wood, minimum weight 20,000 pounds, both rates applying from Carson City to Tonopah and Goldfield, Nevada, the Southern Pacific Company and Tonopah and Goldfield Railroad Company joining in the rates. Application received October 25, 1913, granted the same day.

Authority No. 302—Virginia and Truckee Railway, applicant. Authority asked to establish, effective November 2, 1913, rate of $2.50 per month for the transportation of milk, Carson City to Mound House, Nevada, the rate to cover movement of one can, not exceeding one gallon in capacity, daily by passenger train, also return of one empty can daily. Application received November 1, 1913, granted the same day.

Authority No. 302½—Eureka-Nevada Railway, applicant. Requesting authority to issue new local freight tariff on less than statutory notice. Application received October 25, 1913, granted October 27, 1913, provided no increases in rates were embodied in the tariff.

Authority No. 303—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to publish and make effective November 14, 1913, rate of $1.50 per ton on ore, carloads, value not to exceed $30 per ton, Goldfield to Millers, Nevada. Application received November 13, 1913, granted November 14, 1913.

Authority No. 304—Tonopah and Goldfield Railroad Company, applicant. Authority requested to establish, on one day's notice to the Commission, rate of $4.60 per ton on potatoes, carloads, minimum weight 24,000 pounds, from Coaldale to Goldfield, Nevada,. Application received November 16, 1913, granted November 17, 1913.

Authority No. 305—Eureka-Nevada Railway, applicant. Requesting authority to publish and make effective, on one day's notice, rate of $4.50 per ton on potatoes in carload and less-than-carload lots, Eureka to Palisade, Nevada. Application received Novomber 21, 1913, granted the same day.

Authority No. 306—Bell Telephone Company of Nevada, applicant. Authority requested to publish and make effective immediately joint long-distance telephone toll rates with the Mason Valley Telephone and Telegraph Company via its Dayton exchange. Application received November 23, 1913, granted November 26, 1913.

Authority No. 306½—Southern Pacific Company, applicant. Requesting authority to publish and make effective, on one day's notice, joint rates in conjunction with the Nevada Copper Belt Railroad Company, as follows:

Grain in carload lots, from Nordyke and Mason to Sutcliffe and Flanigan, Nevada, rate of $4.25 per ton.

Hay, baled, in carload lots, from Nordyke and Mason to Sutcliffe and Flanigan, Nevada, rate of $4 per ton.

Application received December 10, 1913, granted the same day.

Authority No. 307—Virginia and Truckee Railway, applicant. Requesting authority to publish and make effective December 12, 1913, rate of $1 per ton on refuse potatoes (hog feed), carloads, minimum weight 40,000 pounds, from Lakeview to Reno, Nevada. Application received December 11, 1913, granted the same day.

Authority No. 307½—Bell Telephone Company of Nevada, applicant. Authority asked to publish and make effective immediately a supplementary rate schedule covering miscellaneous equipment and reducing rate for head receiver from 50 cents to 25 cents per month, to apply at all exchanges in Nevada. Application received November 23, 1913, granted November 26, 1913.

Authority No. 308—Southern Pacific Company, applicant. Requesting authority to publish and make effective, on one day's notice, the following rule, to be made applicable to Nevada intrastate freight traffic:

> INTRASTATE TRAFFIC: Rates between points on the main line and points on the branch lines south of Hazen, Nevada, will, in the absence of specific rate from points of origin to destination, be made by adding the rates in this tariff to and from Hazen, Nevada, but if the rate so made exceeds the rate to or from a point beyond on the same direct line or route as shown in this tariff, the latter rate will apply.

Application received December 12, 1913, granted December 15, 1913.

Authority No. 309—Nevada Copper Belt Railroad Company, applicant. Requesting that telegraphic notice forwarded be considered the same as filing of tariff to cover excursions rate Mason to Thompson and return, regular tariff to be filed later. Application received December 15, 1913, granted the same day.

Authority No. 310—Pacific Freight Tariff Bureau, applicant. Requesting authority to publish and make effective on less than statutory notice, the following joint rule to apply on Nevada intrastate freight traffic interchanged between carriers party to Pacific Freight Tariff Bureau's Joint Freight Tariff 7-B:

> Whenever a class rate and a commodity rate are named between specified points, the lower of such rates is the lawful rate unless some combination of class rates or of commodity rates or of class and commodity rates makes a lower through rate.

Application received December 16, 1913, granted the same day.

Authority No. 311—Tonopah and Goldfield Railroad Company, applicant. Requesting authority to name round-trip excursion fares of one fare and one-third for the round trip between all local points, to be made effective December 20, 1913, and later dates, return limit January 5, 1914. Application received December 17, 1913, granted the same day.

Authority No. 312—Southern Pacific Company, applicant. Authority requested to publish and make effective on one day's notice rate of $2.90 per ton on grain, carloads, Wabuska to Flanigan, Nevada, and rate of $2.75 per ton on hay, carloads, from and to the same points. Application received December 18, 1913, granted the same day.

Authority No. 313—Southern Pacific Company, applicant. Requesting authority to extend effective date of Rule 11-A, published on corrected page 8, Southern Pacific Company's Tariff 90-A, to February 1, 1914. The rule established certain increases in minimum charges for less-than-carload freight. Application received December 19, 1913, granted the same day.

Authority No. 314—Nevada Copper Belt Railroad Company, applicant. Requesting authority to apply immediately rate of $17.50 for every two cars, single deck, of sheep forwarded from Hudson to Wabuska, Nevada.

Application received December 20, 1913, granted December 22, 1913, for the reason that company had established rate of $17.50 to apply on sheep, moving in double-deck cars, Hudson to Wabuska, and was unable to furnish double-deck equipment on demand of shippers. At company convenience, single-deck cars were furnished, and shippers were entitled to the double-deck car rate.

ADMINISTRATIVE, TARIFF, ACCOUNTING AND GENERAL RULINGS OF THE RAILROAD COMMISSION OF NEVADA, RAILROAD COMMISSION LAW, RULES OF PRACTICE, AND FORMS.

ADMINISTRATIVE RULINGS

January 27, 1913—Telegram received from F. Sykes, President of the Eureka-Nevada Railway, asking for list of officers of Nevada Transportation Company authorized to issue and request passes on behalf of the Eureka-Nevada Railway.

Mr. Sykes was advised that the proper officers of an operating railroad to request and issue free transportation were the President, Vice-President, or General Manager.

June 28, 1913—Inquiry from E. L. Bingham, Supervisor of the Nevada Hospital for Mental Diseases, relative to the legality of common carriers issuing free transportation to attendants traveling having charge of indigent insane persons.

Held, That such free transportation could not be legally issued by railroads operating in the State of Nevada, or received by such attendants.

August 5, 1913—Inquiry from W. D. Forster, Traffic Manager of the Tonopah and Goldfield Railroad Company, relative to the legality of issuing railroad transportation in exchange for advertising, and asking that a certain form, to be signed by officials of the company and various newspapers, be approved.

Held, That such transportation could be legally issued, provided commercial rates were assessed, and the form was approved.

November 24, 1913—Inquiry from Prof. J. E. Stubbs, President of the University, as to the legality of railroads issuing free transportation to teachers and professors traveling on business under the Pure Food and Drugs Act and the Weights and Measures Act.

Held, That such transportation could be legally issued.

Accounting Circular No. 1

There being numerous complaints made to this Commission, informally, by various shippers and consignees in the State of Nevada, respecting the rendering of freight bills, by several railroads operating in the State of Nevada, the freight bills referred to showing, in some instances, the point of origin of shipment, destination, character of goods, weight and charges, but eliminating the rates upon which charges are assessed; and in other instances showing advanced charges and eliminating advanced charged rates, thus making it impossible for the average consignee to check his freight bills with any degree of accuracy, this Commission, after careful investigation of the matter, has deemed it advisable to make the following ruling to govern all railroads operating in the State of Nevada. It is, therefore,

Ordered: That all railroads operating in the State of Nevada, when rendering freight bills to consignees at the point of delivery of shipments, must show the rate assessed from point of origin to point of destination.

In all cases where freight bills carry advance charges, the rate or rates used in assessing the advanced charges must be

shown, and also the rate or rates used in assessing the line charges, thus specifically naming the through rate.

This order is to take effect on September 1, 1909.

By order of the Commission:

E. H. WALKER, *Secretary.*

TARIFF RULING NO. 1

Carriers may provide in their tariffs that limited passenger tickets may be extended in cases of the illness of the passenger holding such ticket.

Tariffs must give the title of the officer who shall have authority to give such extension, and such officer shall be required by the carrier to keep a memorandum of each instance in which such extension is given, and the date upon which it is allowed. Such information shall be subject at any time to be called for by the Commission. This rule must be applied strictly and in good faith, and upon the carrier is placed the responsibility of strict conformity thereto.

Only such illness as makes travel dangerous to health of the traveler will justify the extension herein provided for. The extension may also be granted to one or more members of the family of the passenger who is ill when traveling together and to persons who are subject to an established quarantine.

Stopover privileges for a limited time may be granted for the same causes and under the same conditions and restrictions as justify extension of time upon limited tickets. No stopover privilege will be recognized as valid unless provisions therefor are made in the carrier's published tariffs.

RAILROAD COMMISSION OF NEVADA,

ATTEST: E. H. WALKER, *Secretary.* H. F. BARTINE, *Chairman.*

Effective February 10, 1908.

TARIFF CIRCULAR NO. 2A

To the Railroads Operating in Nevada:

Strictly excursion fares, covering a named and limited period, may be established on less than the regular thirty-day notice.

To avoid the necessity of special application in cases of this kind, the Commission has made a general order fixing the following-named time of notice of round-trip excursion fares, and carriers may govern themselves accordingly:

Fares for an excursion limited to a designated period of not more than three days may be established, without further notice, upon posting a tariff two days in advance in two public and conspicuous places in the waiting-room of each station where tickets for such excursions are sold, and mailing a copy thereof to the Commission.

Fares for an excursion limited to a designated period of more than three days and not more than thirty days may be established upon a like notice of five days.

Fares for a series of daily excursions, such series covering a period not exceeding thirty days, may be established upon a like notice of five days as to the entire series, and a separate notice of the excursion on each day covered by the series need not be given.

Fares for an excursion limited to a designated period exceeding thirty days will require the statutory notice, unless shorter time is allowed in special cases by the Commission.

RAILROAD COMMISSION OF NEVADA,

Issued June 19, 1908. By E. H. WALKER, *Secretary.*

Effective June 19, 1908.

Tariff Circular No. 2 canceled.

TARIFF CIRCULAR NO. 3

To the Railroads Operating in the State of Nevada:

Commencing immediately, all passenger and freight tariffs, circulars, excursion notices or rate notices of any kind, and all supplements, or amendments to the same naming rates or fares affecting the intrastate business of your road within the State of Nevada, must be given a Nevada Railroad Commission number.

The first tariff issued after the receipt of this circular letter containing rates described above should be numbered one, and all tariffs issued thereafter to be numbered consecutively. The number must be preceded by the initials N. R. C., and the initials and number must be placed in either the upper right-hand corner of the tariff or the upper left-hand corner, and should be printed in bold type.

Where one issue supersedes another, reference of cancelation must be made beneath the N. R. C. number of the superseding tariff, showing the number of the tariff canceled. Where portions of other N. R. C. tariffs are canceled reference to the tariff or tariffs and rates canceled must be specified on the first page or title page of the canceling tariff, showing in detail just what items have been canceled.

Please acknowledge receipt of this circular letter by return mail, advising this Commission of your compliance to the same and also advising whether the matter is thoroughly understood.

RAILROAD COMMISSION OF NEVADA,

Issued May 26, 1909. By E. H. WALKER, *Secretary.*

TARIFF RULING NO. 4

Upon traffic picked up and laid down within the State of Nevada, by carrier or between carriers, line or interline, the through rate must not exceed the combination of local rates based upon terminal, junction or main-line points.

Wherever it is found that the through rate to any given point does exceed the combination of local rates, the combination of locals must be protected by and through a request made of this Commission for permission to amend the through or local tariff, as the case may be, so as not to exceed the lower combination rates, making such amendment retroactive in effect to the date upon which the excessive through rate was named; provided, that no rate of this character shall be made retroactive in effect prior to the date this ruling becomes effective, in any case where such through tariff carries the provision that through rates named must be applied regardless of what lower combinations may be made. All tariffs carrying a provision of this kind must be immediately amended, striking out such provision as applies to Nevada intrastate traffic, effective the same date as this ruling.

Further, it is hereby ordered that in no case shall a rate be charged on any commodity exceeding the class rate applicable on such commodity. That is, wherever the application of the current Western Classification or Exceptions thereto and the class rate named makes a lower rate than the commodity rate named, the class rate must be applied; and wherever the commodity rate makes the lowest rate, it must be applied.

This ruling shall take effect May 1, 1910.

By order of the Commission:

Issued April 7, 1910. E. H. WALKER, *Secretary.*

GENERAL RULING NO. 1

In re the matter of switching low-grade commodities reaching Goldfield over the lines of the Tonopah and Goldfield Railroad:

Several informal complaints have been made to the Commission at various times by J. Gottstein and others, alleging error in weights of carload shipments of hay which were not weighed in transit and that charges were assessed on the basis of invoice weights.

Invoice weights should not be applied except in cases where it is impossible to secure track-scale weights.

The Tonopah and Goldfield Railroad maintain track scales at Main Line Junction, and at Goldfield, when necessary, use the track scales belonging to the Western Ore Purchasing Company. The said railroad company in reply to the aforesaid complaints have advised the Commission that they are agreeable to the application of either track-scale or invoice weights and have requested that a ruling be made in order that the question may be definitely settled.

On the other hand, Mr. Gottstein, in behalf of himself and other shippers, demands that they be accorded a free weighing service at Goldfield covering carload shipments of low-grade commodities when, in their judgment, said shipments appear to be short of weights.

We do not believe that this position is well taken and feel that if the shipments are weighed in transit at Main Line Junction, a point thirty-five miles north of Goldfield, and the waybill weights and charges corrected to the actual weight determined at that point, such service should, in every way, be satisfactory. If, however, on arrival at Goldfield there is further contention regarding the correctness of the weights a reciprocal rule may be adopted. For example, if the variation in weight does not exceed 2,000 pounds in the reweighing at Goldfield, consignee shall be entitled to the benefit of the corrected weight, but shall pay to the carrier for the weighing service a charge not exceeding $2.50 per car.

If, however, in reweighing there is a difference exceeding 2,000 pounds in favor of consignee, he shall have the benefit of the corrected weight and shall not be required to pay carrier for the service incidental to reweighing.

The complainant also insists that, where weights of carload shipments are challenged, the cars, after being made empty, should be weighed in order to secure correct weights of the same. Empty cars are weighed periodically by the companies that own them, and the weight is stenciled on each car. If the dealer has reason to believe the weight of the car, as marked on it, is incorrect, then he should have the

right to have it weighed, but unless it is more than 500 pounds heavier than the tare indicates, he should pay the railway company for switching and weighing an allowance not exceeding $2.50 per car.

It is therefore ruled that all carload shipments of hay, lumber, coal, brick, cement and other low-grade commodities destined to Goldfield shall be reweighed at Main Line Junction on and after January 20, 1911, and waybill weights and charges accordingly corrected to conform to the actual scale weights.

RAILROAD COMMISSION OF NEVADA,

Dated December 30, 1910. By E. H. WALKER, *Secretary.*

TARIFF RULING NO. 5

To Railroads Operating in Nevada:

It is hereby ordered that all rates established on live stock or any other commodity, between points in the State of Nevada, requiring shippers to forward a trainload of a specified number of cars in order to enjoy the rate named, shall be so amended as to eliminate the trainload minimums and leave the rates in effect on single carload shipments.

This order shall take effect on August 1, 1911, and the rates above referred to must be amended as ordered on or before that date.

RAILROAD COMMISSION OF NEVADA,

Dated December 20, 1911. By E. H. WALKER, *Secretary.*

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right to have it weighed, but unless it is more than 500 pounds heavier than the tare indicates, he should pay the railway company for switching and weighing an allowance not exceeding $2.50 per car.

It is therefore ruled that all carload shipments of hay, lumber, coal, brick, cement and other low-grade commodities destined to Goldfield shall be reweighed at Main Line Junction on and after January 20, 1911, and waybill weights and charges accordingly corrected to conform to the actual scale weights.

RAILROAD COMMISSION OF NEVADA,

Dated December 30, 1910. By E. H. WALKER, Secretary.

TARIFF RULING NO. 5

In Railroads Operating in Nevada:

It is hereby ordered that all rates established on live stock or any other commodity, between points in the State of Nevada, requiring shippers to forward a trainload of a specified number of cars in order to enjoy the rate named, shall be so amended as to eliminate the trainload minimums and leave the rates in effect on single carload shipments.

This order shall take effect on August 1, 1911, and the rates above referred to must be amended as ordered on or before that date.

RAILROAD COMMISSION OF NEVADA,

Dated December 20, 1911. By E. H. WALKER, Secretary.

14—

THE RAILROAD COMMISSION LAW

An act to regulate railroads, telegraph and telephone companies and other common carriers in this State, creating a Railroad Commission, constituting the Governor, the Lieutenant-Governor, and the Attorney-General a Railroad Board for the appointment and the removal of the Railroad Commissioners, prevent the imposition of unreasonable rates, prevent unjust discrimination, insure an adequate railway service, and fixing maximum freight charges.

[Approved March 5, 1907, and amended March 20, 1909, and March 27, 1911]

Railroad Commission Created—Railroad Board—Terms of Office.

SECTION 1. A railroad commission is hereby created, to be composed of three commissioners. The governor, the lieutenant-governor, and the attorney-general shall constitute a railroad board for the purpose of appointing such commissioners. A majority of the members of said railroad board may perform all the duties required of such board. Within thirty days after the passage of this act the railroad board shall appoint such commissioners and designate the term of each, and they shall hold until their successors are appointed. The term of one such appointee shall terminate on the first Monday in February, 1909; the term of the second such appointee shall terminate on the first Monday in February, 1910; and the term of the third such appointee shall terminate on the first Monday in February, 1911. On the second Monday in January, 1909, and annually thereafter, there shall be appointed, in the same manner, one commissioner for the term of three years from the first Monday in February of such year. Each commissioner so appointed shall hold office until his successor is appointed and qualified. Any vacancy shall be filled by appointment by the railroad board.

Qualifications.

(a) One commissioner, who shall be designated as chief commissioner and shall be chairman of the commission, shall be an attorney at law, and well versed in the law of railroad regulation; one to be designated as first associate commissioner shall be a practical railroad man familiar with the operation of railroads generally; the third, to be designated as the second associate commissioner, shall be a business man having a general knowledge of fares and freights, tolls and charges, as levied by the railroads, and all common carriers included within the term "railroad" as defined in this act. Each commissioner, as herein designated, shall have an equal voice and vote upon all questions whereon the commission is required to or may act as a body. A majority of said commission shall have full power to act in all matters within its jurisdiction, and in the event of two of the commissioners being disabled or disqualified from acting, or in the event of there being two vacancies at the same time in the commission, the remaining commissioner shall have power to do all the acts and things which a majority of the com-

mission might do, and his official acts shall stand as the acts of the commission. At no time shall more than two of said commissioners be members of the same political party.

May Be Removed by Railroad Board.

(b) The railroad board may at any time remove any commissioner for any inefficiency, neglect of duty, or malfeasance in office. Before such removal it shall give such commissioner a copy of the charges made against him and shall fix a time when he can be heard in his own defense, which shall not be less than ten days thereafter, and said hearing shall be open to the public. If he shall be removed the railroad board shall file in the office of the secretary of state a complete statement of all charges made against such commissioner and findings thereon, with the record of the proceedings.

Commissioners Must Have No Pecuniary Railroad Interests.

(c) No person so appointed shall be pecuniarily interested in any railroad in this state or elsewhere, and if any such commissioner shall voluntarily become so interested, his office shall *ipso facto* become vacant; and if he shall become so interested otherwise than voluntarily, he shall, within a reasonable time, divest himself of such interest, and failing to do so his office shall become vacant and the railroad board shall proceed as provided for in section 1, subdivision b, of this act.

Must Investigate All Complaints.

(d) Whenever a complaint is made to the commission of a violation of any of the provisions of this act, or of any order of the commission, it shall, within four months, commence investigation of said charge, and shall determine the same within six months, unless the person preferring said charges shall agree in writing to a longer time. A failure to comply with this provision shall *ipso facto* render the office of each of the commissioners vacant, and the railroad board shall appoint new commissioners as provided for by this act.

Chief and First Associate Commissioners Shall Devote Entire Time.

(e) Neither the chief commissioner nor the first associate commissioner shall hold any other office or position of profit, or pursue any other regular business or vocation. These limitations and restrictions shall not apply to the second associate commissioner, but none of the commissioners shall be a member of any political convention, or a member of any committee of any political party.

Each Commissioner Shall Take Oath.

(f) Before entering upon the duties of his office, each of said commissioners shall take and subscribe the constitutional oath of office, and shall in addition thereto swear (or affirm) that he is not pecuniarily interested in any railroad in this state or elsewhere, or common carrier, which oath or affirmation shall be filed in the office of the secretary of state.

Salaries.

(g) The chief commissioner shall receive a salary of $5,000 per annum, the first associate commissioner shall receive a salary of $4,000 per annum, and the second associate commissioner shall receive a salary of $2,500 per annum, all payable in the same manner as the salaries of other state officers are paid.

Secretary.

(h) Said commission may appoint a secretary, who shall be an expert rate man, at a salary of not more than $2,400 per annum, and may employ such other clerks and experts as may be necessary to perform any service it may require of them, and shall fix their compensation.

Oath of Secretary.

(i) The secretary shall take and subscribe to an oath similar to that of the commissioners, and shall keep full and correct records of all transactions and proceedings of the commission, and shall perform such other duties as may be required by the commission. Any person ineligible to the office of commissioner shall be ineligible to the office of secretary.

"Railroad Commission of Nevada"—Seal.

(j) The commission shall be known collectively as the "Railroad Commission of Nevada," and in that name may sue and be sued. It shall have a seal with the words "Railroad Commission of Nevada," and such other design as the commission may prescribe engraved thereon, by which it shall authenticate its proceedings, and of which the courts shall take judicial notice.

Office at Capitol—Expenses.

(k) The commission shall keep its office at Carson City, and shall be provided by the board of capitol commissioners with suitable room or rooms, necessary office furniture, supplies, stationery, books, periodicals, maps, and all necessary expenses shall be audited and paid as other state expenses are audited and paid. The commission may hold sessions at any place other than its office, when the convenience of the parties so requires. The commissioners and secretary and such other clerks and experts as may be employed shall be entitled to receive from the state their necessary expenses while traveling on the business of the commission, including the cost of lodging and subsistence. Such expenditures shall be sworn to by the person who incurred the expense, and be approved by the chairman of the commission.

Rules.

(l) The commission shall have the power to adopt and publish rules to govern its proceedings, and to regulate the mode and manner of all investigations and hearings of railroads and other parties before it, and all hearings shall be open to the public.

Railroad Matters.

(m) The commission may confer by correspondence, or by attending conventions, or otherwise, with the railroad commissioners of other states, and with the Interstate Commerce Commission on any matters relating to railroads. All necessary expenses incurred in attending such conventions shall be a charge against the state, and be audited and paid as other state claims are paid; *provided,* that all such claims shall be sworn to by the commissioner incurring the expense, and be approved by the chairman.

Organization.

(n) Nothing herein contained shall be so construed as to affect the date of the beginning or ending of the term of any commissioner now in office, or to change the dates of future appointments from those now

prescribed by law, but from and after the passage of this amendatory act the commissioner now designated as the one who shall not hold any other office or position of profit, or pursue any other business or vocation, or serve on or under any committee of any party, but shall devote his entire time to the duties of his office, shall be officially designated "Chief Commissioner," and be paid the salary herein prescribed, and the commissioner whose term began on the first Monday in February, 1911, shall be officially designated "First Associate Commissioner," and the salary paid him as herein prescribed. The salaries herein provided for shall be deemed and considered full compensation for all services rendered by the members of the commission, whether as railroad commissioners or in any other official or ex officio capacity. *As amended March 20, 1909, and March 27, 1911.*

"Railroad" Defined.

SEC. 2. The term "railroad," as used herein, shall mean and embrace all corporations, companies, individuals, associations of individuals, their lessees, trustees or receivers (appointed by any court whatsoever) that now, or may hereafter, own, operate, manage, or control any railroad or part of a railroad as a common carrier in this state, or cars, or other equipment used thereon, or bridges, terminals, or sidetracks, or any docks or wharves or storage elevators used in connection therewith, whether owned by such railroads or otherwise. The term "railroad," whenever used herein, shall mean and embrace express companies, telegraph and telephone companies, and all companies which may own cars of any kind or character, used and operated as a part of railroad trains, in or through this state, and all duties required of and penalties imposed upon any railroad or any officer or agent thereof shall, in so far as the same are applicable, be required of and imposed upon express companies, telegraph and telephone companies, and companies which may own cars of any kind or character, used and operated as a part of railroad trains in or through this state, and their officers and agents, and the commission shall have the power of supervision and control of all such companies to the same extent as of railroads.

Provisions of Act Shall Apply.

(a) The provisions of this act shall apply to the transportation of passengers and property and the transmission of messages between points within the state, and to the receiving, switching, delivering, storing and hauling of such property, and receiving and delivering messages, and to all charges connected therewith, including icing charges and mileage charges, and shall apply to all railroads, corporations, express companies, car companies, freight and freight line companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers, upon or over any line of railroad within this state, and to any common carrier engaged in the transportation of passengers and property, wholly by rail, or partly by rail and partly by water. *As amended March 20, 1909.*

Reasonable Charges by Railroads Required.

SEC. 3. Every railroad is hereby required to furnish reasonably adequate service and facilities, and the charges made for any service rendered or to be rendered in the transportation of passengers or property or for any service in connection therewith, or for the receiving, switching, delivering, storing or handling of such property, shall be

reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

Railroads Must Print and Post Schedules of Fares and Freights.

SEC. 4. Every railroad shall print in plain type, and file with the commission within a time fixed by the commission, schedules which shall be open to public inspection, showing all rates, fares and charges for the transportation of passengers and property, and any service in connection therewith, which it has established and which are in force at the time between all points in this state upon its line, or any line controlled or operated by it, and the rates, fares and charges shown on such schedules as are in effect at the date this act takes effect. The schedule printed as aforesaid shall plainly state the charges upon its line or any line controlled or operated by it in this state between which passengers and property will be carried, and there shall be filed therewith the classifications of freight in force. Every railroad shall publish with and as a part of such schedules all rules and regulations that in any manner affect the rates charged or to be charged for the transportation of passengers or property, also its charges for delay in unloading or loading cars, for track and car service, or rental, and for demurrage, switching, terminal or transfer service, or for rendering any other service in connection with the transportation of persons or property. Two copies of said schedules for the use of the public shall be filed and kept on file in every depot, station and office of such railroad where passengers or freight are received for transportation in such form and place as to be accessible to the public and where they can be conveniently inspected. When passengers or property are transported over connecting lines in this state operated by more than one railroad, and the several railroads operating such lines establish joint rates, fares and charges, a schedule of joint rates shall also in like manner be printed and filed with the commission, and in every depot, station and office of such railroads where such passengers or property are received for transportation.

No Change in Schedule Except on Notice of 30 Days—Proviso for Reduction.

(a) No change shall thereafter be made in any schedule, including schedule of joint rates, or in any classification, except upon thirty days' notice to the commission, and all such changes shall be plainly indicated upon existing schedules, or by filing new schedules in lieu thereof thirty days prior to the time the same are to take effect; *provided*, that the commission, upon application of any railroad, may prescribe a less time within which a reduction may be made. Copies of all new schedules shall be filed as hereinbefore provided in every depot, station and office of such railroad ten days prior to the time the same are to take effect, unless the commission shall prescribe a less time.

Notice of Change Shall Be Posted.

(b) Whenever a change is made in any exisiting schedule, including schedule of joint rates, a notice shall be posted by the railroad in a conspicuous place in every depot, station and office, stating that changes have been made in the schedule on file, specifying the class or commodity affected and the date when the same will take effect.

Schedule Must Be Adhered To.

(c) It shall be unlawful for any railroads to charge, demand, collect or receive a greater or less compensation for the transportation of pas-

sengers, property, or for any service in connection therewith, than is specified in such printed schedule, including schedules of joint rates, as may at the time be in force, and the rates, fares and charges named therein shall be the lawful rates, fares, and charges until the same are changed as herein provided.

Commission May Prescribe Changes in Schedule.

(d) The commission may prescribe such changes in the form in which the schedules are issued by the railroad as may be found expedient, and such schedules shall, as far as practicable, conform to the forms prescribed by the Interstate Commerce Commission.

Joint Rates—Proviso.

SEC. 5. Whenever passengers or property are transported over two or more connecting lines of railroads between points in this state, and the railroad companies have made joint rates for the transportation of the same, such rates and all charges in connection therewith shall be just and reasonable, and every unjust and unreasonable charge is prohibited and declared to be unlawful; *provided*, that a less charge by each of said railroads for its proportion of said joint rates than is made locally between the same points on their respective lines shall not for that reason be construed as a violation of the provisions of this act, nor render such railroads liable to any of the penalties hereof.

Rates Must Be Uniform.

SEC. 6. Nothing in this act shall be construed to prevent concentration, commodity, transit and other special contract rates, but all such rates shall be open to all shippers of a like kind of traffic under similar circumstances and conditions, and shall be subject to the provisions of this act as to the printing and filing of the same; *provided*, all such rates shall be under the supervision and regulation of the commission.

Commission Shall Fix Just and Reasonable Rates for All Railroad, Express, Telegraph, and Telephone Service.

SEC. 7. The commission shall have full power to prescribe just and reasonable railroad classifications of freight; and to fix just and reasonable charges for the transportation of all intrastate freight and intrastate passengers, for sleeping-car accommodations, for goods, merchandise, and all matter of every kind carried by express companies within this state, for the transmission of messages by telegraph companies, and for the use of telephone lines within the state. The commission shall also have power to make just and reasonable regulations for the apportionment of all such charges between two or more companies jointly engaged in the transportation of freight, passengers, express matter, telegraph or telephone messages.

May Investigate Physical Condition of All Railroad Appliances.

The commission shall also have full power to investigate the physical condition of all railroad property, and, in the interest of safety or service, shall have power to determine and order repairs, reinforcements or reconstruction of property, including buildings, tracks, and equipment; also the power to determine and order the use of safety appliances in the interest of employees and the traveling public, such as crossing-gates, flagmen, bells, devices, etc., interlocking plants at railway crossings and all other modern safety devices. The commission shall have full power to determine and order the manner in which any

railroad, street railway, steam or electric railway, or other common carrier, may cross another raiload, street railway, whatever the motive power, at grade, or above or below grade, and shall prescribe the safety appliances and regulations that should be adopted at such crossings or at existing grade crossings of railroads, steam, electric, or other motive power railways for the protection of the public and the prevention of accidents. The commission shall have the power, whenever, in its judgment, it shall appear wise and proper to do so, to authorize and direct reasonable changes in train schedules and train service.

May Order Transfer Tracks.

The commission shall have power to determine and order the construction of connecting or transfer tracks between two or more lines of railway, which may now or hereafter enter or pass through any town or city in this state. The expenses of said construction of such tracks to be divided between and paid by the corporations operating said railways.

Railroads Must Transfer Cars.

It shall be the duty of all railroad corporations whose tracks shall be so connected reciprocally to transfer cars from one railroad to the other upon demand of shippers or the railroad concerned, and for which transfer service reasonable charges may be made.

Short Haul and Long Haul.

Nothing in this act shall be construed so as to allow any railroad to charge more for a shorter than for a longer haul, either for passengers or freight, when the shorter haul is included within the longer or to authorize the commission to allow such charge to be made. *As amended March 20, 1909.*

Government Freight May Go Free—Passes, Etc., to Certain Persons.

SEC. 8. Nothing herein shall prevent the carriage, storage, or handling of freight free or at reduced rates for the United States, the state or any political subdivision thereof, or any municipality thereof, or for charitable purposes, or to and from fairs and expositions for exhibition thereat, or household goods and supplies, the property of employees, or the issuance of mileage, commutation, or excursion passengers' tickets; *provided*, that the same shall be obtainable by any persons applying therefor, without discrimination, or of party tickets; *provided*, that the same shall be obtainable by any person applying therefor under like circumstances and conditions. This act shall not be construed as preventing railroads from giving free transportation or reduced rates therefor to any minister of the gospel, constable in any county of the state, officer or agent of incorporated colleges, college professors, school teachers, students attending institutions of learning, regular agents of charitable societies when traveling upon the business of the society only, destitute or homeless persons, railroad officers, attorneys, directors, employees or members of their families, or bona fide ex-railroad employees of any steam or electric railroad in search of employment, or to prevent the exchange of passes with officers, attorneys, or employees of other railroads and members of their families.

Attendants for Live Stock.

(a) Upon any shipment of live stock or other property of such nature as to require the care of an attendant, the railroad may furnish to the

shipper, or some person or persons designated by him, free transportation for such attendant, including return passage to the point at which the shipment originated; *provided*, that there shall be no discrimination in reference thereto between such shippers, and the commission shall have power to prescribe regulations in relation thereto. *As amended March 20, 1909, and March 27, 1911.*

Depots Must Be Maintained in Good Condition.

SEC. 9. It shall be the duty of every railroad to provide and maintain adequate depots and depot buildings at its regular stations and establish new stations wherever required, for the accommodation of passengers, and said depot building shall be kept clean, well lighted and warm for the comfort and accommodation of the traveling public. All railroads shall keep and maintain adequate and suitable freight depots, wherever needed, buildings, switches and sidetracks for the receiving, handling and delivering of freight transported or to be transported by such railroad; *provided*, that this shall not be construed as repealing any existing law on the subject; *provided further*, that to remove all doubts which have arisen upon the subject, the commission is specifically invested with full power to enforce the provisions of this section and of this entire act. *As amended March 20, 1909.*

Railroads Shall Furnish Cars for Shippers—Live Stock, Etc., Preferred.

SEC. 10. Every railroad shall, when within its power to do so, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight in carload lots. In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to their respective immediate requirements without discrimination between shippers or competitive or noncompetitive places; *provided*, preference may be given to shipments of live stock and perishable property.

Commission May Enforce Reasonable Regulations.

(a) The commission shall have the power to enforce reasonable regulations for furnishing cars to shippers, and switching the same, and for the loading and unloading thereof, and the weighing of the cars and freight offered for shipment over any line of railroad.

Proper Facilities for Interchange of Traffic.

SEC. 11. All railroad companies as between themselves, and all interurban and electric railroads as between themselves and each other, shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines for forwarding and delivering passengers and property, and shall transfer and deliver without unreasonable delay or discrimination any freight or cars, loaded or empty, or any passengers destined to any point on its own or any connecting lines; *provided*, that precedence over other freight may be given to live stock and perishable freight.

Commission Shall Have Control of Private Tracks.

(a) The commission shall have control over private tracks in so far as the same are used by common carriers, in connection with any railroad for the transportation of freight, in all respects the same as though such tracks were a part of the track of said railroad.

Commission Must Investigate All Complaints — Notice to Railroads and Complainants.

SEC. 12. Upon complaint of any person, firm, corporation or association, or of any mercantile, agricultural or manufacturing society, or of any body politic or municipal organization, that any of the rates, charges or classifications, or any joint rate or rates are in any respect unreasonable or unjustly discriminatory, or that any regulation or practice whatsoever affecting the transportation of persons or property, or any service in connection therewith, are in any respect unreasonable or unjustly discriminatory, or that any service is inadequate, the commission may notify the railroad complained of that complaint has been made, and ten days after such notice has been given the commission may proceed to investigate the same as hereinafter provided, but before proceeding to make such investigation the commission shall give the railroads and the complainants ten days' notice of the time and place when and where such matters will be considered and determined, and said parties shall be entitled to be heard and shall have process to enforce the attendance of witnesses. If upon such investigation the rate or rates, or any regulation, practice or service complained of shall be found to be unreasonable or unjustly discriminatory, or the service shall be found to be inadequate, the commission shall have power to fix and order substituted therefor such rate or rates, fares, charges or classifications, as it shall have determined to be just and reasonable and which shall be charged, imposed and followed in the future, and shall also have power to make such orders respecting such regulation, practice or service, as it shall have determined to be reasonable and which shall be observed and followed in the future.

Commission May Order Separate Hearings.

(a) The commission may, when complaint is made of more than one rate or charge, order separate hearings thereon, and may consider and determine the several matters complained of separately, and at such times as it may prescribe. No complaint shall of necessity at any time be dismissed because of the absence of direct damage to the complainant.

Commission May Take the Initiative.

(b) Whenever the commission shall believe that any rate or rates or charge or charges may be unreasonable or unjustly discriminatory, and that investigation relating thereto should be made, it may, upon its own motion, investigate the same. Before making such investigation it shall present to the railroad a statement in writing, setting forth the rate or charge to be investigated. Thereafter, on ten days' notice to the railroad of the time and place of such investigation, the commission may proceed to investigate such rate or charge in the same manner and make like orders in respect thereto as if such investigation had been made upon complaint.

This Section Construed.

(c) This section shall be construed to permit any railroad to make complaint with like effect as though made by any person, firm, corporation or association, mercantile, agricultural or manufacturing society, body politic or municipal organization.

Various Powers of Commission.

SEC. 13. Each of the commissioners, for the purposes mentioned in

this act, shall have power to administer oaths, certify to official acts, issue subpenas, compel the attendance of witnesses, and the production of papers, way-bills, books, accounts, documents and testimony. In the case of disobedience on the part of any person or persons to comply with any order of the commission or any commissioner or any subpena, or on the refusal of any witness to testify to any matter regarding which he may be lawfully interrogated, it shall be the duty of the district court of any county, or a judge thereof, on application of a commissioner, to compel obedience by attachment proceedings for contempt, as in the case of disobedience of the requirements of a subpena issued from such court, or a refusal to testify therein.

Fees and Mileage for Witnesses—Proviso.

(a) Each witness who shall appear before the commission by its order shall receive for his attendance the fees and mileage now provided for witnesses in civil cases in courts of record, which shall be audited and paid by the state in the same manner as other expenses are audited and paid, upon the presentation of proper vouchers, sworn to by such witnesses and approved by the chairman of the commission; *provided*, that no witness subpenaed at the instance of parties other than the commission shall be entitled to compensation from the state for attendance or travel unless the commission shall certify that his testimony was material to the matter investigated.

Depositions.

(b) The commission or any party may, in the investigation, cause the depositions of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in district courts.

Complete Records Must Be Kept—Certified Copy Received in Evidence.

(c) A full and complete record shall be kept of all proceedings had before the commission or any investigation had under section 12 of this act, and all testimony shall be taken down by the stenographer appointed by the commission. Whenever any complaint is served upon the commission under the provisions of section 16 of this act the commission shall, before said action is reached for trial, cause a certified transcript of all proceedings had and testimony taken upon such investigation to be filed with the clerk of the district court of the county where the action is pending. A transcribed copy of the evidence and proceedings, or any specific part thereof, or any investigation, taken by the stenographer appointed by the commission, being certified by such stenographer to be a true and correct transcript in longhand of all testimony taken at the investigation, or of a particular witness, or of other specific part thereof, carefully compared by him with his original notes, and to be a correct statement of the evidence and proceedings had on such investigation so purporting to be taken and transcribed, shall be received in evidence with the same effect as if such reporter were present and testified to the facts so certified. A copy of such transcript shall be furnished on demand, free of cost, to any party to such investigation; and to all other persons, a copy, on payment of a reasonable amount therefor, to be fixed by the commission. *As amended March 20, 1909.*

Commission Shall Fix Reasonable Rates—Joint Rates.

SEC. 14. Whenever, upon an investigation made under the provisions

of this act, the commission shall find any existing rate or rates, fares, charges or classification, or any joint rates or rates, or any regulation or practice whatsoever, affecting the transportation of persons or property, or any service in connection therewith, are unreasonable or unjustly discriminatory, or any service is inadequate, it shall determine and by order fix a reasonable rate, fare, charge, classification or joint rate to be imposed, observed and followed in the future in lieu of that found to be unreasonable or unjustly discriminatory, and it shall determine and by order fix a reasonable regulation, practice or service to be imposed, observed or followed in the future, in lieu of that found to be unreasonable or unjustly discriminatory or inadequate, as the case may be, and it shall cause a certified copy of each such order to be delivered, to an officer or station agent of the railroad affected thereby, which order shall of its own force take effect and become operative thirty days after the service thereof. All railroads to which the order applies shall make such changes in their schedule on file as may be necessary to make the same conform to said order, and no change shall thereafter be made by any railroad in any such rates, fares or charges, or in any joint rate or rates, without the approval of the commission. Certified copies of all other orders of the commission shall be delivered to the railroads affected thereby, in like manner, and the same shall take effect within such time thereafter as the commission shall prescribe.

Commission May Rescind or Alter Its Own Orders.

(a) The commission may at any time, upon application of any person or any railroad, and upon notice to the parties interested, and after opportunity to be heard as provided in section 12, rescind, alter or amend any order fixing any rate or rates, charges or classification, or any other order made by the commission, and certified copies of the same shall be served and take effect as herein provided for original orders. *As amended March 20, 1909.*

Rates in Force Until Changed.

SEC. 15. All rates, fares, charges, classifications and joint rates fixed by the commission shall be in force, and shall be prima facie lawful, until changed or modified by the commission, or in pursuance of section 16 of this act. All regulations, practices and services prescribed by the commission shall be in force and shall be prima facie reasonable, unless suspended or found otherwise in an action brought for that purpose, pursuant to the provisions of section 16 of this act, or until changed or modified by the commission as provided for in paragraph a, section 14, of this act. *As amended March 20, 1909.*

Railroad May Commence Legal Action Within Ninety Days — Shall Have Precedence.

SEC. 16. Any railroad or other party in interest being dissatisfied with any order of the commission fixing any rate or rates, fares, charges, classifications, joint rate or rates, or any order fixing any regulations, practices or services, may, within ninety days, commence an action in the district court of the proper county, against the commission as defendant, to vacate and set aside any such order on the ground that the rate or rates, fares, charges, classifications, joint rate or rates, fixed in such order is unlawful or unreasonable, or that any such regulation, practice or service fixed in such order is unreasonable,

in which action the adverse parties shall be served with a summons and copy of the complaint. The commission shall file its answer, and on leave of court, any interested party *may* file the answer to said complaint within thirty days, after the service thereof, whereupon said action shall be at issue and stand ready for trial upon twenty days' notice by either party. All actions brought under this section shall have precedence over any civil cause of a different nature pending in such court, and the court shall always be deemed open for the trial thereof, and the same shall be tried and determined as other civil actions; any party to such action may introduce original evidence in addition to the transcript of the evidence offered to said commission.

No Injunction Issued Without Notice to Commission.

(a) No injunction shall issue suspending or staying any order of the commission except upon application to the court or judge thereof, notice to the commission having been first given and hearing having been had thereon; *provided*, that all rates fixed by the commission shall be deemed reasonable and just, and shall remain in full force and effect until final determination by the courts, upon appeal.

Commission Must Have Notice of New Evidence.

(b) If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto, the court before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for fifteen days from the date of such transmission. Upon receipt of such evidence the commission shall consider the same, and may alter, modify, amend or rescind its order relating to such rate or rates, fares, charges, classifications, joint rate or rates, regulation, practice or service complained of in said action, and shall report its action thereon to said court within ten days from the receipt of such evidence.

Judgments, How Rendered.

(c) If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon, as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

Appeals.

(d) Either party to said action within sixty days after service of a copy of the order or judgment of the court may appeal or take the case up on error as in other civil actions. Where an appeal is taken the cause shall, on the return of the papers to the higher court, be immediately placed on the calendar of the then pending term, and shall be assigned and brought to a hearing in the same manner as other causes on the calendar.

Burden of Proof on Plaintiff.

(e) In all actions under this section the burden of proof shall be upon the plaintiff to show by clear and satisfactory evidence that the

order of the commission complained of is unlawful, or unreasonable, as the case may be.

Same Practice as Civil Actions.

SEC. 17. In all actions and proceedings in court arising under this act all processes shall be served, and the practice and rules of evidence shall be the same as in civil actions, except as otherwise herein provided. Every sheriff or other officer empowered to execute civil processes shall execute any process issued under the provisions of this act, and shall receive such compensation therefor as may be prescribed by law for similar services.

No Person Excused from Testifying—Proviso.

(a) No person shall be excused from testifying or from producing books and papers in any proceedings based upon or growing out of any violation of the provisions of this act, on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to penalty or forfeiture, but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for, or on account of, any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; *provided*, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

Certified Copies Prima Facie Evidence.

(b) Upon application of any person the commission shall furnish certified copies, under the seal of the commission, of any order made by it, which shall be prima facie evidence in any court or proceeding of the facts stated therein.

Authority of Commission.

SEC. 18. The commission shall have the authority to inquire into the management of the business of all railroads, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from any railroad all necessary information to enable the commission to perform the duties and carry out the objects for which it was created.

Blanks—Perjury, When.

(a) The commission shall cause to be prepared suitable blanks for the purposes designated in this act, which shall conform as nearly as practicable to the forms prescribed by the Interstate Commerce Commission, and shall, when necessary, furnish such blanks to each railroad. Any railroad receiving from the commission any such blanks shall cause the same to be properly filled out so as to answer fully and correctly each question therein propounded, and in case it is unable to answer any question it shall give a good and sufficient reason for such failure, and said answer shall be verified under oath by the proper officer of said railroad and returned to the commission at its offices within the time fixed by the commission; the making of a false affidavit or filing of the same shall be deemed perjury and punishable as such under the statutes of Nevada defining perjury.

Right of Inspection—Proviso.

(b) The commission, or any commissioner, or any person or persons employed by the commission for that purpose, shall, upon demand,

have the right to inspect the books and papers of any railroad and to examine under oath any officer, agent or employee of such railroad in relation to any matter which is the subject of complaint and investigation; *provided,* that any person other than the one of the said commissioners who shall make such demand shall produce his authority to make such inspection under the hand of a commissioner, or of the secretary and under the seal of said commission.

Orders and Subpenas—Penalties.

(c) The commission may require by order or subpena, and to be served on any railroad, in the same manner that a summons is served in a civil action in a district court, the production within this state, at such time and place as it may designate, of any books, papers or accounts relating to any matter which is the subject of complaint or investigation kept by said railroad in any office or place without the State of Nevada, or verified copies in lieu thereof, if the commission shall so order, in order that an examination thereof may be made by the commission or under its direction, and such subpena may issue to any sheriff in any county of the state. Any railroad failing or refusing to comply with any such order or subpena within a reasonable time shall, for each day it shall so fail or refuse, forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than one thousand dollars, to be recovered in a civil action brought in the name of the Railroad Commission of Nevada.

Railroads Shall Submit Contracts.

SEC. 19. Every railroad, whenever required by the commission, shall, within a time to be fixed by the commission, deliver to the commission for its use copies of all contracts which relate to the transportation of persons or property, or any service in connection therewith made or entered into by it with any other railroad company, terminal company, depot company, equipment company, car company, express or other transportation company, bridge company, or any shipper or shippers, producers or consumers, or other persons doing business with it.

Railroads Shall Report Annually Concerning Passes, Etc.

(a) Every railroad shall, on the first Monday in January of each year, and oftener if required by the commission, file with the commission a verified list of all railroad tickets, passes, and mileage books issued free or for other than actual bona fide money consideration at full established rates during the preceding year, together with the names of the recipients thereof, the amount received therefor, and the reason for issuing the same. This provision shall not apply to the sale of tickets at reduced rates open to the public. *As amended March 20, 1909.*

Full Reports of Nevada Business.

SEC. 20. Every railroad company incorporated or doing business in this state, or which shall hereafter become incorporated or do business in this state shall, on or before the 15th day of September, 1907, and on or before the same day of each year thereafter, make and transmit to the commission in its office in Nevada a full and true statement, under oath of the proper officer of such corporation, of the affairs of such corporation relative to the State of Nevada, for the year ending on the

30th day of June preceding, which statement for the State of Nevada shall be similar in character and detail to the annual report required to be made by railroad companies to the Interstate Commerce Commission, and such other and further information as may be required by the commission.

Commission Shall Cooperate with Interstate Commerce Commission.

SEC. 21. The commission shall have power, and on complaint of any person it is hereby made its duty, to investigate all or any freight rates on interstate traffic on railroads in this state, and when the same are, in the opinion of the commission, excessive or discriminatory, or are levied or laid in violation of the interstate commerce law, or in conflict with the rulings, orders or regulations of the Interstate Commerce Commission, the commission shall present the facts to the railroad, with a request to make such changes as the commission may advise, and if such changes are not made within a reasonable time, the commission shall apply by petition to the Interstate Commerce Commission for relief. All freight tariffs issued by any such railroad relating to interstate traffic in this state shall be filed in the office of the commission within thirty days after the passage of this act, and all such tariffs thereafter issued shall be filed with the commission when issued.

Penalties for Railroads for Discriminatory Charges.

SEC. 22. If any railroad, or any agent or officer thereof, shall directly or indirectly, by any special rate, rebate, drawback, or by means of false billing, false classification, false weighing, or by any other device whatsoever, charge, demand, collect or receive from any person, firm, or corporation a greater or less compensation for any service rendered or to be rendered by it for the transportation of persons or property or for any service in connection therewith than that prescribed in the published tariffs then in force, or established as provided herein, or than it charges, demands, collects or receives from any other person, firm, or corporation for a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such railroads shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful, and upon conviction thereof shall forfeit and pay into the state treasury not less than one hundred dollars nor more than five thousand dollars for such offense; and any agent or officer so offending shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Certain Prohibitions.

(a) It shall be unlawful for any railroad to demand, charge, collect or receive from any person, firm or corporation, a less compensation for the transportation of property or for any service rendered or to be rendered by said railroad in consideration of said person, firm or corporation furnishing any part of the facilities incident thereto; *provided*, nothing herein shall be construed as prohibiting any railroad from procuring any facilities or service incident to transportation and paying a reasonable compensation therefor.

Discrimination Prohibited.

SEC. 23. That it shall be unlawful for any common carrier subject

to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Acceptance of Rebates, Etc., Prohibited—Penalty.

SEC. 24. It shall be unlawful for any person, firm, or corporation knowingly to accept or receive any rebate, concession or discrimination in respect to transportation of any property wholly within this state, or for any service in connection therewith, whereby any such property shall by false billing, false classification, false weighing, or any other device whatsoever, be transported at a less rate than that named in the published tariffs in force as provided herein, or whereby any service or advantage is received other than is herein specified. Any person, firm or corporation violating the provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Passes to Public Officers Prohibited.

SEC. 25. It shall be unlawful for any person, firm or corporation engaged in business as a common carrier to give or furnish to any state, district, county or municipal officer of this state, or to any person other than those mentioned in section 8, any pass, frank, free or reduced transportation, or for any such state, district, county or municipal officer to accept such frank, pass, free or reduced transportation. Any firm, person or corporation, or the agent thereof, or any state, district, county or municipal officer violating the provisions of this section shall, upon conviction thereof, be fined in any sum not less than one hundred dollars, or more than five hundred dollars, and in addition to such penalty the office of any such state, district, county or municipal officer shall, upon his conviction, *ipso facto* become vacant. *As amended March 20, 1909.*

Treble Damages, When.

SEC. 26. If any railroad shall do or cause to be done or permit to be done any matter, act or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing required to be done by it, such railroad shall be liable to the person, firm or corporation injured thereby in treble the amount of damages sustained in consequence of such violation; *provided*, that any recovery as in this section provided shall in no manner affect the recovery by the state of the penalty prescribed for such violation.

Failure or Evasion of Railroad Employees Punished.

SEC. 27. Any officer, agent or employee of any railroad who shall wilfully fail or refuse to fill out and return any blanks as required by this act, or shall wilfully fail or refuse to answer any questions therein propounded, or shall knowingly or wilfully give a false answer to any such questions, or shall evade the answer to any such question, where the fact inquired of is within his knowledge, or who shall, upon proper demand, wilfully fail or refuse to exhibit to any commissioner or any

commissioners, or any person authorized to examine the same, any book, paper or account of such railroad, which is in his possession or under his control, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than one thousand dollars for each such offense, and a penalty of not less than five hundred dollars nor more than one thousand dollars shall be recovered from the railroad for each such offense when such officer, agent, or employee acted in obedience to the direction, instructions or request of such railroad or any general officer thereof.

Penalty for All Acts of Omission or Commission.

SEC. 28. If any railroad shall violate any provision of this act, or shall do any act herein prohibited, or shall fail, or refuse to perform any duty enjoined upon it, or upon failure of any railroad to place in operation any rate or joint rate, or do any other act herein prohibited, for which a penalty has not been provided, or shall fail, neglect or refuse to obey any lawful requirement or order made by the commission or any court (upon its application), for every such violation, failure or refusal, such railroad or railroads shall forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than ten thousand dollars for each offense. In construing and enforcing the provisions of this section, the act, omission or failure of any officer, agent, or other person acting for or employed by any railroad, acting within the scope of his employment shall in every case be deemed to be the act, omission or failure of such railroad.

Commission May Regulate All Practices.

SEC. 29. Whenever, after hearing and investigation as provided by this act, the commission shall find that any charge, regulation, or practice affecting the transportation of passengers or property, or any service in connection therewith, not hereinbefore specifically designated, is unreasonable or unjustly discriminatory, it shall have the power to regulate the same as provided in sections 12 and 14 of this act.

Commission To Be Immediately Notified of Fatal Accidents—Investigation.

SEC. 30. Every railroad shall, whenever an accident attendant with loss of human life occurs within this state, upon its line of road or on its depot grounds or yards, give immediate notice thereof to the commission. In the event of any such accident, the commission, if it deem the public interest requires it, shall cause an investigation to be made forthwith, which investigation shall be held in the locality of the accident, unless, for greater convenience of those concerned, it shall order such investigation to be held at some other place, and said investigation may be adjourned from place to place as may be found necessary and convenient. The commission shall seasonably notify an officer or station agent of the company of the time and place of the investigation. The cost of such investigation shall be certified by the chairman of the commission, and the same shall be audited and paid by the state in the same manner as other expenses are audited and paid and a record or file of said proceedings and evidence shall be kept by said commission.

Attorney-General and Prosecuting Attorneys Must Assist Commission.

SEC. 31. The commission shall inquire into any neglect or violation

of the laws of this state by any such railroad corporation hereinbefore defined doing business therein, or by the officers, agents or employees thereof, or by any person operating a railroad, and shall have the power and it shall be its duty to enforce the provisions of this act as well as all other laws relating to railroads and report all violations thereof to the attorney-general; upon request of the commission it shall be the duty of the attorney-general or the prosecuting attorney of the proper, or any, county to aid in any investigation, prosecution, hearing or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act and all other laws of this state relating to railroads and for the punishment of all violations thereof. Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the State of Nevada in the district court of any county having jurisdiction of the defendant. The attorney-general of Nevada shall be the counsel in any proceeding, investigation, hearing or trial prosecuted or defended by the commission or any prosecuting attorney selected by said commission, or other special counsel furnished said commission, in any county where such action is pending.

All Claims for Damages May Be Investigated by Commission.

SEC. 32. All claims against any railroad for loss of or damage to property from any cause, or for overcharge upon any shipments, or for any other service, if not acted upon within ninety days from the date of the filing of such claim with the railroad, may be investigated by the commission, in its discretion, and the result of such investigation shall be duly recorded and filed in the archives of the commission, be open to examination by the public, and be embodied in the commission's next regular report. The regular reports of the commission shall be made to the governor annually as soon after the thirty-first day of December in each year as may be feasible in order to bring the report down to that date.

Printing Done at State Printing Office.

(a) It is hereby further provided that, except in cases of emergency, all the necessary printing of the commission shall be done at the state printing office, and it is made the duty of the state printer to have such printing done as expeditiously as possible. *As amended March 20, 1909.*

Technicalities Ignored.

SEC. 33. A substantial compliance with the requirements of this act shall be sufficient to give effect to all rules, orders, acts and regulations of the commission, and they shall not be declared inoperative, illegal or void for any omission of a technical nature in respect thereto.

This Act Shall Not Affect Any Suits at Law.

SEC. 34. This act shall not have the effect to release or waive any right of action by the state or by any person for any right, penalty, or forfeiture which may have arisen or which may hereafter arise under any law of this state; and all penalties and forfeitures accruing under this act shall be cumulative and a suit for, and recovery of, one shall not be a bar to the recovery of any other penalty.

Commission May Use Any Civil Remedy.

SEC. 35. In addition to all the other remedies provided by this act,

for the prevention and punishment of any and all violations as to the provisions hereof and all orders of the commission, the commission can compel compliance with the provisions of this act and of the orders of the commission by proceedings in mandamus, injunction or by other civil remedies.

Railroads Shall File Schedules.

SEC. 36. Every railroad in this state shall, within sixty days after the passage of this act, file in the office of the commission copies of all schedules of rates, including joint rates in force on its line or lines, between points within this state on the date this act takes effect.

This Act Construed.

SEC. 37. Each section of this act and every part of each section is hereby declared to be independent sections and parts of sections and the holding of any section or part thereof to be void or ineffective for any cause shall not be deemed to affect any other section or any part thereof.

Repeal.

SEC. 38. All acts and parts of acts in conflict with this act are hereby repealed.

RULES OF PRACTICE

For the proper and orderly exercise of the powers conferred by law upon the Railroad Commission of Nevada, the following rules of practice are hereby adopted, the eighth day of May, A. D. 1907:

RULE I

The general sessions of the commission for hearing contested cases, will be held at its office in Carson City, Nevada, on such days and at such hours as the commission may designate. When special sessions are to be held at other places, the commission will make such orders and regulations with reference thereto as may be necessary. All such hearings shall be public.

RULE II

Any person feeling himself aggrieved, by any railroad, telegraph, telephone or express company, or any common carrier, may file his complaint with the secretary of the commission. The secretary must indorse on the complaint the day, month and year that it is filed, and must, at the request of the party filing the same, issue a summons thereon. If such request be not made within three months after the filing of the complaint, the request shall be disregarded, but the party shall have leave, if he so desires, to file a new complaint. Both the complaint and the answer thereto shall be verified in the manner prescribed by the code of civil procedure of this state. The party complaining shall be known as the plaintiff.

RULE III

The summons must be directed to the defendant, must be signed by the secretary, and attested by the seal of the commission, and must contain:

First—The names of the parties to the proceeding.

Second—A brief statement of the nature of the complaint.

Third—A direction that the defendant appear and answer the complaint within a time to be specified in the summons, which shall in no case be less than ten (10) days.

RULE IV

The summons may be served by any officer authorized by law to serve such process in civil proceedings, or by any male citizen of the state, and shall be served by delivering a copy thereof together with a copy of the complaint to the defendant; or, if the defendant is a corporation, to the president, secretary, treasurer, resident agent, managing agent, or other person in general charge of the company's business within this state, by whatever title he may be designated. Proof of such service shall be as follows:

If made by one of the officers aforesaid within the territory to which his official authority extends, by his certificate.

If by such officer outside of such territory, or by any other person, by his affidavit showing the time, place and manner of service.

RULE V

From the time of service of the summons and copy of complaint, the commission shall be deemed to have acquired jurisdiction of the parties and subject-matter. The voluntary appearance of the defendant shall be deemed a waiver of summons.

RULE VI

The complaint must contain:

First—The names of the parties to the proceedings.

Second—A statement of the alleged grievance in ordinary and concise language, giving such particulars of time, place and circumstance as will enable the defendant to answer the same intelligently.

Third—A demand for the relief claimed.

RULE VII

The plaintiff may embody as many causes in the same complaint as he may have, but the causes so embodied shall be separately stated so that each may be separately denied or objected to.

RULE VIII

The party complained against shall be known as the defendant, and within the time specified in the summons for answering, may file an objection, in the nature of a demurrer to the complaint upon the following grounds:

First—That it does not state facts sufficient to authorize the proceedings.

Second—If the complaint contains more than one cause or alleged grievance, that they are are not separately stated.

Third—That the complaint is ambiguous, uncertain or unintelligible.

RULE IX

If the objection is sustained, the plaintiff may within ten (10) days after receiving written notice of the decision, amend his complaint. If the objection is overruled, the defendant may, within a like period, answer the complaint; *provided*, that if the party against whom such ruling is made is present when the commission makes its ruling, no written notice thereof shall be required, and the ten-day period shall begin to run at once.

RULE X

The answer of the defendant should contain:

First—A specific denial of each material allegation contained in the complaint.

Second—A statement of any new matter of defense, or matter in mitigation or explanation of the charges made in the complaint.

RULE XI

The plaintiff may within ten (10) days after the service of the answer object or demur to the same upon the following grounds:

First—That the facts therein stated do not constitute a defense.

Second—That it is ambiguous, uncertain or unintelligible.

RULE XII

The complaint, answer and demurrer must be subscribed by the party to the proceeding, or by some attorney at law on his behalf.

RULE XIII

The pleadings, summons, subpenas, affidavits and all papers to be filed or used in any proceeding before the commission should be entitled:

"BEFORE THE RAILROAD COMMISSION OF NEVADA."

All such papers should be either typewritten or printed, and when not printed only one side of the paper should be used.

RULE XIV

The testimony of any witness may be taken by deposition, at the instance of a party, in any proceedings or investigation before the commission, and at any time after the same is at issue. The commission may order testimony to be taken by deposition, in any proceeding or investigation pending before it, at any stage of such proceeding or investigation. Such deposition may be taken before any judge of any court of the United States, or any commissioner of a circuit, or any clerk of a district or circuit court, or any chancellor, justice or judge of a supreme or superior court, mayor or chief magistrate of a city, judge of a county court, or court of common pleas of any of the United States, or any notary public, not being of counsel or attorney to either of the parties, or otherwise interested in the proceeding or investigation. The same notice of taking deposition that is required by the laws of Nevada in taking depositions in civil cases must be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, which notice shall state the name of the witness and the time and place of the taking of his deposition, and a copy of such notice shall be filed with the secretary.

When testimony is to be taken on behalf of a common carrier in any proceeding instituted by the commission on its own motion, notice

thereof, in writing, must be given by such carrier to the commission itself, or to such person as may have been previously designated by the commission to be served with such notice.

Every person whose deposition is taken shall be sworn (or may affirm, if he so request) to testify the whole truth, and shall be carefully examined. His testimony shall be reduced to writing, which may be typewriting, by the magistrate taking the deposition, or under his direction, and shall, after it has been reduced to writing, be subscribed by the witness.

RULE XV

Proposed findings embracing the material facts claimed to be established by the evidence, and referring to the particular part of the record relied upon to support each finding proposed, may be filed by each party. Printed or written arguments or briefs may be filed by any party. A copy of the proposed findings, brief or argument filed on behalf of any party, must at the same time be served upon the adverse party or parties, personally or by mail, and notice of such service thereupon filed with the secretary of the commission. The time within which proposed findings and printed or written arguments or briefs shall be filed in any case will be determined by the commission upon submission of the testimony.

RULE XVI

The commission will, at every stage of any proceeding before it, disregard any error or defect in the pleadings or other papers which do not affect the substantial rights of the parties. It will also be liberal in allowing such amendments of the pleadings as justice may require, and in enlarging the time, upon proper application, within which any pleading may be required. Sham or redundant matter in any pleading will be stricken out and disregarded.

RULE XVII

If the defendant fail to appear and answer the complaint, the commission will, at the time set for the hearing, proceed with the investigation, the same as if an answer had been duly filed. At such hearing the defendant may cross-examine the plaintiff's witnesses, and may offer testimony tending to disprove the allegations of the complaint, but will not be allowed to prove any new matter of defense that has not been pleaded.

RULE XVIII

Either party to the proceeding may, by leave of the commission, file a supplemental pleading. When such pleading is filed, the adverse party shall be given such time as the commission may prescribe in which to answer, demur, move to strike out, or take such other action as may be deemed proper in the premises.

RULE XIX

The secretary shall keep a calendar of the proceedings at issue, showing the status of each, and whether the issue be one of law or fact. Issues of law shall be first disposed of.

RULE XX

Either party upon not less than ten (10) days' notice to the other party, or the commission of its own motion, upon ten (10) days' notice

to both parties, may bring any proceeding to a hearing for the final disposition of the issue made, whether it be one of law or fact. But no such hearing shall be had without ten (10) days' notice of the time and place of the hearing, unless the parties themselves, with the concurrence of the commission, agree in writing upon a shorter time.

RULE XXI

Motions for postponement of a hearing will only be considered upon affidavit showing good and sufficient reasons therefor, and in determining what are good and sufficient reasons, the commission will be governed generally by the rules which prevail in courts of equity, reserving to itself the right to determine whether the application is made in good faith, for sufficient reason, or merely for delay.

RULE XXII

Any person having an interest in the subject-matter of a proceeding pending before the commission may, by leave of the commission, intervene at any time before the hearing upon the merits. When such leave is granted, the party intervening must file his pleading with the secretary, and serve a copy upon the adverse party, who shall have such time to plead thereto as may be fixed by the commission, which shall not be in any case less than ten (10) days.

The pleadings upon intervention shall be governed by the same rules as those which apply to the original pleadings in the proceedings.

RULE XXIII

Any party to a proceeding before the commission, feeling aggrieved at the final decision, may within sixty (60) days apply for a rehearing. Such application shall be in writing, filed with the secretary, and served by copy upon the adverse party, and may be made upon one or more of the following grounds:

First—Irregularity in the proceedings, or abuse of discretion whereby the party was prevented from having a fair hearing.

Second—Accident or surprise, which ordinary prudence could not have guarded against.

Third—Newly discovered evidence, material for the party making the application, which could not with reasonable diligence have been discovered and produced at the trial.

Fourth—Insufficiency of the evidence to justify the decision, or that it is against law.

When the application is made upon the first ground named, it shall be based upon affidavit showing clearly the irregularity or abuse of discretion complained of.

When made upon the second ground, it must be based upon affidavit showing the precise nature of the accident or surprise, and why it could not have been guarded against.

When made upon the third ground, it must be supported by affidavit showing the nature of the newly discovered evidence, its materiality, and why it could not have been produced at the hearing.

When made upon the fourth ground, it shall be sufficient to refer to the evidence contained in the record, and state generally wherein it is against law.

RULE XXIV

If the commission shall be of the opinion that a sufficient showing has been made to justify a rehearing, it will, in writing, notify all parties to the proceeding of the time and place of the rehearing, which shall be not less than ten (10) days, at which rehearing only such matters will be considered as have been made the basis of the application.

If the commission be of the opinion that the application is not well founded, it will deny the same, and so notify, in writing, the party applying. Upon a rehearing being granted the commission will affirm, reverse and vacate, or modify the decision or order complained of.

RULE XXV

A full and complete record shall be kept of all proceedings before the commission, and all the testimony shall be taken down by the stenographer appointed by the commission for the purpose.

A duly certified copy of such record, including the testimony, objections, rulings of the commission and exceptions noted, will be furnished free of cost to any party of record, and to all other persons a copy will be furnished at the actual cost of making the same.

Nothing herein shall be so construed as to require the stenographer to take down the arguments of counsel, beyond the simple statement of their objections and exceptions.

If any counsel desires his remarks reported in full, it may be done at his own expense, but such remarks will constitute no part of the record of the proceeding.

RULE XXVI

In ruling upon demurrers and independent motions the decisions of the commission may, in its discretion, either be oral and briefly noted in the secretary's minutes, or in writing.

The rulings made in the progress of a hearing or investigation, shall be taken down by the stenographer, and constitute a part of the record.

The final decision shall, in all cases, be in writing and embodied in the record as a part thereof.

RULE XXVII

Any railroad or transportation company, or any party affected by any order of the commission, shall be entitled to receive one certified copy of such order, free of charge, and additional copies will be furnished to any persons desiring the same at the actual cost of transcription.

RULE XXVIII

The noun "person" and the pronoun "his," wherever they occur in these rules, shall be construed to include corporations and firms, the singular and plural, the masculine, feminine and neuter genders.

RULE XXIX

These rules shall be in force on and after the fifteenth day of May, 1907. They may be amended at any meeting of the commission, and amendments so made shall go into effect sixty days thereafter.

FORMS

No. 1—Complaint No. 3—Demurrer
No. 2—Answer No. 4—Subpena

These forms may be used in cases to which they are applicable, with such alterations as the circumstances may render necessary:

BEFORE THE RAILROAD COMMISSION OF NEVADA
Complaint

.....

against

The ..... Railroad Company

.....

The complaint of the above-named ..... respectfully shows:

1. (State occupation and place of business.)

.....

.....

.....

2. That the above-named railroad company is a common carrier, engaged in the transportation of persons and property by railroad between points in the State of Nevada and that, as such common carrier, said railroad company is subject to the provisions of Chapter 45 of the Nevada Statutes of 1907.

3. That (here state concisely the matters intended to be complained of, numbering each succeeding paragraph).

.....

.....

.....

Wherefore, petitioner prays that the aforesaid railroad company be required to answer the charges herein and that after due hearing and investigation an order be made commanding said railroad company to cease and desist from said violations of the acts referred to in said petition, and for such other and further order as the commission may deem necessary and just in the premises. (Prayer may be varied so as to ask for the ascertainment of lawful rates or practices, and an order requiring the carrier to conform thereto. If reparation for any wrong or injury be desired, the petitioner should state the nature and extent of the reparation he deems proper.)

.....

Petitioner.

BEFORE THE RAILROAD COMMISSION OF NEVADA
Answer

.....

against

The ..... Railroad Company

The above-named defendant, for answer to the complaint in this proceeding, respectfully states:

1. That (here follow the usual admissions, denials, and averments. Continue numbering each succeeding paragraph).

Wherefore, the defendant prays that the complaint in this proceeding be dismissed.

The ..... Railroad Company,
By E. F. (Title of officer.)

Demurrer

In usual form, and entitled same as complaint and answer.

BEFORE THE RAILROAD COMMISSION OF NEVADA
Subpena

To .....

.....

You are hereby required to appear before ..... in the matter of a complaint of ....., on the ..... day of ....., 191...., at .....o'clock.....m. at ....., and bring with you then and there .....

Dated .....

[Seal] .....
Commissioner.

.....

Attorney for .....

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